

**EXECUTIVE SUMMARY  
AIRCRAFT ACCIDENT INVESTIGATION**

**F-15C, S/N 79-0025  
NEAR KADENA AIR BASE, JAPAN.  
28 May 2013**

On 28 May 13 at approximately 0840L, the mishap aircraft (MA), an F-15C, S/N 79-0025, assigned to the 44th Fighter Squadron (FS), 18th Wing (WG), Kadena Air Base (AB), Japan, crashed into the Pacific Ocean approximately 60 miles east of Kadena AB, Japan. The mishap pilot (MP) ejected from the MA and sustained minor injuries. Japan Air Self Defense Force rescue forces recovered the MP. There was no damage to civilian property. The MA broke apart upon impact with a loss valued at \$31,964,644.01. There was media interest as reported by local, national, and international outlets.

The MP was on a training mission as part of a two-ship formation. The two-ship executed take off, airspace entry and two training engagements without incident. Upon termination of the second training engagement, the MP attempted to rejoin with the lead pilot (LP), at which time the MA no longer responded to MP flight control inputs. At approximately the same time, the MP noticed the hydraulic, yaw, roll, and pitch control augmentation system warning lights were illuminated. The MP was unable to recover the MA from a left descending spiral for over 20 seconds, and ejected at 4,500 feet mean sea level.

The Accident Investigation Board (AIB) President found, by clear and convincing evidence, the cause of this accident was the MA failing to respond to MP flight control inputs due to a failure in the hydro-mechanical flight control system. Additionally, the Pitch Roll Channel Assembly provided inputs to the flight control surfaces not commanded by the MP. Furthermore, the AIB President found, by a preponderance of evidence, the following factors substantially contributed to the mishap:

- (1) a malfunction in the hydro-mechanical flight control system
- (2) limited time for malfunction analysis by the MP
- (3) lack of simulator emergency procedure training for the cause of this mishap
- (4) expectancy of the MP based on previous mishaps of a similar nature

*Under 10 U.S.C. § 2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.*