

CHS Midair Collision
Moncks Corner, SC
July 7, 2015
ERA15MA259AB

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 2

USAF Interim Safety Board (ISB) Interview with F-16 Pilot

20 Pages

TAB R

RELEASABLE WITNESS TESTIMONY

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R1. MAJ (MP1)

R1.1. ISB NON-PRIVILEGED INTERVIEW – 7 JUL 15

The initial interview with MP1 was accomplished on 7 Jul 15 at the emergency room after the mishap occurred. However, the Non-Privileged Witness Statement for this interview was not signed until 10 Jul 15.

Non-Privileged Witness Statement

10 Jul 2015

(Date)

I, MP1 Major, 20 FW, have been advised by 437 AW/SE1 Capt. 437 AW/SEF, involving F-16C, 96-0085.

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MP1 Maj/O-4

Print Full Name and Rank/Grade

Chief of Mobility/F-16 Flight Lead

Duty Title

Signature Block

Witness' Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

Interviewer: Capt 437 AW/SE1, Charleston Flight Safety Officer (IO)

Interviewee: Maj (MP1)

Date: 7 Jul 15

IO: This is Captain 437 AW/SE1 I'm with Major MP1 at Trident ER in Charleston, South Carolina. It's 1656 on 7 July. Okay.

IO: So, if you just want start with whatever timeline wherever you want to start.

MP1: Okay. So, it was as I was leaving Myrtle. I went to Myrtle for two or three approaches.

IO: Okay.

MP1: And then I go to climb out to Charleston. They gave me unrestricted climb to 6,000 and they changed my squawk. So, I climbed to 6,000 feet and leveled off and at that point, they gave me direct to Charleston. So, then that, using the autopilot at 6,000 feet and I was flying max endurance trying to fly as many hours on the plane per a maintenance request that probably 40-ish miles, I'm not sure on the mileage, to Charleston approach. So, I checked in with information "Sierra." They gave me a descent down to 1,600 feet for vectors and I descended down to 1,600 feet. Again, I had the autopilot set and that's driving it, looking out front. I went from a, they had me on 260 heading and then they called out, I locked up a contact at 20 miles and approach told me there was traffic at 1,200 feet, two miles, my 12 o'clock. I just queried back and said, "confirm two miles" because I had somebody at 20 miles. They said, "Yes, if you don't see them turn left to 180 immediately." So, I began a left turn to heading 180 looking aggressively because two miles is really close, looking underneath my aircraft and then saw the small aircraft obviously very close and I tried to pull up and it was too late.

IO: Okay.

MP1: I felt an impact. My aircraft took -- I don't know what kind of damage, but I lost the info in the HUD. I had problems with FLCS -- probably some significant hydraulic damage, I didn't look at my hydraulics. And I looked -- I started a left turn direct to Charleston and I looked back over my shoulder to see what happened to the other aircraft and I saw the aircraft out of control, but I couldn't turn back to assist because my plane was very low on thrust. I went to afterburner trying to maintain some type of altitude, the whole time the plane was direct at Charleston and, again, probably a good part of the bottom of my jet was gone so I wasn't going to have any gear anyways so there was no way I could make it. I was trying to give myself a little more time. I had jettisoned my stores which I had a CATM HARM on my left flank I had two fuel tanks. I was told I no longer (inaudible). I was looking for someplace to get out, eject, I thought "I have to" and I was descending this whole time. So, my HUD wasn't providing good info so it wasn't really a good job looking for (inaudible). I made a "Mayday" call, a couple of them, one about the downed aircraft and then once I knew I was going to be ejecting, I think I hit IDENT, I'm not sure. I try to sit up and get out of the aircraft here and I got into the body position and ejected.

Prior to ejecting, I did actually disconnect eye queuing system, the QVC, because I heard that's hurt peoples backs in the past so I disconnected that and had that in front of me and then assumed the body position and ejected. I looked up and saw I had good canopy. I lifted my

mask, dropped my mask and continued with the gear and life rafts and there was my stuff, seat kit, down below me and I looked down and it was good and I didn't even have time to pull the –

IO: Risers?

MP1: Four lines and I was just thinking “oh, I'm gonna hit trees” and I started “think thin” for trees, somehow missed the trees I saw the trees going past me and did a PLF on the ground on my right side and sat there for a while. The canopy didn't blow at all, it was in the middle of the forest. I disconnected my canopy and then started getting my stuff. I finally got around to turning off the beacon to use the radio. I couldn't get anybody on guard. I finally just made a call in the blind, I switched to _____ and started talking to Spitfire 41 call sign. (Inaudible) find my position and move my stuff more into like a little bit open area, try to get my canopy out or something so I see a clearing and see its (inaudible). They can get a chopper or get a Coast Guard helicopter out. They told me a place to walk that was a little better to get picked up because I thought it was going to be from a helicopter. I remember getting picked up in a truck, but they -- I don't even know how they got there, but it was a Coast Guard pararescueman or a jumper I guess in the front seat of a Dodge Ram with a guy who works the land out there on the plantation. Do you want me to keep going?

IO: Okay. I think that's good for that.

IO: Can you, did you say you were a single ship?

MP1: Yes.

IO: This whole day. Okay.

IO: Can you tell me about when you showed and, so I am just not that familiar with single ship operations?

MP1: Typically, it's a much longer brief and all that kind of stuff. There was a, they ask me yesterday if I could fly an OCF flight, an operational check flight.

IO: Okay.

MP1: The plane had had problems with the flight control system and they fixed it and they wanted me to go out and fly it a while. Well, my plan, I filed a non-standard stereo to fly instruments to Myrtle and end up in Charleston and back to the air refueling route which is over Shaw to get some gas after other, all the other flights went through and then I was going to plan to go to the bombing range, Poinsett bombing range because I wasn't actually carrying any bombs; just do practice. And so, I showed at about 8 o'clock this morning and I just did my flight planning from there so there's really not very any non-standard as far as that goes. Stepped about 9:40 and got started up and out there I took off at about 10:20 this morning and so, yeah.

IO: Okay.

IO: Let's see. You mentioned the height -- after you struck that aircraft your HUD info was gone, your FLCs?

MP1: I had like a HUD, but it was locked up in a probably 45, 60 degree bank. It was just -- locked like that. So, --

IO: Okay.

MP1: -- and I had a FLCs AOS fail. I think it was that, and very low thrust. I'm assuming hydraulic damage I'm sure to the tails. It wouldn't control the aircraft at all so probably a nozzle might have gotten taken off. So, the throttles had been at AB and it still wasn't an amount to go anywhere.

IO: Okay.

IO: Do you have any idea where your aircraft hit the other aircraft like...?

MP1: I was close enough that they were underneath me --

IO: Okay.

MP1: -- which I think was the high wing.

IO: Okay.

MP1: A Cessna type aircraft.

IO: Okay.

IO: How long were you on the ground, just an estimate, before you were picked up?

MP1: About an hour.

IO: Oh, really? Okay.

IO: And you were going to Charleston just to shoot an instrument approach?

MP1: Yeah. I requested the vectors for the TACAN and climb out to the ILS, the vectors for the ILS. I'd attempt to do that and then try and do an SFO, but (inaudible).

IO: Okay.

IO: And, let's see. You're at -- did you say 1,600 feet?

MP1: 1,600 feet on vectors.

IO: Okay.

IO: And ATC called out traffic at 1,200, two miles, 12 o'clock?

MP1: Yeah. 1,200 feet, two miles, 12 o'clock, which two miles is not very far. I was only -- I was flying 250 knots. It's a little slower.

IO: Okay.

IO: And I know you said you saw a contact at 20 miles?

MP1: Yeah. Around right about there; 20 miles. I wanted to see what altitude they were at. I never saw anything on the radar with the two-mile calls.

IO: Okay.

IO: So, that was radar that was showing that?

MP1: Yeah.

IO: Okay.

IO: Do you have an IFF or a TCAS?

MP1: No. We transmit IFF. We don't have in TCAS.

IO: Okay.

IO: But, you can see other aircraft on your IFF if their squawking?

MP1: Yeah, we -- if I have it set to like interrogate Mode 3's or something.

IO: Okay.

IO: Do you know if you had that set?

MP1: I believe. I don't know.

IO: Okay.

IO: So, is primarily your -- I mean of course your visual scan, but you use your radar system to scan for traffic as well?

MP1: You know, we're flying around we're using the radar to find other aircraft --

IO: Yeah.

MP1: -- out there so you can pick them up visually.

IO: Okay. Okay. That's about all I have for now. Is there anything else you want to add?

MP1: [No verbal response].

R1.2. 72-HOUR, 7-DAY NON-PRIVILEGED HISTORY – 7 JUL 15

The 72-hour, 7-day history with MP1 was accomplished on 7 Jul 15 at the emergency room after the mishap occurred. However, due to MP1's duty and leave schedule the Non-Privileged Witness Statement for this history was not signed until 29 Jul 15.

NON-PRIVILEGED WITNESS STATEMENT

29 Jul 2015

(Date)

I, MP1, O-4, 55th FS _____, have been advised by _____
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a safety investigator of the mishap that occurred on 7 Jul 2015 involving an F-16C and Cessna 150.

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MP1 _____
Maj/O-4 _____
Name (Last, First, MI) and Rank/Grade

_____ 55th FS / DOM _____
Duty Title

Signature

Witness' Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

72 HOUR AND 7 DAY HISTORY

This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence.

This form is being administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB). The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines.

NON-PRIVILEGED

I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has not been extended to me. My witness statements may be utilized for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

This non-privileged 72 hour and 7 day history form will be placed in **Tab R** when complete.

PRIVILEGED

I understand I am providing statement(s) for a safety investigation and I acknowledge that a promise of confidentiality has been extended to me by _____
Investigating Officer or Board President

This privileged 72 hour and 7 day history form will be placed in **Tab U** when complete.

This 72 hour and 7 day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability when you are not rushed or distracted. Be as specific and detailed as possible. All answers address events prior to the mishap and recovery events.

Today's Date: 7/7/2015 @ ~15:00

Statement Completed By: (print) _____ MP1 (signature) _____

ISB or SIB Investigator Administering This Form: (print) _____

72 Hour History – General Information

Today's Date: 07 Jul 2015

Date of Mishap: 07 Jul 2015 @ ~11:05

Date and time of YOUR involvement with the MDS, AGE or vehicle _____

Work / Rest Data:

1. Hours worked in last: 24 hrs: ~3 48 hrs: ~3 72 hrs: ~3
2. Hours continuously on duty prior to mishap: ~3
3. Hours continuously awake prior to mishap: ~4
4. Hours between last meal and mishap: ~3.5

Flying Data (if applicable):

Two most recent flights:

Date: 7/1 Type aircraft: F-16 Duration: _____

Date: 6/30 Type aircraft: F-16 Duration: _____

Mission Times:

7/1

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Mission Times:

6/30

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Day of the Mishap - 7/7/15

How many hours did you sleep prior to the mishap: 8

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe Continuous

Time departed for work: 07:45

Time reported for duty: 08:00

Time of incident (or your involvement): 11:05 (per pilot's recollection)

Time released from duty day:

List all food and beverages 1 hour prior to the time of mishap

None

List all food and beverages 1-4 hours prior to the time of mishap

Toast and peanut butter
Coffee

List all food and beverages 4-8 hours prior to the time of mishap

Asleep

List all food and beverages 8-12 hours prior to the time of mishap

Dinner @ 18:30 night prior so no food or liquids consumed 8-12 hrs prior to time of mishap

List any medications and/or supplements used 12 hours prior to the mishap (to include over-the-counter)

None

Time taken:

Any alcohol prior to the mishap? Yes / (No) Time / Amount / Type:

Any caffeine and/or energy drink prior to the mishap? (Yes) / No

Time/Amount 07:30 / 1 cup Type: coffee

Any tobacco prior to the mishap? Yes / (No) Time/Amount / Type:

Estimated exertion prior to the mishap (circle one): None

Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Any life stressors prior to the mishap or your involvement?

• Has a [redacted] at home, so notes that his sleep over the past month hasn't been the best. Indicates that he doesn't feel tired and is getting good quality sleep.

Any other relevant comments?

• Pilot's mom, dad and brother came into town for the 4th of July. Pilot dropped his brother off at the airport on 7/5/15, his parents are still currently staying with him, his wife + kids.

1 Day Prior to Mishap -

7/6/15

How many hours did you sleep in the last 24 hours: 8 hrs from 6 Jul 2015 (@ 11:00AM) - 7 Jul 2015 (@ 11:00AM)

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well Very Well

↳ Monday night

Was the sleep continuous or broken?

Describe _____

Time departed for work: 07:30

Time reported for duty: 07:50

Breakfast: Yes (No) Time: — Meal: Fasting for lipid screen

Morning activities: Reported @ 07:50 for flight med annual physical

Lunch: (Yes) / No Time: ~12:00 Meal: firehouse sub

Afternoon activities: _____

Dinner: (Yes) / No Time: ~18:30 Meal: Spaghetti dinner

Evening activities: _____

Any medications/supplements used today (to include over the counter (OTC)? Yes (No)

Time taken: —

Medication and/or supplement name and amount taken

N/A

Any alcohol today? Yes (No) Time/Amount _____ / _____ Type: _____

Any caffeine and/or energy drink today? (Yes) / No Time/Amount ~12:00 / 1 cup Type: Soda

Any tobacco today? Yes (No) / No Time/Amount _____ / _____ Type: _____

Estimated exertion since you awoke (circle one):

Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Mission Times (for flyers): None

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Any life stressors prior to the mishap or your involvement?

Same as stated before, at home.

Any other relevant comments?

2 Days Prior to Mishap- 7/5/15

How many hours did you sleep in the last 48 hours: 16 from 11:00am 7/5/15 to 11:00am 7/7/15

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep ^{↳ 5 hrs night} continuous or broken?

Describe Slept well, no problems

Time departed for work: _____ Sunday - no work
Time reported for duty: _____

Breakfast: Yes No Time: _____ Meal: _____

Morning activities: Missed breakfast on Sunday, went to bed around mid-night night before and had to wake up early to drop brother off at airport for 05:00 AM, drove back home and slept for another 4 hrs. (total of ~8 hrs).

Lunch: Yes / No Time: _____ Meal: Doesn't remember what he had to eat though

Afternoon activities: Laid around the house and played w/kids

Dinner: Yes / No Time: ~18:30 Meal: Chinese take out

Evening activities: Hung out w/family and parents

Any medications and/or supplements used today (to include over-the-counter)? Yes No

Time taken: _____

Medication and/or supplement name and amount taken
None

Any alcohol today? Yes No Time/Amount _____ / _____ Type: _____

Any caffeine and/or energy drink today? Yes / No Time/Amount _____ / _____ Type: _____

Any tobacco today? Yes No Time/Amount _____ / _____ Type: _____

Estimated exertion since you awoke (circle one):

Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Mission Times (for flyers): N/A

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Any life stressors prior to the mishap or your involvement?

Same as stated previously

Any other relevant comments?

None

3 Days Prior to Mishap - 7/4/15

How many hours did you sleep in the last 72 hours: 24 from 7/4/15 (11:00AM) to 7/7/15 (11:00AM)

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe Sleep described on page 7, broken up into ~4 hrs each for a total of 8 hrs.

Time departed for work: _____
Time reported for duty: _____ Not a holiday

Breakfast: Yes / No Time: _____ Meal: Toast + Peanut Butter, a cup of coffee

Morning activities: Getting ready for the holiday, hanging out w/ family

Lunch: Yes / No Time: _____ Meal: _____

Afternoon activities: Played family games w/ kids throughout the day

Dinner: Yes / No Time: _____ Meal: 4th of July foods/snacks

Evening activities: Celebrating 4th of July w/ family; 1lb fireworks off in their front yard, had some neighbors over to watch the fireworks

Any medications and/or supplements used today (to include over-the-counter)? Yes No

Time taken: _____

Medication and/or supplement name and amount taken

N/A

Any alcohol today? Yes / No Time/Amount Evening / 2 Type: beer

Any caffeine/energy drink today? Yes / No Time/Amount Morning / 1 cup Type: coffee
1 can soda

Any tobacco today? Yes No Time/Amount _____ / _____ Type: _____

Estimated exertion since you awoke (circle one):

Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Mission Times (for flyers):

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Any life stressors prior to the mishap or your involvement?

Any other relevant comments?

7 Day History

The 7 day history is less detailed than the 72 hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:

Date/Notes: _____

1 day prior to mishap:

Date/Notes: _____

2 days prior to mishap:

Date/Notes: _____

3 days prior to mishap:

Date/Notes: _____

4 days prior to mishap: - 7/3/15

Date/Notes: Base holiday → went golfing w/ hrs steel and brother, home by 1 pm; hung around the house and w/ hrs family for rest of day.

5 days prior to mishap: - 7/2/15

Date/Notes: Mom, dad + brother arrived into town for the holiday; he took leave to have the day off; went w/ family to waffle house for breakfast + then went to the driving range, base pool + more night w/ family

6 days prior to mishap: - 7/1/15

Date/Notes: Work - 1 flight this day, he was supposed to fly more but it was discovered that he had a bad nose gear tire so one flight + shut it down

7 days prior to mishap: 6/30/15

Date/Notes: Work - 1 flight this day

Review more in-depth 72 hr history

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

- Death of spouse or close family member No
- Divorce No
- Injury/illness requiring hospitalization No
- Injury/illness requiring hospitalization (family member) No
- Health problems/concerns No
- Promotion
- Demotion No

- Family problems/concerns None
- PCS No
- New job/new job responsibilities No
- New (or changed) diet plan No
- Legal problems No
- Money problems No
- Start/stop school No
- Other

Contact Information: MP1

Full Name and Rank/Grade: _____

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____