



DEPARTMENT OF THE AIR FORCE  
ACCIDENT INVESTIGATION BOARD  
SHAW AIR FORCE BASE, SOUTH CAROLINA

16 September 2015

MEMORANDUM FOR RECORD

FROM: Accident Investigation Board, F- 16CM, T/N 96-0085, 7 July 2015

SUBJECT: Pilot Qualifications & Aircraft Systems

1. MP1 Pilot Qualifications: The AIB Pilot Member reviewed Mishap Pilot 1's (MP 1) flying history and personnel records. MP1 was current and qualified in the F-16CM as a Four-Ship Flight Lead who met required flying continuity training. MP 1 had 2383.6 total flying hours, including 624.2 hours in the F- 16, 1055 hours in the MQ-1 B, and 456.1 hours in the MQ- 9. Of this time, 1023.5 hours were combat support. MP1 's last instrument check ride was 25 August 2014, and last mission check ride was 24 March 2015. None of MP1 's 15 post-pilot training check rides contained discrepancies or downgrades.

MP 30-60-90 Flying History

	HOURS	SORTIES
LAST 30 DAYS	11.3	8
LAST 60 DAYS	24.0	17
LAST 90 DAYS	35.5	26

2. MP2 Pilot Qualifications: The AIB Pilot Member also reviewed the Cessna 150M pilot's (MP2) available records. MP2 earned a single engine land certificate on 19 December 2014. No evidence indicates MP2 was anything other than a current and qualified private pilot, familiar in the operation of MA2. MP2 had amassed 244.2 total flight hours. MP2's last logged flight prior to 7 July 2015 was on 5 July 2015.

3. Aircraft Systems:

a. In review of the attached TO 1F-16CM-34-1-1 and aircraft configuration, the following information is releasable and potentially relevant to the mishap. Fire Control Radar (FCR) provides pilots the capability to detect other aircraft, and is optimized for fast moving combat aircraft. As such, the FCR can filter out slow moving objects to reduce clutter and prevent non-combat related information overload. The IFF (Identify Friend or Foe) interrogator is a secondary system that provides capability to query aircraft transponders. This is intended to identify whether an FCR contact is a "friend or foe", and not to provide high-fidelity location information (including altitude). The IFF would require a pilot to request each search manually, which requires time to complete. Link-16 is a tactical data exchange network that allows for military aircraft and ground systems to share real time data such as radar surveillance tracks. The Link-16 system is primarily of benefit for multi-aircraft combat operations, and not required for single aircraft training flights in the U.S.

b. The communications at Table 2 of the report are based on NTSB-provided visual and audio data. Tab BB-9, *MACA Pamphlet Joint Base Elemendorf-Richardson*, and Tab EE, *Limitation of See-and-Avoid Principle*, are representative of reaction response for the F-16CM.

Major, USAF

Pilot Member

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