

## EXECUTIVE SUMMARY

## AIRCRAFT ACCIDENT INVESTIGATION

C-5A, S/N 70-0461

TRAVIS AIR FORCE BASE, CALIFORNIA

16 AUGUST 2001

On 16 August 2001, at 1137 PST, a C-5A, S/N 70-0461, experienced nose landing gear separation during takeoff roll at Travis Air Force Base, California. The C-5A, assigned to the 9<sup>th</sup> Airlift Squadron, 436<sup>th</sup> Airlift Wing, Dover Air Force Base, Delaware, was returning to Dover Air Force Base after a 7-day Pacific Channel mission. A Pacific Channel mission is one that departs from the West Coast of the United States for Pacific Air Force (PACAF) destination(s). After takeoff power was initiated and during the takeoff roll at approximately 100 knots, the nose landing gear separated from the aircraft. The crew heard a loud bang, simultaneously with debris hitting the aircraft, the nose of the aircraft rising momentarily and then dropping to the runway. The aircraft commander initiated takeoff rejection procedures and was able to bring the aircraft to a complete stop on the runway. The crew and passengers were able to egress without injury or fatalities.

During preflight inspection, the nose landing gear shock strut secondary chamber was found to be low on nitrogen pressure. The mishap aircraft crew chief serviced the nose landing gear front strut by adding nitrogen. Servicing of the nose landing gear shock strut secondary chamber was accomplished in violation of *Air Force Technical Manual, Ground Handling and Servicing* (TO 1C-5A-2-1).

The primary cause of the mishap was over-pressurization of the secondary chamber of the nose landing gear shock strut by the mishap aircraft crew chief who failed to follow the technical order procedures for proper nose landing gear shock strut service.

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