

## EXECUTIVE SUMMARY

### AIRCRAFT ACCIDENT INVESTIGATION

C-17A, S/N 01-0196

437th Airlift Wing, Charleston Air Force Base (AFB), South Carolina

5 August 2005

On 5 Aug 2005, at 2250Zulu, the crew of a C-17A, S/N 01-0196, attempted a night landing at Bagram AB, Afghanistan. The aircraft touched down with the right main landing gear (RMLG) approximately 10 feet off of the eastern edge of the paved surface of runway 03. The mishap aircraft (MA) initially landed approximately 1000 feet from the approach end of the runway. Upon touchdown, the RMLG destroyed several emergency airfield lighting system (EALS) and solar-powered lights. As the MA rolled-out, the RMLG continued to destroy EALS and solar-powered lights. At approximately 1800 feet, the RMLG struck a mobile aircraft arresting system (MAAS) stake line, and suffered extensive damage. The nose gear (NG) of the MA touched down on the runway surface at approximately 2000 feet, five feet from the east edge of the paved surface. As a result of the damage to the RMLG, the MA began to drift farther to the right. At approximately 3000 feet from the approach end of the runway, the NG of the MA departed the runway to the right, shortly thereafter striking the midfield MAAS stake line at approximately 4900 feet from the approach end of the runway. This impact caused the NG to shear rearward under the nose of the MA. The entire MA departed the paved runway surface at 5100 feet, coming to a rest at approximately 5200 feet, 50 feet east of the runway edge. The MA sustained significant damage to the NG, RMLG, and the underside of the forward fuselage. The occupants of the aircraft included six personnel on the mishap crew (MC), and one passenger. All persons egressed the MA safely. The only injuries suffered by the MC were bruised shins on the pilot flying (PF) the aircraft; the passenger was not injured.

Based on clear and convincing evidence, the Board President determined that the primary cause of the mishap was pilot error - the failure of the PF to locate the proper centerline of the usable portion of the runway. In addition, there is also substantial evidence to indicate that four factors contributed to the mishap: (1) channelization of attention by the PF; (2) a runway diagram shown in the crew's tactics binder that did not match the actual placement of the runway edge lights; (3) an inaccurate assessment of the lateral alignment of the MA in relation to the proper landing zone on the part of the pilot not flying the aircraft (PNF); and, (4) the failure of the MC to use fuselage landing lights for the landing.

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 or statements.