

## EXECUTIVE SUMMARY

### Aircraft Accident Investigation

**B-1B S/N 86-000116**

**Forward Operating Base, USAFCENT**

**4 April 2008**

On 4 Apr 08, at 2103 local/1803 Zulu (Z, or Greenwich Mean Time), a B-1B aircraft, tail number 86-000116, impacted a concrete barrier while taxiing following a combat sortie in the United States Air Forces Central Command (USAFCENT) Area of Responsibility (AOR). The Mishap Aircraft (MA) was forward deployed in support of Operation IRAQI FREEDOM (OIF) and Operation ENDURING FREEDOM (OEF) from the 28th Bomb Wing, Ellsworth Air Force Base (AFB), South Dakota to the 379th Air Expeditionary Wing (AEW). The Mishap Crew (MC), assigned to the 37th Expeditionary Bomb Squadron, consisted of the Mishap Aircraft Commander (MAC), Mishap Pilot (MP), Mishap Defensive Systems Officer (MD), and the Mishap Offensive Systems Officer (MO). The MAC was in control of the aircraft for the approach, landing, during taxi operations and at the time of the mishap. Damage to the MA and two C-130J aircraft totaled \$346.2M. There were no injuries associated with this mishap.

Following a combat sortie, the MC landed the MA and taxied clear of the runway. Shortly after turning onto the parallel taxiway, the MA made a pull to the left and a hydraulic and nosewheel steering light illuminated, notifying the MAC of system malfunctions. The MAC brought the MA to a stop and attempted to set the parking brakes. When the brakes failed to engage, the MA began to roll and the MAC activated the emergency brake system. Bringing the MA to a second stop, he notified the tower that they had hydraulic failures and needed to shut down. With the emergency brakes also ineffective, the MA began to roll, again toward the C-130 parking ramp. The MAC used differential throttle settings to maintain limited directional control, but after noticing a dramatic increase in speed, directed the MP to shut down the engines. Initially paralleling the taxiway centerline, the MA began to drift to the right, towards the edge of the taxiway, the C-130 parking ramp, and the row of 7-foot tall concrete barriers. Approximately 30 seconds later, the MA impacted the barriers, causing fuel tanks to rupture and shortly thereafter caught fire, resulting in the total loss of the aircraft.

The Accident Investigation Board President determined by clear and convincing evidence that the cause of the mishap was the near-simultaneous failure of hydraulic systems #2 and #3, due to a hydraulic leak, resulting in the complete loss of the MA's brakes and nosewheel steering. The MP's decision to advance power in engine #4 to gain partial steering and the dark, nighttime environment were substantially contributing factors.

**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 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.**