**United States Air Force Accident Investigation Board Report**
**Class-B Mishap, Craig Field Airport, Selma, AL, 9 February 2009**

# EXECUTIVE SUMMARY

On 9 February 2009, at approximately 1420 local time (L), a Pilatus PC-12 aircraft (serial number 06-0692; tail number N692BC) attached to the 19th Special Operations Squadron, Air Force Special Operations Training Center, Air Force Special Operations Command, departed Hurlburt Field, Florida, to conduct a local training sortie. While flying a visual approach to runway 15 at Craig Field Airport located in Selma, AL, the mishap aircraft (MA) experienced a hard landing on the approach end of the runway. The mishap crew (MC) was performing a simulated engine out emergency landing procedure (ELP) during the approach. The incident occurred while the MC was attempting a go-around/balked landing. The MA nose wheel broke off following a hard impact with the runway, causing the propeller to come in contact with the runway. The MA traveled approximately 1,300 feet down the runway on the nose wheel strut before coming to a complete stop. The MC did not receive any injury and conducted an emergency egress without incident. The MA sustained substantial damage to the nose strut assembly, propeller, and both main landing gear doors.

The mishap occurred approximately 1.5 hours into a scheduled 4 hour sortie. The training sortie was generated to conduct initial qualification flight evaluations for two unqualified student pilots. The aircraft commander was the mishap evaluator pilot (MEP) who monitored the approach at the time of the mishap. The mishap student pilot (MSP) was flying the MA during the mishap.

The MEP was current and qualified for the flight maneuver flown when the mishap occurred. The MSP was conducting his initial PC-12 initial qualification flight evaluation. All maintenance personnel involved with the servicing and launching of the aircraft were well-trained and qualified. A thorough review of the aircraft and maintenance records revealed that neither the condition of the aircraft, nor the performance of any maintenance procedures played a role in the accident.

After a careful and complete investigation, the Accident Investigation Board (AIB) President determined the cause of this mishap, supported by clear and convincing evidence, was the MSP's mis-application of a stall recovery procedure in response to a stall condition in close proximity to the runway. The MSP was also attempting the simultaneous execution of a go around directed by the MEP. There was not any evidence present to suggest mechanical failure as a contributing factor in the mishap.

There was substantial evidence that during the MSP's simulated engine out ELP leading up to the mishap that aircraft energy management on final approach, in combination with gusty headwinds, were contributing factors.