

## EXECUTIVE SUMMARY

### AIRCRAFT ACCIDENT INVESTIGATION

F-16C, S/N 84-1217

Luke AFB, AZ

25 Oct 01

On 25 Oct 01 at 1126 local (1826Z), an F-16C, S/N 84-1217, had its landing gear collapse on landing, causing it to depart runway 21R after landing. The F-16C, assigned to the 62 FS, 56 FW, Luke AFB AZ, was part of a syllabus surface attack training mission. The mishap pilot (MP), ejected safely. He suffered no significant injury. There was no damage to property on the ground or injuries to other individuals.

Shortly before impact, over the runway, the MA encountered wake turbulence and asymmetrically impacted the runway (right main landing gear first) at approximately 500' down from the runway 21 threshold. Upon impact the right main landing gear shock strut piston failed, followed by the 341 bulkhead pivot joints. Subsequently, the right main gear folded outwards and under the right wing tank. The MA settled to the right and slid down the runway for approximately 6,500 feet before departing the right side of the runway. The MP safely ejected as the MA departed the runway. The MA came to rest intact abeam the 3,000-foot remaining marker, approximately 375 feet from the centerline of the runway, on a heading of 302 degrees. Approximately 20 minutes later, crash recovery personnel shut down the MA's engine. The MA sustained substantial structural damage. Damage was sustained by the cockpit, right wing, right wheel well, and the right box beam assembly.

The primary cause of the mishap was the impact with the runway caused by wake turbulence. The MP attempted to level the wings of MA and flare, but the wake turbulence produced a roll and downward vector that he was unable to overcome.

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.