

EXECUTIVE SUMMARY
AIRCRAFT ACCIDENT INVESTIGATION
F-16CM, T/N 88-0513
OSAN AIR BASE, REPUBLIC OF KOREA
25 FEBRUARY 2010

On 25 February 2010, at 1235 local Korea time an F-16CM, tail number 88-0513, departed the prepared surface of Runway 27 (RWY 27) during landing at Osan Air Base (AB), Republic of Korea (ROK) and was destroyed. The mishap pilot (MP) ejected safely from the aircraft and was recovered by 51st Security Forces Squadron (51 SFS) personnel. The mishap aircraft (MA) was based at Osan AB, ROK, and assigned to the 36th Fighter Squadron, of the 51st Fighter Wing, to provide combat ready forces for close air support, air strike control, counter air, interdiction, theater airlift, and communications in the defense of the Republic of Korea. The mishap occurred on Osan AB, ROK. The MA was completely destroyed and the mishap caused no damage to private property.

The mishap sortie was uneventful until the landing phase of flight, as the MP landed the MA on RWY 27 at Osan AB. Upon touchdown of the main landing gear, the MA immediately leaned to the right. The MP attempted to correct the right lean, but was unable to control the aircraft and ejected safely prior to the MA departing the prepared surface of RWY 27. 51 SFS personnel transported the MP to the Osan AB Hospital for examination. The MP sustained only minor injuries during the ejection.

The MP's actions during the mishap sequence were focused, precise and appropriate; and his actions did not contribute to the mishap. All maintenance personnel who worked on the MA were well trained, experienced and qualified. A thorough review of maintenance procedures revealed no problems or adverse trends which could have contributed to the accident.

The AIB president found clear and convincing evidence to determine the MA departed the prepared surface of RWY 27 at Osan AB, ROK because the right main landing gear collapsed immediately after the MA touched down. The left main landing gear and nose landing gear remained fully extended and locked in the down position which caused the MA to lean right, and the Maverick missile suspended under the right wing to contact the runway surface. Due to the drag associated with the scraping of the Maverick missile against the runway surface, the MA veered uncontrollably to the right. The pilot was unable to counter this drag and ejected safely before the MA departed the prepared surface of the runway.

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.