



**U.S. Air Force Aerospace Mishap Reports:  
Accident Investigation Boards for A-10 Warthog  
Close Air Support Aircraft 2011 and 2010, C-17  
Globemaster Transport Plane 2010, CV-22 Osprey  
2010**

*U.S. Military*

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# **U.S. Air Force Aerospace Mishap Reports: Accident Investigation Boards for A-10 Warthog Close Air Support Aircraft 2011 and 2010, C-17 Globemaster Transport Plane 2010, CV-22 Osprey 2010**

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## **U.S. Air Force Aerospace Mishap Reports: Accident Investigation Boards for A-10 Warthog Close Air Support Aircraft 2011 and 2010, C-17 Globemaster Transport Plane 2010, CV-22 Osprey 2010 U.S. Military**

Four USAF accident investigation board reports, converted for accurate flowing-text ebook format reproduction, present findings into Class A aerospace mishaps involving the A-10 Warthog at Moody AFB, Georgia in 2010 and 2011; C-17 Globemaster cargo plane in 2010; and a CV-22B Osprey in Afghanistan in 2010, with comprehensive technical information and detailed explanations.

A-10C, MOODY AIR FORCE BASE, GEORGIA, 26 SEPTEMBER 2011 - On 26 September 2011 at approximately 1448 local time, the mishap aircraft (MA), an A-10C, T/N 80 -0282, experienced dual engine failure during a Functional Check Flight (FCF) and impacted the ground approximately 20 miles northwest of Moody Air Force Base (AFB), Georgia. The Mishap Pilot (MP) ejected safely and sustained no significant injuries. The MA, operated by the 75th Fighter Squadron at Moody AFB, was destroyed upon impact with the loss valued at \$14,708,772.19. Environmental clean-up costs are estimated to be \$150,147.50. The MA impacted on private property consisting of a waste runoff site for an unused sand quarry. The impact left a 15-foot diameter crater, burned 5 acres of land, churned 1 acre of earth and destroyed 15 pine trees.

A-10C, MOODY AIR FORCE BASE, GEORGIA, 10 MAY 2010 - On 10 May 2010 at 1655 local time, A-10C, tail number 79-0141, assigned to the 75th Fighter Squadron, 23rd Wing, Moody Air Force Base (AFB), Georgia, departed the right edge of runway 18L when the mishap pilot (MP) did not successfully stop the aircraft during an aborted takeoff. As the mishap aircraft (MA) departed the runway, the MP ejected sustaining minor injuries. The MA continued traveling over soft uneven grassland until the nose gear collapsed and the right main landing gear and MA nose became lodged into the ground causing a catastrophic fuselage failure just forward of the right wing's leading edge. The MA stopped approximately 500 feet into the grassland at a 45° angle off the end of the runway. Minutes later, the MA was engulfed in fire due to the ruptured forward main fuel tank. The MA was destroyed with loss valued at \$17,306,077 to include \$52,095 in environmental clean-up on Moody AFB.

C-17A, JOINT BASE ELMENDORF-RICHARDSON, ALASKA, 28 JULY 2010 - On 28 July 2010, at approximately 1822 hours local time (L), a C-17A, Tail Number 00-0173, executed a takeoff from Runway 06 to practice maneuvers for the upcoming 31 Jul 10 Arctic Thunder Airshow at Joint Base Elmendorf-Richardson. After the initial climbout and left turn, the mishap pilot executed an aggressive right turn. As the aircraft banked, the stall warning system activated to alert the crew of an impending stall. Instead of implementing stall recovery procedures, the pilot continued the turn as planned, and the aircraft entered a stall from which recovery was not possible. Although the pilot eventually attempted to recover the aircraft, he employed incorrect procedures, and there was not sufficient altitude to regain controlled flight. The aircraft impacted wooded terrain northwest of the airfield, damaged a portion of the Alaskan Railroad, and was destroyed.

CV-22B, NEAR QALAT, AFGHANISTAN, 9 APRIL 2010 (L) - On 9 April 2010, the mishap aircraft (MA), a CV-22B, 17N 06-0031, impacted the ground at 0039L, near Qalat, Afghanistan. The mishap pilot, mishap flight engineer, and two passengers died in the mishap. The mishap copilot, mishap tail scanner, and the remaining 14 passengers sustained various degrees of injuries. Based on the crash location, the deployed commanders decided the MA should be destroyed in place. The total loss for the MA, crew equipment, and ammunition totaled more than \$87 million.

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The book U.S. Air Force Aerospace Mishap Reports: Accident Investigation Boards for A-10 Warthog Close Air Support Aircraft 2011 and 2010, C-17 Globemaster Transport Plane 2010, CV-22 Osprey 2010 can give more knowledge and also the precise product information about everything you want. Exactly why must we leave the good thing like a book U.S. Air Force Aerospace Mishap Reports: Accident Investigation Boards for A-10 Warthog Close Air Support Aircraft 2011 and 2010, C-17 Globemaster Transport Plane 2010, CV-22 Osprey 2010? Wide variety you have a different opinion about guide. But one aim that will book can give many info for us. It is absolutely right. Right now, try to closer together with your book. Knowledge or info that you take for that, you are able to give for each other; you may share all of these. Book U.S. Air Force Aerospace Mishap Reports: Accident Investigation Boards for A-10 Warthog Close Air Support Aircraft 2011 and 2010, C-17 Globemaster Transport Plane 2010, CV-22 Osprey 2010 has simple shape nevertheless, you know: it has great and massive function for you. You can appear the enormous world by open and read a e-book. So it is very wonderful.

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