

Statement regarding tail strike on 17 Oct 12
Aircraft: N800AW / DASH-8 SN 573

On 17 Oct 12 I, [REDACTED] acted as the PC on aircraft tail number N800AW. The aircraft experienced a tail strike upon landing in Kabul at approx 1130 local time. I got plenty of sleep prior to the mission. I am estimating around 8 hours. I got up @ 0500 and went to breakfast at 0520. At 0550 I picked up the secret book, BFT Weather and NOTAMS and met the rest of the crew at the aircraft at 0600. Preflight normal. Departed Kabul approx 0700 and arrived in OAKN uneventfully. Refueled to full tanks and returned to OAKB VIA OATN (TERRAIN). On arrival to OAKB tower gave us a visual approach and we elected to land with flap 35°. This gives us lowest pitch attitude and max distance between tail and runway. Approach was normal except for shifting winds. At approximately 50' the plane experienced a wind shear and started descending excessively. I pitched back and was going to apply power for a go-around. ~~the airplane~~ I was not able to apply power before the aircraft impacted on the main gear and compressed them to the point where the tail impacted. We reported the wind shear to tower and they immediately changed runways for aircraft following us. [REDACTED] 17 Oct 12

17 Oct '12

Statement regarding tail strike by [REDACTED]

I went to bed approximately 9 PM and woke up at 5 AM. We showed at the aircraft at 6 AM for a 7 AM departure to OAKN - OATN - OAKB. We were not rushed throughout the entire 3 leg morning, and everything was running smoothly as planned. We refueled at OAKN and still had time at both OAKN and OATN to rest while waiting for passengers to arrive for departure.

The flight from OATN to OAKB was also uneventful. When we were switched from arrival to tower we were on a left ~~hand~~ hand visual to Runway 29, instructed to turn a 5 mile final, which we flew at flaps 35. We were heading towards a touchdown in the landing, 'touchdown' zone, when at approximately 50' I noticed and felt a sinking feeling. A couple seconds later, the closure rate with the runway was apparently increasing but the '6 degree' pitch angle did not or at least was not apparent to me. We contacted the runway hand, became slightly airborne by ~~about~~ about 5' or less then gently settled back down on the runway. I was surprised when [REDACTED] pointed out the 'TOUCHED RUNWAY' because the pitch attitude did not seem anywhere near what would cause a 'TOUCHED RUNWAY.' [REDACTED] [REDACTED]

17 Oct 2012.

I started my day (Wed 17 Oct 12) at about 04:30 in the morning, after plenty of sleep. (Ehr.) My show time was 06:00 for a 07:00 departure, we were a few minutes late taking off due to ATC delays.

The first leg of the flight to Kandahar went by with out any negative events.

We loaded 3 passenger at Kandahar and 1551b of cargo for Kabul.

We taxied over to J-ramp shut down, down loaded one passenger and picked up two passengers going to Kabul.

On our second leg to TK (OATN) there was nothing out of the norm, we got off the ground early with all scheduled passengers.

We arrived at TK about 30 minutes early. we waited until our scheduled take off time and headed off to Kabul with the four passengers. (1 passenger Kandahar)

Approach to Kabul was normal, we were cleared to land, I was catching up on the log book when the aircraft landed harder than usual. After we pulled off the run way I checked on the passengers and every one was OK. I asked the pilot what had happened and told me we had a hard ~~land~~ touchdown.

Landing due to low sweat.



I arrived at 0600 for a 0700 take off, I had gotten about 6 hrs sleep the night before, the mission was running on schedule, nothing abnormal except for the landing where I felt the gear of the plane hit first.

[REDACTED]

17 Oct 2012

[REDACTED]