

**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
**Aircraft Accident Investigation and Inquiry Board**  
**Aircraft Accident Report**

**BASIC INFORMATION**

Aircraft Registration	:	RP-C1095
Aircraft Type/Model	:	Piper Aztec Twin- Engine
Owner/Operator	:	Flight and Simulator Training Academy
Address of Owner	:	RPMCI Hangar, Manila Domestic Airport Pasay
Date/Time of Accident	:	May 8, 2013
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Belly landing
Place of Accident	:	MIA, Runway 06

**EXECUTIVE SUMMARY**

On 0445H 08May 2013 a Piper Aztec twin – engine type of aircraft with registry number RP-C1095 with the student pilot seated on the left and instructor pilot seated on the right took off from Manila for IFR flight lesson at Clark airport. The aircraft commenced a full instrument approach on runway 20 Clark, touched down at around 0540H and departed Clark runway 02 at around 0545H back to Manila. The flight back to Manila was still IFR and they cruise at an altitude of 6000 feet up to 15 nautical miles off Manila. The student pilot then requested for an initial descent from Manila Approach upon reaching 15 nautical miles from 6000 feet down to 3000 feet. At about 6 nautical miles from Manila, the student pilot requested further descent to 2500 feet and contacted Manila Tower for VOR/ILS approach on runway 06. The student pilot as Pilot Flying, advised the instructor pilot to perform pre-landing check and continued the approach. As the aircraft was about to touchdown, the student pilot pulled the yoke and suddenly a loud sound was heard and he noticed the propellers scraped the ground. The aircraft, touched down about 600 meters from the threshold, rolled with its belly touching the ground and settled near taxiway E4 facing right along runway 06. The flight instructor immediately took over the controls and shutdown the engine. Both pilots and one passenger were unhurt.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable causes of this accident are the following:

- The PNF failed to read back pre-landing check list and forgot to put the gears down thereby human factor is the cause of the accident.

- **CONTRIBUTORY FACTOR**

- The Instructor Pilot lacks the experience in conducting Instrument Flying Lessons in a busy airport (Radar Vector). VOR/DME Letdown Procedures differs to a large extent from a radar vector in the allocated time the pilot has to perform the Before Landing Check Procedures, especially in Manila. The Aircraft spacing and speed requirements can affect's the Pilot's decision when to extend the landing gears, such that neglecting them could somehow occur.
- Inoperative Warning Horn Signal (Organizational Factor) The delayed discrepancy should have been rectified prior the release of the aircraft for safety reasons.

### **SAFETY RECOMMENDATIONS**

As a result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendations:

- CAAP to review the initial training requirements for Flight Instructor as to the total time and instrument flying experience.
- CAAP to review the MEL provisions for an inoperative landing gear warning horn in training aircraft.
- CAAP to require Flying Training Schools a training program to qualify an Instructor Pilot to conduct Contact Proficiency (CP) or VOR/ILS instrument flying lessons.
- CAAP to prohibit the conduct of instrument training landing lessons in manila for ATO.