

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

BASIC INFORMATION

Aircraft Registration No. : RP-C2664
Make and Model : Cessna 340
Owner/Operator : DMC Construction Equipment Resources, Inc.
Address of Operator : 2/F DMCI Plaza Bldg., 2281 Pasong Tamo Ext.
Place of Accident : Semirara Airport, Antique
Date/Time of Accident : February 13, 2012/1159H
Type of Operation : General Aviation
Phase of Operation : Landing
Type of Occurrence : Belly Landing

EXECUTIVE SUMMARY

On the morning of February 13, 2012, after completing the routine 360 degrees inspection and no noted discrepancy on the aircraft, RP-C2664 a Cessna 340 type of aircraft owned and operated by DMC Construction Equipment Resources Inc. with the PIC and assisting pilot on board took off at the Ninoy Aquino International Airport (NAIA) bound for Semirara Island, Antique for a routinary Company local survey flight. At about 1159H as the aircraft approaches the area, the Tower gave the wind condition at 060 winds at 15 knots gusting up to 25 knots.

On final approach of Runway 04, the pilot encountered strong winds and wind shear that caused the pilots to omit double checking if the landing gear was on the down and lock condition. The aircraft was already on its landing approach hence, belly landed on the center of the runway.

The aircraft sustained substantial damage due to a propeller strike and was later brought to the Company's hangar for further damage assessment. The two (2) pilot occupants of the aircraft was unhurt during the accident was advised to undergo physical examination at OFSAM.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **Primary Cause Factor**

Failure of the PIC to verify the position of the landing gears during landing. (Human Error)

The PIC failed to verify that the aircraft landing gears were not down while maneuvering the aircraft for landing brought about by the weather condition.

- **Contributory Factor**

- a. Strong gusty winds condition. **(Environmental Factor)**

- b. Deeply concentrated to land the aircraft safely without the use of landing procedure checklist. **(Human Factor)**

SAFETY RECOMMENDATION

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

- CAAP-FSIS to reiterate the used of checklist is mandatory.