

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C5328
Make/Model	:	Dornier DO-328-100
Owner and Operator	:	Southeast Asian Airline
Address of Operator	:	Clark Field, Pampanga
Date/Time of Accident	:	February 24, 2008 / 1753H
Place of Accident	:	Ninoy Aquino International Airport
Type of Operation	:	Scheduled Domestic Flight
Phase of Operation	:	Landing Roll
Type of Accident	:	Runway Excursion

EXECUTIVE SUMMARY

On February 24, 2008, a Dornier DO-328-100 owned and operated by SEAIR with registry no. RP-C5328 and designated flight DO-042, took off from Caticlan Airport at 1710H local time on board were three (3) crew members and thirty two (32) passengers. The First Officer Jayson Ta-aca was the pilot flying assisted the Captain Antonio Mendoza. The flight landed at 1745H on runway 13. After the reverse prop were activated, the alignment with runway was still alright but after the condition lever was pulled by the Captain, the aircraft made a sudden turn to the left and the First Officer who still have a controls was helpless in controlling the aircraft the aircraft from going out of the runway. The aircraft settled some 130 meters on the left side of the runway against of the main drainage canal. The aircraft sustained substantial damage. There were no injuries among the crew and passengers. The accident was timed at 1745.

PROBABLE CAUSE

- This accident was caused by the failure of the Captain to take positive control of the aircraft after the F/O landed the aircraft. He engaged the CL to minimum without holding the tiller to steer the nose wheel which is now with 60° left and right range.
- Additionally, if the black boxes of the aircraft which met an accident on December 18, 2006 were read before they were ordered released to the Vice President of SEAIR, it could have help prevent this accident.

SAFETY RECOMMENDATION

It is recommended that a positive take over of controls by the Captain after 60 knots and his discretion (below 30 knots) order the F/O to engage the CL to minimum Positive control take over is with the left-hand on the tiller, the right hand on the control levers (throttles) and both feet on the rudders.