

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1950
Make/Model	:	BE-C50 Twin Bonanza
Owner and Operator	:	Aviation Technology Innovators, Inc
Address of Operator	:	Delta Gate, Manila Domestic Airport, Pasay City
Date/Time of Accident	:	April 25, 2008 at around 1310H
Place of Accident	:	Roxas Palawan
Type of Operation	:	General Aviation
Phase of Operation	:	Missed approach
Type of Accident	:	Go around/Missed approached after LH engine failure

EXECUTIVE SUMMARY

At around 1310H of April 25, 2008, RP-C1950, a BE-C50 Twin Bonanza type of aircraft piloted by Capt. Jose E. Yapparcon took off Manila Domestic Airport bound for Roxas, Palawan. This was his second flight for the day. While flying en-route, everything was normal. At about 10 nautical miles to Roxas, Palawan, according to pilot, he noticed that his LH engine oil pressure drops to 30 PSI. This situation alerted him to closely monitor the left engine parameters. At approximately 6 miles to Roxas Airport while descending to traffic altitude, the LH engine RPM indicator drops and the aircraft yawed to the left. He continue the approach with RH engine operating after securing the LH engine. He continue the approach and fly over the airport before joining right downwind for Runway 03. After turning final and made sure of the runway, he extended his landing gears and flaps. The aircraft touch down at about half of the runway. Thinking that he will not be able to stop the aircraft and probably hit the aircraft park at the right end of the runway, the pilot decided to make a go around with one engine operating. The aircraft was able to climb but due to heavy rain coming and gusty wind the aircraft lost speed and altitude and subsequently hit bamboo trees. The aircraft landed in the grassy area with gears retracted, approximately 250 meters away from the end of the runway.

PROBABLE CAUSE

- Inadequate supply of oil to the main journal bearing caused by clogged up oil screen giving low oil pressure indication in the cockpit prompting pilot to initiate engine shut down while on flight.
- The decision of the PIC to go around after touchdown, despite the odds against him (one engine out, poor visibility and the presence of obstacles at upwind) was probably a major factor.
- The pilot might have established a high approach (above the glide path) during the final approach which causes the aircraft to touch down at the middle of the runway or the approach speed is high that causes the aircraft to float after the extension of flaps.
- Low visibility during the approach which causes the pilot to miss the threshold.

SAFETY RECOMMENDATIONS

- After disassembly and inspection of LH engine, it was established that the cause of low pressure indication was clogged up oil screen. It is recommended that owners and operators using AVCO Lycoming GO-480 series engine should accomplish oil screen inspection every 25 hours in addition to oil screen inspection accomplish during engine oil change every 50 hours Periodic Inspection.
- The pilot must undergo medical examination and an ATO check ride with emphasis on single engine operations.