

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

**BASIC INFORMATION**

Aircraft Registration No.	: RP-C8371
Make and Model	: Piper Aircraft Corporation/ PA-34-200
Owner/Operator	: Fliteline Aviation Services, Inc.
Address of Operator	: 1513 Metrica St., Sampaloc Manila
Place of Accident	: Plaridel Airport, Plaridel Bulacan
Date/Time of Accident	: November 29, 2013/0845H
Type of Operation	: Administrative Flight
Phase of Operation	: Landing Phase
Type of Occurrence	: Collapsed nose landing gear

**EXECUTIVE SUMMARY**

On the morning of November 29, 2013, on or about 0828H, a Piper Seneca type of aircraft with Registry Number RP-C8371 owned and operated by Fliteline Aviation Services, Inc. departed from Plaridel Airport Bulacan for Test Flight. The aircraft took off at runway 35 and climbed over the field at 1500 feet. The Pilot checked and monitored engine parameters and found out operating satisfactory. The pilot contacted control tower and requested for a touch and go. After the touch and go, the aircraft continued climbing for a local traffic pattern and when abeam threshold at the left downwind runway 35, the pilot applied flaps 1 (one) and actuated the gear selector lever to down position. The landing gear green lights illuminated indicating that gears were extended. The pilot then applied flaps 2 on base approach and cross checked instruments and landing gear lights illuminating green. At final approach the pilot applied full flaps and cross checked again all indicators indicating normally especially the landing gear indicator lights still with 3 greens. On or about 0854H, the aircraft executed a smooth main wheels landing and the nose wheel was lowered for deceleration of airspeed. After landing, the aircraft rolled along the runway and at approximately 300 meters the nose gear collapsed. The two (2) propellers struck the ground and the aircraft continued rolling on main wheels and nose fairing for about 200 meters before coming to a halt. The aircraft sustained total damage on both propellers, lower nose gear door assembly and nose cone assembly. The Pilot-In-Command (PIC) and two passengers escaped without injury.

**PROBABLE CAUSE**

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

- Primary Factor: Inadequate Aircraft Mechanic Performance & Qualification Standards

- Non standard application of Rigging Procedures-Human Factor.(Maintenance)
  - a. Failure of the maintenance personnel to follow proper installation and rigging procedure of nose gear assembly as written in the Piper Seneca Service Manual.
  - b. Inadequate Company Maintenance Standards and non conformance of the maintenance personnel to the instructions and nature of inspection of Nose Gear Assembly as per SB 1123B of Piper Seneca Company.

**Underlying Factor:**

- a. The distortion or mal-alignment of the retention pin/bolt attached to the upper down lock link was the result of the out of rig of down lock link assembly.

**SAFETY RECOMMENDATIONS**

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

- **CAAP-FSIS** shall inspect the Operators Maintenance Procedure regarding the Piper Seneca Service Bulletin (SB) No.1123B mandatory compliance on PA-34 SERIES AIRCRAFT NOSE GEAR INSPECTION AND PRODUCT IMPROVEMENTS.
- **CAAP-FSIS** shall require the Operator's Maintenance Department to establish a regular scheduled maintenance event that will coincide but not to exceed Fifty (50) hours time in service for the NLG inspections and parts modification to increase their service life.