

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1970
Make and Model	:	Beechcraft BE-D55
Owner/Operator	:	Jelka S. Calizo
Address of Operator	:	ATI Hangar, General Aviation Area, Domestic Airport, Pasay City
Place of Accident	:	Roxas Airstrip, Roxas Palawan
Date/Time of Accident	:	September 8, 2013/ 14:47PM
Meteorological condition	:	VMC
Type of Operation	:	Fish Run
Phase of Operation	:	Landing Roll
Type of Occurrence	:	Collapsed nose wheel on landing roll

EXECUTIVE SUMMARY

On or about 1447H September 8, 2013, a Beechcraft BE-BD55 type of aircraft with Registry No. RP-C1970 took off with a pilot and a passenger on board on the second sortie of fish run for the day from Sangley Cavite to Roxas Airstrip, Roxas, Palawan. While on landing roll it accidentally hit a soft portion at the $\frac{3}{4}$ length of the airstrip after a recent heavy downpour in the area, causing the nose landing gear of the aircraft to collapse.

An Incident report of the pilot revealed that his first sortie for Roxas Airstrip, was scheduled that day but was delayed for takeoff until 0900H due to heavy rains in the area. On his second sortie to Roxas Airstrip, Roxas Palawan from Sangley Cavite, a heavy downpour had just stopped in the area. He further stated that prior to his landing, he flew over the airstrip to determine the runway in use, performed a pre-landing check and made a normal approach to the airstrip. During the landing roll, the nose landing gear collapsed when it accidentally hit a soft portion at the $\frac{3}{4}$ length of the runway. The pilot performed the engine shut down and disembarked from the aircraft together with the passenger unhurt. There was no sign of fire during the accident and the aircraft sustained substantial damage such as: collapsed nose wheel, nose cone lower part cracked, both propeller blades bent and twisted, damaged radome antenna, damaged web bulkhead, broken rod end and damaged landing gear door.

PROBABLE CAUSE

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

- **Primary Cause factor**

The cause of the accident is attributable to Material Factor. The aircraft landing gear rod end was broken due to heavy stress it encountered during landing roll on the muddy runway.

- **Contributory Factor**

- (a) During the landing roll, the pilot used the brakes which were not needed as this imposed heavy load on the nose gear causing to dig in when it hit a soft portion at about $\frac{3}{4}$ length of the runway. The soft surface itself will provide sufficient reduction in the aircraft's forward speed.
- (b) A heavy downpour the whole morning in the area which just ceased which made the airstrip wet and soft.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS** shall implement that the Pilot review the Techniques and Procedures for landing in soft airstrip in order that the pilot recognize and apply corrective actions as necessary.
- **CAAP-AANSOO** to inspect and conduct tests on aerodrome facilities, equipment, services or operating procedures and inspect the airstrip operator's documents and records, and verify the Aerodrome Safety Management System for the purpose of Aviation Safety.