

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

**BASIC INFORMATION**

Aircraft Registration	:	RP-C8818
Aircraft Type/Model	:	Beech BARON G58
Owner/Operator	:	Bais Industrial Management Corporation
Address of Owner	:	5F Legazpi Tower200, Paseo de Roxas, Makati City
Date/Time of Accident	:	May 05, 2013 / 0440UTC
Type of Operation	:	General Aviation
Phase of Operation	:	Landing
Type of Occurrence	:	Collapsed nose gear
Place of Accident	:	Iloilo Airport, Iloilo

**EXECUTIVE SUMMARY**

On 05 May 2013, RP-C8818 departed from Dumaguete Airport, Dumaguete City at about 0139UTC to pick-up a passenger at Caticlan Airport. The aircraft landed on RWY06 at 0250UTC and the pilot parked the plane at the southwest corner of the ramp near the fire crash station to wait for the passenger to arrive. He secured the nose wheel with a chock and went to the Caticlan FSS to file his flight plan. After almost two hours, RP-C8818 departed Caliclan RWY24 at about 0419UTC with one passenger on board bound for Iloilo. After about 30 minutes of flight, the pilot established radio contact with Iloilo tower controller.

The tower controller gave the pilot clearance to join left downwind leg of RWY02 with initial wind condition at 030 deg, 10 knots. When RP-C8818 was on final approach and was cleared to land, the wind condition was at 070 deg., 06 knots. The plane's main wheels touched down smoothly about 50 ft from the threshold but 2-3 seconds after the nose wheel came in contact with the runway, an unusual sound was heard and the slight vibration felt on the rudder pedals while the aircraft continued with its landing roll. Suddenly, the nose of the plane dipped to the runway triggering the pilot to perform emergency engine shutdown. The aircraft settled about 5-7 ft right of runway centerline and about 100meters before E2 intersection. Both pilot and the passenger were unhurt in the accident.

## **PROBABLE CAUSE**

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

- Blown-out nose landing wheel tire during landing. (Material Factor). The nose tire blew out seconds after touchdown resulting in collapsed nose wheel strut.
- **Underlying Causes**

Inadequate company maintenance standard. Maintenance Management. (Human Factor).

The company maintenance practice indicates that scheduled and non-scheduled maintenance activities are generally performed during annual or 100 hours inspection at Hawker Pacific, Manila. It does not ensure timely correction of discrepancies.

- There are no designated maintenance personnel in the company organization to regularly perform the requirements of pre-flight and post-flight inspection.
- CAAP Airworthiness inspectors failed to recognize the related inadequacies and to strictly implement the continued airworthiness requirements as outlined in PCAR 5.5.
- The pilot failed to exercise good judgment in declaring to management that the aircraft was not airworthy due to nose tire condition for proper evaluation and corrective action

## **SAFETY RECOMMENDATIONS**

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

- CAAP to require gen-aviation aircraft owners and operators to enter into a maintenance services agreement with an AMO that will oversee their aircraft maintenance program on a regular and timely basis.
- Aircraft operators shall designate qualified maintenance personnel in the organization to oversee the elementary works in the aircraft.
- General Aviation pilots shall use the CAAP standard maintenance and flight log form to record the pre-flight and post-flight maintenance works done in the aircraft.
- CAAP airworthiness inspectors to be rotated regularly among aircraft operators to ensure quality inspection standards are evaluated and maintained.