

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

**BASIC INFORMATION**

Aircraft Registration No. : RP-C5140

Aircraft Type/Model : Piper Seneca PA 34-200

Owner/Operator : Techno Air

Address of Owner : Plaridel Airport, Plaridel, Bulacan

Date/Time of Accident : 10 April 2011 / 0648 UTC

Type of Operation : Charter Flight

Phase of Operation : Take-off

Type of Occurrence : Loss of power in its right engine

Place of Accident : CJH, Baguio City: 16°22'44.77"N 120°37'00.97"E

**EXECUTIVE SUMMARY**

A Piper Seneca PA 34-200 type of aircraft with registry number RP-C5140 departed Plaridel Airport, Bulacan 0108 UTC and landed Baguio Airport (Elevation 4,251 ft) 0212UTC or a total flying time of one (1) hour and four (4) minutes (1+04) enroute on April 10, 2011, with six (6) personnel including one (1) Pilot-in-Command (PIC) and five (5) passengers (PAX) on board.

The landing in Baguio Airport was uneventful. The aircraft, RP-C5140 was given clearance to start-up 0630 UTC and was cleared to taxi RWY 09 for RWY 27 departure. With wind condition at 270° variable at 6 Knots, RP-C5140 took-off at 0648 UTC/LOCAL 1448H. (Appendix 4)

After lift-off, while the aircraft was at upwind and still at tree top level, it turned right to crosswind and disappeared from ATC's view followed by an explosion and thick smoke at the crash site within the vicinity of the highest peak of Camp John Hay approximately 4,367 feet altitude, 0.47 NM, 309° heading from the threshold of RWY 27. Baguio Airport CAAP Fire and Rescue team were immediately dispatched to the scene. Three (3) occupants perished in the crash including the Pilot-in-Command (PIC) who later expired at St. Luke's Hospital twenty (20) days later, while three (3) were seriously injured, all sustaining second degree burns and fractures in the different parts of their bodies. The aircraft was destroyed and burned, as parts and debris were scattered under the trees, with both engines detached from the airplane.

## **PROBABLE CAUSE**

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

- **Primary Cause Factor**

Right Hand Engine Failure during take-off. (Material Factor) The RH engine failed during a right turn after airborne that was very difficult for the pilot to maintain aircraft control.

- **Contributory Factors**

- a. The existing extended gears during the right turn after takeoff. (Human Factor). The pilot failed to perform gears up after airborne for a clean configuration before turning to the right.

- b. Right engine malfunctioned during crosswind or while turning right or banking to the right, thereby the good engine (left engine) pushed the aircraft to the right going downwards.

- c. The extended landing gear during a right turn further imposed penalty on the aircraft performance.

- **Underlying Factor:**

Inadequate performance planning of the pilot for the takeoff on a runway at high pressure altitude.

## **SAFETY RECOMMENDATIONS**

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

- CAAP shall ensure that Airworthiness Inspectors strictly conduct safety inspections on all activities of maintenance organizations and publish reports of findings and compliance.
- CAAP check pilots shall strictly enforce the performance of all emergency events during annual proficiency checks of all Pilot-in-Command (PIC) of twin-engine aircraft including one (1) engine inoperative emergency procedures.
- CAAP shall ensure the inclusion of simulator training to PIC of single-engine and multi-engine aircraft especially on critical emergency events.
- CAAP shall accredit simulator facilities and simulator check pilots to conduct check rides especially on critical emergency events.

- CAAP shall ensure that AMO personnel possess the proper training and qualification to accurately handle the specific aircraft and maintenance tasks at hand.
- CAAP shall conduct review/update of the existing Baguio Airport Traffic Circuit procedures in order to ensure that best safety of flight conditions are considered.