

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-RC9980
Make and Model	:	Beechcraft Baron BE-E55 / 1970
Owner / Operator	:	Jeram C. Sarmiento
Address of Operator	:	Lot 4 MCIAA, General Aviation Area, Pajac, Lapu- lapu City, Cebu, Philippines
Date / Time of Incident	:	March 29, 2011 / 1850H
Type of Operation	:	General Aviation
Phase of Operation	:	Takeoff
Type of Occurrence	:	Right main landing gear collapsed during takeoff
Place of Incident	:	Runway 13, Manila Domestic Airport

EXECUTIVE SUMMARY

On March 29, 2011 about 1850h local time, a Beechcraft Baron BE-E55 was substantially damaged following a collapsed of the right main landing gear while on takeoff roll from runway 13 of Manila Domestic airport. After the collapsed of the said landing gear approximately after the Fox One Bravo (F1B) intersection from said runway, the right hand propeller struck and scraped the ground several times, this caused the aircraft swerving over to the right directions from runway centerline.

The Aircraft's final position was in an upright orientation approximately 75-100 meters from the extended centerline of runway 13 and approximately 500-600 meters from the threshold of runway 13. The longitudinal heading of the fuselage was 300 degrees magnetic, with its flaps and center bottom of the fuselage reaching the ground. The right side of the fuselage, near right side of the wing root, was a hollow cracked when a portion of one right hand propeller blade tip broke and struck below the right side area of cargo window. The aircraft left more or less 24 propeller's marks on the runway.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was what the gear actuating rod bended or shortened, thus triggering actuator rod to retract brace assembly to actuate the landing gear into up position while on takeoff roll.

SAFETY RECOMMENDATIONS

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

- The actuating rod should be modified or reinforced in terms of its strength of materials.
- The inspection of the actuating rod should be included in every 100 hours cycle period inspection.
- The actuator rod should be replaced and subject to landing gear retraction test.
- The aircraft is subject for airworthiness inspection and test flight prior to release to service.