

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C550
Make and Model	:	Douglas Aircraft Corp. DC-3
Owner / Operator	:	Jerry O. Juane
Address of Operator	:	General Aviation Area Domestic Airport, Pasay City
Date / Time of Accident	:	October 17, 2009 at 12:14 pm
Type of Operation	:	General Aviation
Phase of Operation	:	Landing
Type of Occurrence	:	Engine malfunction
Place of Accident	:	Villa Fedela Subd., Brgy. Elias Aldana, Las Piñas City

**EXECUTIVE SUMMARY**

On October 17, 2009 at about 12:04 pm, RP-C550 a DC-3 type of aircraft took off from Manila Domestic airport bound for Puerto Princesa, Palawan. Approximately 5 mins after airborne, the Pilot-in-Command (PIC) informed Manila Tower that they were turning back due to technical problem. The PIC was asked by the air controller whether he was declaring an “emergency” and the response was negative. The PIC was directed to proceed South Mall and wait for further instruction (a standard procedure for VFR arrivals for runway 13). At South Mall, RP-C550 was cleared to cross the end of runway 06, still without declaring an emergency. The tower controller sensed that something was wrong with the aircraft due to its very low altitude, immediately granted clearance to land runway 06. However, the aircraft was not able to make it to runway 06. At about 12:14, RP-C550 crashed at an abandoned warehouse in Villa Fedela Subd., Brgy. Elias Aldana Las Piñas City about 4 kms. from the threshold of runway 06. As a result, the aircraft was totally destroyed and all aboard suffered fatal injuries due to impact and post crash fire.

**PROBABLE CAUSE**

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

- Non-procedural application of power during take-off and initial climb that led to left engine malfunction.
- The questionable qualifications of the flight crew.
- Low level of competence of the pilots.

- Not feathering the left engine.
- Turning towards the bad engine.
- Not declaring an emergency.

## **SAFETY RECOMMENDATIONS**

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

### **For Flight Standards Inspectorate Service (CAAP)**

- Ensure that Pilots assigned to man an aircraft must be rated and current.
- Provide the FOBS with computerized listing of pilots with their qualifications to preclude any attempt of pilots passing off as being qualified.
- Strict implementation of CAR Part 8 paragraph 8.2.1.9 “Insurance Requirements: All Operations”.

### **For the PNP Aviation Security group (ASG)**

- To strictly monitor cargos particularly dangerous goods being loaded on the aircraft especially general aviation operations.