

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C596
Aircraft Type/Model	:	BE-D50C
Owner / Operator	:	Paul Herbert G. Sabugo Rommel T. Ruiz
Address of Operator	:	B15L8 Soldier's Hills3 Caloocan City
Pilot-in-command	:	Capt. Isidro Flores, Jr.
Date/Time of Incident	:	May 23, 2009 at about 0900H
Place of Incident	:	San Vicente, Pagdanan, Palawan
Type of Operation	:	General Aviation
Phase of Operation	:	Take off
Type of Incident	:	Nose wheel Collapse

EXECUTIVE SUMMARY

Last May 23, 2009 at around 0615H, RP-C596, a BE-D50C type of aircraft piloted by Capt. Isidro Flores, Jr. with one (1) passenger on board, took-off at Manila Domestic Airport bound for Roxas, Palawan. The weather and visibility was fine during the flight en route to Palawan. Few miles before reaching their destination, after almost two (2) hours of flying time, according to the pilot, they encountered heavy downpour and poor visibility prompting him to proceed to nearby alternate airport of Pagdanan, Palawan which is approximately 8 miles from Roxas as a safety precaution. He landed the aircraft safely in Pagdanan Airport. At around 8:00am, after almost one half hour of waiting, he received a text message informing him that Roxas Airport cleared. So he prepared and positioned the plane at the end of Runway 24 as his take off runway. According to him, he performed an engine run-up check prior to departure and did a static take off procedure. Everything was normal before take-off, however, when the aircraft started to roll and after gaining approximately 100 meters of the runway, the nose wheel suddenly skidded off track and veered to the right. He corrected it with full left rudder but there was no response from the aircraft. He quickly pulled the throttles to idle followed by mixture control to idle cut off but the aircraft continued its path out of the runway due to its momentum. The aircraft hit the soft side of the runway which caused the aircraft nose landing gear to collapse. The pilot and lone passenger were unhurt. As a result, the aircraft nose landing gear was broken, the wheels came off, the actuator came out of upper nose skin and both left and right propellers were slightly damaged.

PROBABLE CAUSE

Soft and contaminated runway might have caused the pilot difficulty of maintaining directional control of the aircraft that caused the accident. Ocular inspection on the airport reveals signs of the tire marks and soft part of the runway. Inspection on landing gear assembly and components reveals no signs of mechanical defects prior the accidents.

SAFETY RECOMMENDATIONS

- The pilot must undergo physical examination and check ride with emphasis on soft field take off.
- Immediate improvement of the runway must be initiated.
- Engine must be checked for crankshaft round out.
- Propeller must be disassembled and inspected in accordance with Hartzell Propeller Service Manual.
- The aircraft should undergo through maintenance inspection in accordance with the BE-D50C maintenance manual before it can be released back to service.