



Republic of the Philippines  
DEPARTMENT OF TRANSPORTATION  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
MIA Road, Pasay City 1300

## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

**RP-C3800  
ROBINSON HELICOPTER COMPANY R44 II**

***OPERATOR: CHLOEJEN INTERNATIONAL TRADING, INC.***

***TYPE OF OPERATION: GENERAL AVIATION***

***DATE OF OCCURENCE: JULY 15, 2018***

***PLACE OF OCCURENCE: PUROK 5, BARANGAY NAGBO-ALAO, BASAY,  
NEGROS ORIENTAL, PHILIPPINES***



## BASIC INFORMATION

Aircraft Registration No.	:	RP-C3800
Aircraft Type/Model	:	Robinson Helicopter Company R44 II
Operator	:	ChloeJen International Trading, Inc.
Address of Operator	:	784 Canal Road, Subic Freeport Zone, Zambales, Philippines
Place of Occurrence	:	Purok 5, Barangay Nagbo-Alao, Basay, Negros Oriental, Philippines
Date/Time of Occurrence	:	July 15, 2018 at about 1015H/0215 UTC
Type of Operation	:	General Aviation
Phase of Flight	:	Landing
Type of Occurrence	:	Settling with power during landing

## EXECUTIVE SUMMARY

On July 15, 2018 at about 1015H, local time RP-C3800, a Robinson Helicopter Company R44 II type of rotorcraft sustained substantial damage due to hard landing after encountering settling with power on a beachfront at Basay, Negros Oriental. The helicopter was registered and owned by Chloejen International Trading Inc. as a Normal, General Aviation Category aircraft.

The pilot stated that the company have just accuired the aircraft 13 days prior to the accident. Upon purchase the pilot together with the owner flew the aircraft on some parts of Manila and to the Northern part of the Philippines before ferrying it to Dumaguete City, Negros Oriental.

On the day of the accident, further investigation revealed that the aircraft flew about 30 nautical miles and landed at the beach front at Barangay Nagbo-Alao, Basay, Negros Oriental. While on the beach front, the owner instructed the pilot to give his constituents a ride. The aircraft took off with three passengers onboard.

The pilot made an approach from the sea and maneuvered the helicopter along the shoreline parallel to the sea for landing. At mid-finals, the pilot noticed that the aircraft was fast approaching the shoreline and increased the collective to cushion the landing on the surface. While increasing the collective, the low rotor rpm sounded. The pilot then reduced the collective

and applied aft cyclic but to no avail. The aircraft was still moving fast forward resulting for the landing skid and the tail rotor to hit the uneven surface of the shoreline.

The witnesses on the ground saw the helicopter approaching fast from the sea. The aircraft went immediately down and came in contact with the ground damaging both main rotors, landing skids and tail boom. Fisher folks rushed to the scene to help the pilot and three (3) passengers on board to egress safely from the aircraft. The aircraft come to rest and settled in an upright position on a heading of 06 degrees and grid coordinates of 9°23'37''N, 122° 39'34''E. Visual meteorological conditions prevailed on the area and no fire ensued.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

- a. The failure of the pilot to maintain situational awareness during landing to ensure adequate altitude and airspeed to perform a normal landing. (Human Factor)
- b. The Pilot failed to ensure adequate power margins are available for him to counter act the settling with power (Vortex Ring). (Human Factor)

- **Contributory Cause Factors:**

The lack of suitable landing area.

## **SAFETY RECOMMENDATION**

- **CAAP FSIS-FOD** to ensure that the owner should construct a suitable helipad and be certified by CAAP-AANSOO.

**-END-**