



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-C760  
PA-23-250**

***OPERATOR: ROYAL AIR CHARTER SERVICE INC.***

***TYPE OF OPERATION: NON-SCHEDULED COMMERCIAL***

***DATE OF OCCURENCE: JANUARY 10, 2019***

***PLACE OF OCCURENCE: BUSUANGA AIRPORT, CORON, PALAWAN,  
PHILIPPINES (RPVY)***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C760

Make and Model : Piper Aircraft Inc. PA-23-250

Serial Number : 27-2876

Owner : Sky Aviation 88 Incorporated

Operator : Royal Air Charter Service Inc.

Address of Operator : Bldg. 1 West Maintenance Area,  
: Manila Domestic Airport, Pasay City

Date/Time of Occurrence : January 10, 2019 / 1055H/0255 UTC

Type of Operation : Non-scheduled Commercial

Phase of Operation : Taxi for Take-off

Type of Occurrence : Material failure

Place of Occurrence : Busuanga Airport, Coron Palawan, Philippines (RPVV)

**EXECUTIVE SUMMARY**

On or about 1055H, local time January 10, 2019, a Piper Aztec 23-250 with Registry Number RP-C760 sustained damage on its right propeller after the right landing gear collapsed while taxiing for take-off at Busuanga Airport, Coron Palawan. It is being operated by Royal Air Charter Service Inc. The pilot did not sustain injury. Visual meteorological conditions prevailed, and a VFR flight plan had been filed. The flight originated at Sangley Point, Cavite (RPLS) at 0830H to pick up live fish at Busuanga, Coron, Palawan.

**PROBABLE CAUSE**

- **Primary Cause Factor**

- a. Failure of the right main landing gear drag link bolt resulting to the collapse of the right main landing gear.

- **Contributory Cause Factor**

- a. The non-adherence to Safety Letter/Safety Bulletin/Airworthiness Directive on the affected aircraft.

## **SAFETY RECOMMENDATIONS**

That CAAP-FSIS should ensure that

- a. Safety Letter/Safety Bulletin/Airworthiness Directive on the affected aircraft are compiled by the Operator and Approved Maintenance Organization (AMO) responsible on the scheduled maintenance of the aircraft.
  - b. A heightened surveillance must be conducted to the Operators especially in areas of fish cargo to determine compliance to the weight and balance.

**-END-**