



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-C8955**  
**ENSTROM 480B**

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***OPERATOR: BEELINE HELICOPTERS INC.***

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

***DATE OF OCCURRENCE: DECEMBER 02, 2017***

***PLACE OF OCCURRENCE: BARANGAY MAMBOG 2, BACCOOR, CAVITE,  
PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP- C8955

Aircraft Type/Model : Enstrom Helicopter Corporation. 480B

Operator : Beeline Helicopters Inc.

Address of Operator : AAOP Hangar1, Domestic Road Cor. NAIA  
Road. Pasay City, Philippines

Place of Occurrence : Barangay Mambog 2, Bacoor, Cavite, Philippines

Date/Time of Occurrence : December 2, 2017 at about 1710H/0910UTC

Type of Operation : General Aviation

Phase of Flight : Cruise

Type of Occurrence : Precautionary Landing

**EXECUTIVE SUMMARY**

On December 2, 2017, an Enstrom 480B type of aircraft with registry number RP-C8955 with a pilot and a crew on board were returning to Manila after an admin flight in Sta. Rosa Laguna. While descending to join entry point COVELANDIA for landing at Manila Domestic Airport, the Pilot smelled a burned odor from the engine compartment followed by the Drive Bearing Hot Caution light illumination.

The Pilot executed a precautionary landing after the aircraft started to yaw. While on descent for landing the aircraft rpm started to decay. The aircraft landed with a general heading of 33 degrees and grid coordinates of N 14 25 44, E 120 57 10. The Pilot with minor bruises and the other occupant egresses on their own after performing engine shutdown however the aircraft sustained substantial damage.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

- a. The pilot failed to maintain aircraft control during the final phase of the landing (Human Factor).

- **Contributory Factors**

- a. The operator failed to comply with the manufacturers Service Directive Bulletin (Human Factor).

## **SAFETY RECOMMENDATIONS**

For **CAAP-FSIS** to ensure that:

- a. CAAP-LCD, Check pilot strictly enforce all emergency events and upset recovery procedures during annual proficiency checks.
- b. Operator strictly comply with the manufacturer's published SDB like Service Directive Bulletin No. T-046, Revision 3 dated November 7, 2017.

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