

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1034
Make and Model	:	Piper Seneca (PA-34-200)
Owner/Operator	:	WCC Aviation Company Inc.
Address of Operator	:	960 Aurora Blvd., Cubao, Quezon City
Place of Accident	:	Brgy. Alarcio, Barrio Laoac, Binalonan, Pangasinan
Date/Time of Accident	:	September 11, 2013/0855H
Type of Operation	:	Approved Training Organization
Type of Occurrence	:	RH Engine shutdown during takeoff
Phase of Operation	:	Takeoff

EXECUTIVE SUMMARY

On 0735H September 11, 2013, a Piper Seneca type of aircraft with Registry No. RP-C1034 with the Student Pilot seated on the left, Flight Instructor seated on the right and two maintenance crew as passengers took off Binalonan Airfield for training flight over Asingan, Pangasinan. After an hour of training flight, the aircraft returned to Binalonan Airfield and the pilot requested for one traffic pattern before full stop to complete the flight.

The aircraft took off from Runway 17 of Binalonan Airfield at 0855H after airborne. At about 400 feet AGL, the Flight Instructor commanded the Student Pilot as the then Pilot Flying that time, to switch-off the fuel boost pump as part of the after takeoff procedure. The aircraft suddenly veered to the right. The Flight Instructor took the controls and tried to restart the engine, but since engine did not response, he decided to land the aircraft on the rice paddies southwest of the airfield. Local Emergency rescue team immediately arrived at the crash site to assist the pilots. The pilots and passengers were not injured. The aircraft sustained substantial damage.

PROBABLE CAUSE

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

- Primary Cause Factor
 - (a) The Student Pilot mistakenly switched off the Right Hand Magneto contrary to the instruction of the Flight Instructor which was to switch off the fuel boost pump.

- Contributory Factor
 - (a) The Student Pilot lacks the familiarity of the location of the switches in the cockpit panel.
 - (b) Both the Flight Instructor and Student Pilot were laid off from flying the said aircraft for almost two months.

SAFETY RECOMMENDATION

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

4.1 CAAP-FSIS shall implement:

- a.** The Flight Instructor and Student Pilot shall undergo 10 hours simulator training on In-Flight emergencies and normal operating procedures to enhance confidence and proficiency level.
- b.** Strictly enforce the prohibition of unauthorized passengers during training flights.