



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-C 1136** **BEECHCRAFT BE-36**

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***OPERATOR: CHEMTRAD AVIATION CORPORATION***

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

***DATE OF OCCURRENCE: SEPTEMBER 27, 2015***

***PLACE OF OCCURRENCE: BRGY. BULAK, DAUIN, NEGROS ORIENTAL***



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**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C1136
Make and Model	:	Beechcraft BE-36
Owner/Operator	:	Chemtrad Aviation Corporation
Address of Operator	:	North Maintenance Section, Andrews Ave, Pasay City
Date/Time of Accident	:	May 13, 2015 / 1816H
Phase of Operation	:	Landing
Type of Operation	:	Non-Scheduled Commercial
Type of Occurrence	:	Collapsed Right Main landing gears
Place of Accident	:	Danilo Atienza Air Base, (Sangley Airport, RPLS) Cavite City

**EXECUTIVE SUMMARY**

On May 13, 2015 at about 1720H, a Beechcraft BE-36 type of aircraft with Registry No. RP-C1136 with a lone pilot onboard took off from Manila International Airport for a local test flight after a ground retraction test was conducted on the aircraft's landing gears.

After performing the after take-off procedures, the pilot noticed that there was no in-transit light indication in the cockpit for the landing gears. He reset the circuit breaker for the landing gears but still there was no illumination. He then tried to extend the landing gears, but still no indication in the cockpit that the landing gears are fully extended and locked. At this juncture, the Pilot performed landing gear extension manually, but had difficulty after making 20 turns clockwise. Knowing that the landing gears were not fully down and locked, the Pilot informed Manila Tower of the situation and requested to divert his flight to Danilo Atienza Airbase, Sangley Cavite for an emergency landing. The Pilot landed the aircraft on the grassy portion of the runway side and completely stopped at coordinates 14° 29' 45" N / 120° 54' 24" E. The aircraft sustained substantial damage on its propeller, main and nose landing gears and engine cowling.

## **PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- The probable cause was the defective motor that links the landing gear lights in the cockpit to indicate that the gears are in down and locked position or fully retracted.
- **Contributory factors:**

The Owner/Operator, mechanic and the Pilot violated certain basic flight safety practices and procedures necessary in the conduct of flight operation.

## **SAFETY RECOMMENDATION**

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

- **CAAP - FSIS** shall:
  - a. Conduct inspection on AMOs with ground landing gear retraction test capability to ensure that safety standards and practices for such capability are properly observed.
  - b. Require AOC to include in their In-house Standardization training program for Pilots in all the knowledge areas and skills necessary to operate safely which includes airmanship skills, pilot judgment, decision making and good operating practices.
  - c. The Pilot shall continue to undergo flight training to gain time that includes emergency procedures together with a rated Flight Instructor in order to attain the required proficiency level.

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