

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

**FACTUAL INFORMATION**

Aircraft Registration No.	:	RP-C1402
Make and Model	:	Beechcraft Baron 55
Owner / Operator	:	Benjamin C Rivera
Address of Operator	:	Bonifacio St., Silay City
Place of Incident	:	Manila Domestic Airport Runway 13
Date / Time of Incident	:	January 14, 2009/ approximately 4.00 pm
Type of Operation	:	General Aviation
Phase of Operation	:	Landing
Type of Incident	:	Nose wheel collapse

**EXECUTIVE SUMMARY**

On January 14, 2009, Capt Allan Joseph M Ledesma, with one (1) passenger utilizing RP-C1402 a Beechcraft Baron 55 type of aircraft was released for flight from Roxas Palawan to Manila. Upon reaching Manila Domestic Airport, the pilot conducted his landing check for final approach. The controller gave clearance to land the aircraft nose landing gear collapsed before exiting the active runway near fox-2. The aircraft nose section first impacted the runway; it left a debris path along the runway, and came to rest before fox-3 runway exit. The debris path was on the left of the runway centerline, and progressed towards the runway proceeding to fox-3 exits.

From the oral account of Capt. Allan Joseph M. Ledesma, he claimed that the approach was good, on finals made a normal landing and when he was already taxiing and about to reach fox-2 the nose wheel collapsed.

The pilot shut down the engines, with the propeller already struck the runway, it settled on a heading of 125 degrees. There was damage to the aircraft and its propeller.

The pictures taken at the crash site will show how the aircraft was damaged.

**PROBABLE CAUSE**

- The aircraft nose landing gear strut locking mechanism failed due to normal wear and tear of the mechanism which contributed to the incident of the aircraft.

## **SAFETY RECOMMENDATION**

Recommend that the Pilot-in-Command be subjected to a check ride by a CAAP Check Pilot before released for operational flight.

- That the locking mechanism be changed and the landing gear system as a whole be subjected to static functional test prior to the conduct of a test flight.

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