

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

BASIC INFORMATION

Aircraft Registration	:	RP-C143
Aircraft Type/Model	:	Cessna 421B
Owner/Operator	:	Penson and Company Inc.
Address of Operator	:	109 Perea St., Legazpi Vill., Makati City
Date/Time of Incident	:	May 23, 2012/0636UTC
Type of Operation	:	General Aviation
Phase of Operation	:	Landing
Type of Occurrence	:	Runway Run-off
Place of Incident	:	Busuanga Airport, Palawan

EXECUTIVE SUMMARY

On 23 May 2012, RP-C143 departed Manila Domestic Airport at 0530UTC for Busuanga Airport with two pilots and three passengers on board. The aircraft landed at 0636UTC right of runway 26 centerline, about 50 feet from the threshold and had rolled about 50 meters when the pilot felt a vibration coming from the main landing gears and the aircraft began to swerve to the right of the runway. In order not to lose the center of the runway, a corrective action was applied by the pilot using the left rudder which momentarily keeps the aircraft on the runway and minimized the vibration. After rolling a few meters more, the vibrations on the Main Landing Gear persisted and the aircraft began again to swerve to the right where the pilot made a corrective measure using the left rudder and applying differential power by increasing the right throttle. At this instance, the vibration was minimized but the swerving of the aircraft to the right continued and became uncontrollable and the Pilot had to stop the aircraft on the grassy portions at the right side of the runway approximately 20 meters from runway marking number 2 to minimize further damage on the aircraft. At this point, while the engine was still running, the co-pilot was instructed to disembark the aircraft to verify any damage to the tire and since the tires are not deflated, the Pilot taxied the aircraft back to the runway and made a shutdown. The passengers and cargo were off-loaded and the aircraft was towed to the parking area.

PROBABLE CAUSE

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

- **Primary Cause Factor, PIC's lack of proficiency/currency in the Cessna 421B. (Human Factor)**

The pilot was issued a TPL to build-up time on the aircraft after an 11-month absence from flying. He has not reached the level of proficiency requirement of PCAR when he landed the aircraft at Busuanga airport.

- **Contributory Factors**

- a. First Officer's Lack of Qualification

The First Officer or co-pilot has no rating in the Cessna 421B and therefore not qualified to act as a flight crew member of the aircraft.

- b. Poor Operational control and supervision

The flight was scheduled and dispatched improperly without checking the status of crew licenses and the 90-day pilot proficiency requirement on take-off and landing.

SAFETY RECOMMENDATIONS

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

- a. CAAP to review and update existing policy guidelines on re-instatement of pilot licenses to safeguard and prevent abuses in the use of Temporary Airman Licenses.
- b. CAAP to review/study the process of approving flight plans by General Aviation operators or pilots so that only authorized and qualified flight crew are authorized to fly.
- c. CAAP shall, on renewal of aircraft registration/ airworthiness should require Gen Aviation operators to submit updated list of authorized company pilots with their licenses/ratings.
- d. Gen Aviation Operators shall utilize only organic pilots to fly organic aircraft as PIC/FO. Non-organic pilots intending to fly organic aircraft shall be required to secure special waiver from FSIS before actual involvement in flight.

-----END-----