

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1742
Make / Model	:	PA 34-200 Piper Seneca
Owner & Operator	:	All Asia Aviation Academy
Address of Operator	:	2204 Ritz Tower, 6745 Ayala Avenue, Makati City
Date/Time of Incident	:	July 24, 2009/Around 1015H
Place of Incident	:	San Fernando Airport, La Union
Type of Operation	:	Flight training
Phase of Operation	:	Landing
Type of Occurrence	:	Belly landing

EXECUTIVE SUMMARY

Last July 24, 2009, a PA-34-200 Piper Seneca type of aircraft with Registration No. RP-C1742 owned and operated by All Asia Aviation Academy and piloted by Capt. Lucito Amiscaray with student pilot Sagar Dhekene and Flight Mechanic Ronie Limbo took-off at Iba Airport, Iba Zambalez for a training flight to San Fernando, La Union. After a series of holding over SFO VOR, they landed normally at Runway 19 at around 0922H. After approximately 30 minutes of ground time, the pilot requested for ATC clearance for a series of touch and go. The plane took-off at around 1008H and joined the standard traffic pattern and instead or prior requested touch and go, the pilot requested for a full stop landing. Everything was normal until final approach for Runway 19, however, according to the controller, at short final, he noticed that RP-C1742 landing gear was not extended. He tried to communicate the pilot to confirm if he has landing gear extended but no reply from the pilot was received. According to Capt. Amiscaray, he let his student do the cockpit preparation for landing including extension of landing gear while he was doing the checklist, however, he admitted that he failed to confirm if the landing gear was extended by viewing at the mirror installed at the engine cowling, as a result they landed the airplane with landing gear retracted. LH and RH engine propeller bent when it hit the runway during touchdown. There is a possibility of severe damage. Other damaged at the fuselage were minor. All three passengers on board were unhurt.

SAFETY RECOMMENDATIONS

- The instructor should undergo a comprehensive training on aircraft system, Crew Resource Management (CRM) and human performance with emphasis on decision making, Avoiding and managing error and cockpit management.
- He should also undergo and passed proficiency check as specified on Part 2 IS 2.3.3.11 as applicable to be conducted by CAAP check pilot.

- Flight Instructor and Student Pilot should undergo medical examination to be conducted by CAAP flight surgeon.
- The engine must be torn down and inspected in accordance with the Continental Engine Service Manual.
- The propeller must be torn down and inspected in accordance with the Hartzell Propeller Service Manual.
- The aircraft must be inspected after the replacement of engines and propellers and be test flown under the supervision of CAAP Airworthiness Inspector before it can be released back to service.

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