

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

BASIC INFORMATION

Aircraft Registration No. : RP-C1970

Aircraft Type/Model : Beechcraft Baron BE-D55

Owner/Operator : Jelka S. Calizo/ Aviation Technology Innovators

Address of Owner : ATI Hangar, Gen. Aviation Area, Domestic Airport

Date/Time of Incident : October 6, 2011/ 2315UTC

Type of Operation : Air commerce

Type of Occurrence : Belly landing

Place of Incident : Pagdanan Airstrip, Palawan

EXECUTIVE SUMMARY

The pilot departed Manila alone at about 2140 UTC in the morning of 06 October 2011 bound for Pagdanan, Palawan. Arriving at the airport vicinity at about 2315UTC, the pilot flew overhead to check runway and wind condition then joined right downwind of runway 06 at 700ft. When the aircraft slowed down to 95kts, the pilot turned to final and put the propeller lever full forward. He then extended fully the flaps and switched on the landing lights. Upon touchdown, the propellers hit the ground and the aircraft swerved to the right. The pilot immediately performed engine shutdown procedures then safely got out of the aircraft.

PROBABLE CAUSE

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

- **Primary Factor:**

The primary cause of the incident was the failure of the pilot to extend the landing gears by not activating the landing gear lever in the cockpit to the DOWN position.

- **Contributory Factors**

- a. Absence of a co-pilot or a PNF to assist the PF in operating the aircraft safely.
- b. The poor judgment of the operator to allow the pilot to depart Manila without a co-pilot or at least a flight mechanic on board.
- c. Lack of attention/focus on the part of the pilot to the most important item on the landing phase, as the saying goes, “The land is near, put down the gear”.

SAFETY RECOMMENDATIONS

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

- CAAP to discourage the practice of general aviation owners/operators of allowing one pilot operation for their fish-runs.
- CAAP to review certain provisions of PCAR 8.4.1.1 (d) exempting airplane weighing less than 5,700kg and involved in domestic operation from the co-pilot requirements. This exemption may have economic basis as far as small-time operators are concerned however in the interest of flight safety and under certain operating conditions such as severe weather and area traffic congestion, the need for co-pilot is mandatory.

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