



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 1975 **TECNAM P2002JF**

OPERATOR: WCC AVIATION COMPANY INC.

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: MARCH 18, 2023

***PLACE OF OCCURRENCE: VIGAN AIRPORT, BRGY. MINDORO,
VIGAN, ILOCUS SUR, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP- C1975
Aircraft Type/Model : Tecnam P2002JF
Operator : WCC Aviation Company Inc.
Address of Operator : 960 Aurora Blvd., Cubao, Quezon City,
Philippines
Place of Occurrence : Vigan Airport, Brgy. Mindoro, Vigan, Ilocos Sur,
Philippines
Date/Time of Occurrence : March 18, 2023 at about 1150H/0350 UTC
Type of Operation : Flight Training (PCAR Part 3)
Phase of Operation : Landing
Type of Occurrence : Collapsed Left Main Landing Gear

EXECUTIVE SUMMARY

On or about 1150H local time, March 18, 2023, a Tecnam P2002JF type of aircraft with Registry Number RP-C1975 sustained minor damage on its left Main Landing Gear (MLG) after landing at Vigan Airport, Vigan Ilocos Sur. The flight took off from Binalonan airfield on a navigational cross-country training flight bound for Vigan, Ilocos Sur, with a Flight Instructor (FI) and Student Pilot (SP) on-board. The aircraft is being operated by WCC Aviation Company under PCAR Part 3, Approved Training Organizations. Visual Meteorological Conditions (VMC) prevailed at the time of occurrence, and a local flight plan had been filed.

The flight was uneventful until touchdown at RWY 20 for a full stop landing. After touched down approximately 550 meters from the threshold of RWY 20 and during landing roll that the aircraft started to veer to the left. The Student Pilot (SP) said who is in the control applied right rudder to bring the aircraft back to the center of the runway. The FI also further said that while on landing roll, he noticed that the aircraft left wing was lower than the right wing. Immediately the FI took over the control from the SP as the aircraft continue to move towards the left of the runway for another 315 meters.

It came to a full stop with a heading of 160 degrees and grid coordinates of 17° 33' 16.9" N; 120° 21' 21" E. The aerodrome duty personnel and others who observed the event proceeded to

the site to assist and secure the aircraft. Both occupants evacuated the aircraft unhurt after performing engine shutdown.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The MLG leaf spring was partially disconnected due to the failure of internal hex head bolt resulting to the collapse of the left main landing gear. (Material Failure)
- **Contributory Cause Factor**
 - a. The non-adherence to Tecnam P2002-JF Maintenance Manual.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that Operator:
 - a. Revise the Tecnam P2002-JF, 50-hour checklist to include the inspection of main landing gear attachments, bolts, and bushing. The inspection must be particularly for cracks, corrosion, looseness, security of mounting points or any condition that can cause stress concentrations and eventual failure.

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