

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

**FACTUAL INFORMATION**

Aircraft Registration	:	RP-C2622
Aircraft Type/Model	:	SA 318C Alouette II
Owner/Operator	:	Zenith Air, Inc.
Address of Operator	:	Maptra Hangar #10 General Aviation Area Domestic Airport, Pasay City, Philippines
Place of Incident	:	Barangay Talaba, San Fernando Taclobo, Sibuyan Island
Date/Time of Incident	:	January 13, 2009/approximately 12:30 pm
Type of Operation	:	MEDIVAC
Phase of Operation	:	Helicopter landing maneuver
Type of Incident	:	Hard Landing

**EXECUTIVE SUMMARY**

On January 13, 2009, RP C 2622 an SA 318C Alouette II type of aircraft was fueled and departed Caticlan, about 10:00 am to perform a medivac operation from Sibuyan Island to Manila. The PIC spotted its landing area and performed a low pass maneuver, then made a normal approach on the foot of a mountain for landing in Barangay Talaba, Taclobo, San Fernando, Sibuyan Island. At about 10 feet from the ground, unexpected wind conditions prevailed; sudden downdraft caused by strong gusts of wind in the landing area hit the aircraft. The PIC landed hard on the grassy soft ground open field. Upon ocular inspection on his aircraft and found slight damages, he continued his medivac flight to the Medical City Hospital at Manila.

**PROBABLE CAUSE**

The pilot failed to determine the wind direction and the same landed on tailwind.

**SAFETY RECOMMENDATIONS**

- Re-training/Recurrency on type of aircraft for crosswind or tailwind landing.
- The operator is recommended to examine the weather on their designated point of operations before flight. Personnel involved in such special operations should be properly trained/informed on effective handling especially at windy environment to prevent similar incident.
- Furthermore, PIC should have a medical checkup to be properly released. The aircraft should undergo repair/maintenance and properly released back to service.

- The inspection of the actuating rod should be included in every 100 hours cycle period inspection.
- The actuator rod should be replaced and subject to landing gear retraction test.
- The aircraft is subject for inspection and test flight prior to release to service.

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