



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-C2711
BARON BE-58

OPERATOR: VEV AIRCRAFT MAINTENANCE SERVICES

TYPE OF OPERATION: GENERAL AVIATION

DATE OF OCCURRENCE: OCTOBER 15, 2019

***PLACE OF OCCURRENCE: SANGLEY AIRPORT (RPLS), DANILO ATIENZA
AIR BASE, CAVITE CITY***



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BASIC INFORMATION

Aircraft Registration No. : RP- C2711
Aircraft Type/Model : Textron Aviation Inc., Beechcraft Baron (58), BE-58
Operator : VEV Aircraft Maintenance Services
Address of Operator : VEV Aircraft Hangar, North General Aviation Area,
NAIA Complex, Pasay City, Philippines
Place of Occurrence : Sangley Airport (RPLS), Danilo Atienza Air Base,
Cavite City, Philippines
Date/Time of Occurrence : October 15, 2019 at about 1400H/0600 UTC
Type of Operation : General Aviation
Phase of Flight : Landing
Type of Occurrence : Malfunctioned Nose Landing Gear

EXECUTIVE SUMMARY

On or about 1400H, October 15, 2019, a Baron BE-58 type of aircraft with Registry Number RP-C2711 landed without the nose landing gear extended after experiencing nose landing gear malfunction during landing at Sangley Airport (RPLS). The flight originated at Tarumpitao Airstrip, Rizal, Palawan at about 1100H for a local flight.

The aircraft is being operated by VEV Aircraft Maintenance Services on a General Aviation Flight. The Pilot on board was not injured however the aircraft received minor damages. Visual meteorological conditions prevailed, and a VFR flight plan had been filed via Puerto Princessa aeronautical radio.

While extending the aircraft landing gears, the Nose Landing Gear (NLG) indicator light did not illuminate. The pilot then requested RPLS tower controller for a low pass to confirm for the NLG extension.

The pilot then requested to hold north quadrant of the aerodrome to mitigate the problem. Since the aircraft was low on fuel the pilot requested to the controller to land on the grassy portion on the middle of the runway. Airport Crash Fire Rescue Unit (CRFU) personnel were immediately alerted. While landing on its main gears prior its full stop, the propeller came in contact with the ground. The pilot egress from the aircraft on his own.

PROBABLE CAUSE

- **Primary Cause Factor**

The failure of the aircraft Nose Landing Gear-Retract Rod Bolt which resulted to the nose landing gear malfunction. (Material failure)

- **Contributory Cause Factor**

- a. The improper aircraft maintenance techniques of the operator on corrosion prevention affecting the aircraft Nose Landing Gear-Retract Rod Bolt. (Human Factor).

- b. The pilot was unable to perform the Landing Gear Manual Operation Hand Crank due to the obstructions on its service panel. (Human Factor).

SAFETY RECOMMENDATIONS

- That CAAP-FSIS should ensure that the operator and Approved Maintenance Organization (AMO) responsible on the scheduled maintenance of the aircraft, complies with the aircraft manufacturer Nose Gear Wear Tolerance and Inspection Procedures.
- That CAAP-FSIS should conduct heightened surveillance to fish cargo operators to comply with proper cargo loading specifically not to obstruct the manual landing gear extension service panel.

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