

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C2928
Make and Model	:	LET 410
Owner/Operator	:	Seair
Date/Time of Incident	:	March 15, 2010 / 2334 UTC (0734Hrs)
Type of Operation	:	Scheduled Domestic Flight
Phase of Operation	:	Landing
Type of Occurrence	:	Busted left main tire
Place of Incident	:	Caticlan Airport

EXECUTIVE SUMMARY

On or about 2232 UTC (0632 Hrs) RP-C2928 with call sign Seair 705 departed Manila for Caticlan to pick-up passengers. The flight was uneventful until it landed at Caticlan runway 06 at about 2334 UTC (0734Hrs). On landing aircraft suffered a left tire blow out and stopped abeam runway marker no.2.

No injury was experienced by the three (3) Flight crew on board.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was the wind coming from the right at 13-20 Knots and the aircraft being very light it bounced and floated on the first touchdown and on the second touchdown with the top rudder being applied to maintain alignment before touchdown with the runway, it was very probable that the left brake was tapped which subsequently chopped the tire as evidenced by the smoke emitting from it. Thereafter a very solid left tire mark was very evident at the left tire track on the runway surface.

SAFETY RECOMMENDATIONS

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

- Pilot Flying should have his heels on the floor to preclude inadvertent brake application upon touchdown.
- Threshold speeds shall be computed based on the actual landing weight of the aircraft and not on the speeds printed on the Aircraft Operational Manual which is usually based on the heaviest landing weight of the aircraft.
- Pilot Flying (PF) and Pilot Non-Flying (PNF) shall be lectured on the brake system of the Let-410 and its operation.

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