

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C8080
Aircraft Type/Model	:	PIPER SENECA (PA-34-200T)
Owner /Operator	:	Ace Pilot Academy, Inc.
Type of Operation	:	Instructional Flight Training
Date/Time of Incident	:	May 22, 2008/1742H
Phase of Operation	:	Landing Phase
Type of Occurrence	:	Landing gear (nose wheel) collapse
Place of Incident	:	San Jose Airport, Mindoro

EXECUTIVE SUMMARY

On May 22, 2008 on or about 1652H, a Piper Seneca type of aircraft with registry number RP-C 8080, owned and operated by Ace Pilot Academy Inc., were piloted by Capt. Paramjit S. Hehar as Instructor Pilot and trainee pilot Sumit Dasharath Ruke. They took off from Manila to the Aerodrome of San Jose Mindoro and the flight was uneventful. The student pilot was in control of the aircraft from climb up to the descend phase of flight. During landing the instructor pilot had the control of the aircraft. They joined the base leg of runway 10 and applied flaps 1 upon reaching 120 knots and subsequently lowered the landing gears and had the 3 green lights indicating that the gears are down and locked. He continued the approach and started to transition for landing, the main wheel touched down first and the aircraft bounced due to hard landing and the pilot did corrections by applying the power and adjusted the pitch to land and the main wheel touched down followed by the nose wheel. However, after 8 to 10 seconds the nose wheel collapsed damaging both propellers and the nose section. The aircraft skidded to the runway approximately 500 meters before it stops. The 3-landing gear green light indicators at the cockpit panel still illuminates even though the nose wheel had already collapsed.

PROBABLE CAUSE

The approach of the pilot was coming little high during landing (See attached Pilot report) and carrying 5 knots extra airspeed than the desired landing speed and during touched down the aircraft bounced due to hard landing and the lower drag link assy. Was affected. Because of the hard landing encountered by the aircraft, the nose wheel down lock link assy. Was affected and probable internal damaged occurred because the power packed can no longer hold the pressure to the down and lock position.

SAFETY RECOMMENDATIONS

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

- The pilot should undergo proficiency check ride.
- The damaged propellers must under go major repair / overhaul.
- The nose section of the airframe should under go repair IAW SRM.
- The operator should coordinate with the manufacturer on the provision of manual hand pump as accumulator to provide additional pressure with a minimum of 1500 psi to actuator that will hold the landing gears in the down and lock position.

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