



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C8262 PIPER AIRCRAFT CORPORATION/PA-31

OPERATOR: CYCLONE AIRWAYS, INC.

TYPE OF OPERATION: NON-SCHEDULED COMMERCIAL

DATE OF OCCURRENCE: MAY 3, 2023

***PLACE OF OCCURRENCE: PALANAN COMMUNITY AIRPORT,
PALANAN, ISABELA, PHILIPPINES***

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(Piper Aircraft Corporation/PA-31, RP-C8262 Final Report)

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FOREWORD

This report was produced by the Aircraft Accident Investigation and Inquiry Board (AAIIB), Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Philippines.

The report is based upon the investigation carried out by the AAIIB in accordance with Annex 13 to the Convention on International Civil Aviation, Republic Act 9497 Section 42, and Philippine Civil Aviation Regulation Part 13.

Readers are advised that the AAIIB investigates for the sole purpose of enhancing aviation safety. Consequently, AAIIB reports are confined to matters of safety significance and may be misleading if used for any other purpose. It should be noted that the information in AAIIB reports and recommendations is provided to promote aviation safety, and in no case is it intended to imply blame or liability.

Furthermore, no part of the AAIIB report or reports relating to any accident or investigation shall be admitted as evidence or used in any suit or action for damages arising out of any matter mentioned in such report or reports.



FINAL REPORT

TITLE: A serious incident involving a Piper Aircraft Corporation/PA-31, type of aircraft with Registry Number RP-C8262 operated by Cyclone Airways, Inc. that overshoot the runway upon landing at Palanan Community Airport, Palanan, Isabela, Philippines on May 3, 2023 at about 1029H/0229UTC.

Notification of Occurrence to National Authority

The notification of serious incident to AAIB CAAP was relayed by the Operator of the aircraft at 1300H (LOCAL) on May 3, 2023.

Identification of the Investigation Authority

The Aircraft Accident Investigation and Inquiry Board (AAIB), the mandated accident investigation organization within the Civil Aviation Authority of the Philippines (CAAP) as the state of Occurrence/Registry/Operator conducted the investigation.

Organization of the Investigation

In accordance with provisions of Philippine Civil Aviation Regulation (PCAR) Part 13, an Investigator-In-Charge was appointed.

Authority Releasing the Report

The Final investigation report was released by Aircraft Accident Investigation and Inquiry Board (AAIB) and published on the CAAP website on **08 July 2025.**

Synopsis:

On May 3, 2023 at about 1029H, a Piper Aircraft Corporation/PA-31 with Registry Number RP-C8262 owned and operated by Cyclone Airways, Inc., sustained no damage upon overshooting the runway after its right main landing gear brake malfunction during the landing roll at Palanan Community Airport, Palanan, Isabela, Philippines.

The pilot, with nine (9) passengers, and one (1) infant on-board, did not sustain any injuries. Visual Meteorological Conditions (VMC) prevailed at the time of the incident. The cause of the incident was attributed to the failure of the right-hand brake forward hydraulic master piston resulted in the aircraft overrunning the runway.

LIST OF ACRONYMS AND ABBREVIATIONS

AAIIB	:	Aircraft Accident Investigation and Inquiry Board
AD	:	Aerodrome
AIP	:	Aeronautical Information Publication
AMO	:	Approved Maintenance Organization
AOC	:	Air Operator Certificate
ATS	:	Air Traffic Service
CAAP	:	Civil Aviation Authority of the Philippines
CPL	:	Commercial Pilot License
CSIS	:	Civil Security Intelligence Service
FSIS	:	Flight Standards Inspectorate Service
FT	:	Feet
GPS	:	Global Positioning System
LCD	:	Licensing and Certificate Department
M	:	Meter(s)
MTOW	:	Maximum Take-off Weight
NDRCC	:	National Disaster Rescue Coordinating Center
OFSAM	:	Office of the Flight Surgeon and Aviation Medicine
P	:	Pilot or Pilot in control of the aircraft
PCAR	:	Philippine Civil Aviation Regulation
RPUY	:	ICAO code for Cauayan Principal Airport
RPLN	:	ICAO code for Palanan Community Airport
RWY	:	Runway
UTC	:	Universal Time Coordinated
VFR	:	Visual Flight Rules
VMC	:	Visual Meteorological Conditions
WIP	:	Work in Progress
WX	:	Weather



1. FACTUAL INFORMATION

Aircraft Registration No. : RP-C8262

Aircraft Manufacturer/Model : Piper Aircraft Corporation/PA-31

Operator : Cyclone Airways, Inc.

Address of Operator : Cauayan Airport, San Fermin, Cauayan, Isabela, Philippines

Place of Occurrence : Palanan Community Airport, Palanan, Isabela, Philippines

Date/Time of Occurrence : May 3, 2023 at about 1029H/0229UTC.

Type of Operation : Non-Scheduled Commercial

Phase of Flight : Landing

Type of Occurrence : Runway side excursion

1.1 History of Flight

On or about 1029H local time, May 3, 2023, a Piper Aircraft Corporation/PA-31 type of aircraft with Registry Number RP-C8262 overshot the runway following a right main landing gear brake malfunction during the landing roll at Palanan Community Airport, Palanan, Isabela, Philippines.

The flight took off from Cauayan Principal Airport (RPUY) at about 0953H local time bound for Palanan Community Airport (RPLN) with one (1) pilot, nine (9) passengers, and one (1) infant on board. Cyclone Airways Incorporated operates the aircraft on a non-scheduled flight. The aircraft was not damaged after a full stop.

According to RPLN airport duty personnel of the Civil Security Intelligence Service (CSIS), the aircraft landed normally at about 1013H local time using RWY02. However, during the landing roll, the aircraft suddenly veered towards the right side of the runway centerline, about fifty (50) meters before the threshold. The main wheels of the aircraft exited the paved section of the runway and continued rolling for another ten (10) meters to the



grassy area. The pilot steered the aircraft to the left, narrowly missing a pile of aggregate rocks.

The aircraft came to a full stop at coordinates 17° 4' 12.12" and 122° 25' 46.51" E, with a final heading of three hundred (300) degrees. The CSIS immediately alerted other airport duty personnel to help secure the aircraft. No fire ensued, and all aircraft occupants safely egressed.

The pilot reported that after the aircraft touched down, he applied brakes. After repeated braking applications, the pilot noticed that the right-side brakes were not working properly.

Airport operation was suspended for a while as the aircraft was removed and towed to the ramp by local National Disaster Rescue Coordinating Center (NDRCC) personnel using a pick-up truck for further damage assessment. At about 1123H local time on the same day, they cleared the runway obstruction and resumed normal airport operation.



Figure 1 – The aircraft at its final resting point.

1.2 Injuries to Person (s)

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor	0	0	0
None	1	9	0
TOTAL	1	9	0



1.3 Damage to Aircraft

The aircraft did not sustain any damage.

1.4 Other Damages

There were no reported other damages in relation with the occurrence.

1.5 Personnel Information

1.5.1 Pilot (P)

Gender	: Male
Date of Birth	: March 22, 1971
Nationality	: Filipino
License	: 106944 - CPL
Valid up to	: August 31, 2024
Type rating	: Airplane: Single & Multi Engine Land- Instrument: C182, C206, BE58, BE55, PA31-350, PA32-301 (June 17, 2022)
Medical Certificate Valid up to	: Class 1 valid until October 24, 2023
Total time of Aircraft	: 20+00 hours
Grand Total time	: 8,390+00 hours

The Pilot had his Pilot proficiency flight test by CAAP-LCD pilot examiner last June 6, 2022 on the Piper Aircraft Corporation/PA-31 type of aircraft for additional rating.

1.6 Aircraft Information

The Piper PA-31 Navajo is a family of twin-engine utility aircraft designed and built by Piper Aircraft for small cargo and feeder airlines. In September 1972, Piper unveiled the PA-31-350 Navajo Chieftain, A Navajo B stretched by two (2) feet (61cm) for up to ten (10) seats, with more powerful engines and counter rotating propellers to prevent critical engine handling problems. It is a simple and rugged aircraft that has been used for various purposes, such as private transport, air taxi, bush support, and medevac. RP-C8252 was used as a Non-scheduled flight based on Cauayan Principal Airport (RPUY) to Palanan Community Airport (RPLN) and nearby airports.





Figure 2 – The PA-31-350 “Chieftain” aircraft.

1.6.1 Aircraft Data

The aircraft completed its maintenance inspection for the original issuance of its Certificate of Airworthiness on February 28, 2022 by CAAP-FSIS inspector.

Registration Mark	: RP-C8262
Manufacturer	: Piper Aircraft Inc.
Country of Manufacturer	: United States of America
Manufacturer/Model	: Piper Aircraft Corporation/PA-31
Operator	: Cyclone Airways Incorporated
Serial No./Line No.	: 31-7552035
Year of Manufacture	: 1975
Certificate of Airworthiness	: Valid until September 6, 2023
Certificate of Registration	: Valid until May 4, 2023
Category	: Normal
Number of Flight Crew	: 1
Number of Passenger Seats	: 9
Airframe total time	: 18,591+18 Hours

1.6.2 Engine Data

The Chieftain was powered by a 350hp Lycoming variant engines, with an opposite-rotation on the right-hand wing, and maximum take-off weight (MTOW) was increased to 7,000lbs. (3,175Kgs). Lycoming 540 is a family of air-cooled six-cylinder, horizontally opposed fixed-wing aircraft and helicopter engines of 541.5 cubic inches (8,847cc) displacement, manufactured by Lycoming Engines.



The engine of RP-C8262 had its 100 hours inspection on December 7, 2021 by Vortex Aircraft Maintenance Morabbin Airport, Victoria, Australia. Thereafter, a ferry flight to the Philippines was executed.

Manufacturer	:	Avco Lycoming	Avco Lycoming
Type	:	Piston	Piston
Model	:	TIO-540-J2BD (1)	LTIO-540- J2BD (2)
Engine SN#	:	L-8303-61A	L-2776-68A
Engine total time	:	971+30 Hours	971+30 Hours

1.6.3 Propeller Data

Hartzell Propellers was founded in 1917 by Robert N. Hartzell. It produces composite and aluminum propellers for certified, homebuilt and ultralight aircraft. Hartzell HC-E3YR-2ATF - has an opposite-rotation on the right-hand wing, 80 inches diameter 3-bladed propeller, 80 pounds in weight. 2,400 hours with about 6 years TBO, current design and lower noise.

Manufacturer	:	Hartzell Propeller	Hartzell Propeller
Type	:	Variable Pitch	Variable Pitch
Model	:	HC-E3YR-2ATF (1) FC8468-6R	HC-E3YR-2ATF (2) FJC8468-6R
Propeller SN#	:	DJ11098A	DJ12343B
Date last Installed	:	February 16, 2022	September 01, 2021
Propeller total time	:	23+30 Hours	204+24 Hours

1.7 Meteorological Information

Visual Meteorological Conditions (VMC) prevailed at the time of the occurrence. The pilot managed to acquire weather (WX) information through a company "spotter".

The "spotter" is a person who monitors the environment at Palanan Aerodrome and relays the observation to assisting company personnel and the pilot until the aircraft departs. The spotter has the authority to declare "go" or "no go" based on the observable sky condition, which relies solely on visual interpretation from the forecast, regardless of whether it's rainy, cloudy, dry, windy, or calm. RPLN has no ATS facility.

1.8 Aids to Navigation

RPLN does not have any ground-based navigational aids installed. The flight departed under Visual Flight Rules (VFR) until 15.2 nautical miles away, then transitioned to RPLN, maintaining VMC, and landed using portable Garmin GPS for guidance.



1.9 Communications

The aircraft is equipped with a standard radio transceiver. Communications were carried out between the pilot and other air traffic. RPLN has no ATS facility; pilots are to transmit an advisory of their intentions for RPLN traffic information.

1.10 Aerodrome Information

Palanan Community Airport (RPLN) is operated by the Civil Aviation Authority of the Philippines, and is listed in the CAAP approved aerodrome facility data as well the Philippine Aeronautical Information Publication (AIP as of May 2022).

1.10.1 General Information

Aerodrome Name	: Palanan Community Airport – RPLN
ARP coordinates and site at AD	: 170348N 1222556E
Aerodrome Operator address	: Civil Aviation Authority of the Philippines Palanan Airport, Palanan, 3334 Isabela
Types of traffic permitted (IFR/VFR)	: VFR
Apron surface	Surface: Concrete.
Taxiway width, surface and strength	: Width: Nil Surface: Nil. Strength: Nil.
Aerodrome Obstacles	02/20 Hill with Trees APRX 500M FM THR RWY20 Trees. Exercise caution during landing and take-off.
ATS Communication Facilities	: Nil
Frequency/Operation	: 121.90 Mhz (Unicom) / 2300 - 0800
Runway Direction	: 02/20
Runway Length	: 1,000 Meters
Runway Width	: 30 Meters
Surface	: 17,010KG/0.5MPa Concrete

1.11 Flight Recorders

The aircraft is not equipped with any flight recorders and existing Philippine Civil Aviation Regulation does not require such for that type of aircraft.



1.12 Wreckage and Impact Information

During the landing roll, the aircraft suddenly veered towards the right side of the runway 02 centerline, about fifty (50) meters before the threshold. The main wheels of the aircraft exited the paved section of the runway and continued rolling for another ten (10) meters to the grassy area. The pilot maneuvered the aircraft to the left, narrowly avoiding a pile of aggregate rocks due to a work-in-Progress (WIP) on the runway edge (Figure 3), which caused its threshold to shift. However, the aircraft sustained no external damage.

(C0385/23 NOTAMR C0096/23					
Q) RPHI/QMDCH/IV/NBO/A/000/999/1704N12226E005					
A) RPLN B) 2304240841 C) 2307240800					
E) TEMPO DECLARED DIST:					
RWY	TORA	TODA	ASDA	LDA	RMK
NR	(M)	(M)	(M)	(M)	
02	1000	1000	1000	1000	NIL
20	1000	1050	1050	800	THR IS DISPLACED BY 200M
RWY	SWY DIMENSIONS		CWY DIMENSIONS		
NR	(M)		(M)		
02	0		0		
20	50 X 30		50 X 30.)		

Figure 3 – RPLN “NOTAM” on the displacement.

The aircraft came to a full stop at coordinates 17° 4' 12.12" N and 122° 25' 46.51" E, with final heading of three hundred (300) degrees. The CSIS immediately alerted other airport duty personnel to help secure the aircraft. No fire ensued; all aircraft occupants safely egressed and were accounted for (Figure 4).



Figure 4 – The aircraft at about 10 meters from the edge RWY 02.



1.13 Medical and Pathological Information

The pilot possesses a medical certificate and underwent the medical examination at the Office of the Flight Surgeon and Aero Medical (OFSAM-CAAP) on May 9, 2023.

1.14 Fire

There was no post-crash fire reported by airport personnel.

1.15 Search and Survival Aspects

Because the incident occurred at an aerodrome, local emergency responders and airport duty personnel were able to assist and secure the aircraft immediately. The occurrence was survivable.

1.16 Organization and Management Information

Cyclone Airways Inc. is located at Cauayan Airport, San Fermin, Cauayan, Isabela, Philippines, as its primary place of business. The company has a principal base operation at Cauayan principal airport. Cyclone Airways Inc. is authorized to perform commercial air operations as defined in their Operations Specifications with a valid AOC# 2010034 issued by CAAP. The company offers non-scheduled flights and air charter. The aircraft RP-C2078, is included on their AOC Operations specification equipment list.

The maintenance function of RP-C8262 is being undertaken by Cyclone Airways Inc. Repair Station with official address at Cauayan Airport, San Fermin, Cauayan, Isabela, Philippines with a current Approved Maintenance Organization (AMO).

2. ANALYSIS

2.1 General

The pilot was properly certificated and qualified under PCAR to conduct the flight. The investigation revealed that the flight was uneventful until it touched down at RWY02 Palanan Community Airport.

According to RPLN airport duty personnel of the Civil Security Intelligence Service (CSIS), the aircraft landed normally at about 1013H local time on RWY 02. However, during the landing roll, the aircraft overshot the runway. The main wheels of the aircraft exited the paved section of the runway and continued rolling for another ten (10) meters to the



grassy area. The pilot steered the aircraft to the left, narrowly missing a pile of aggregate rocks.

The pilot reported that after the aircraft touched down, he applied the brakes. After multiple brake applications, the pilot discovered that the right-side brakes were not working.

And so, the occurrence happened. Airport operation was suspended for a while as the aircraft was immediately removed and towed to the ramp by local National Disaster Rescue Coordinating Center (NDRCC) personnel using a pick-up truck for further damage assessment. The runway obstruction was cleared, and normal airport operation resumed about 1123H on the same day.

2.2 Aircraft Maintenance

The investigation revealed that there was no external damage to the aircraft. Unfortunately, the aircraft's right rudder/brake pedal forward hydraulic piston (brake master) had a leak from its gasket/seal. This resulted in a leak of hydraulic fluid on the right-side wheel brake system, causing the right main landing gear brake to malfunction (Figure 5). As part of its maintenance program, the company should conduct a thorough inspection of the aircraft's right rudder/brake pedal forward hydraulic master piston. Since this is the first time this kind of event has manifested itself, the pilot and maintenance crew may have overlooked the signs that the pedal component is deteriorating.

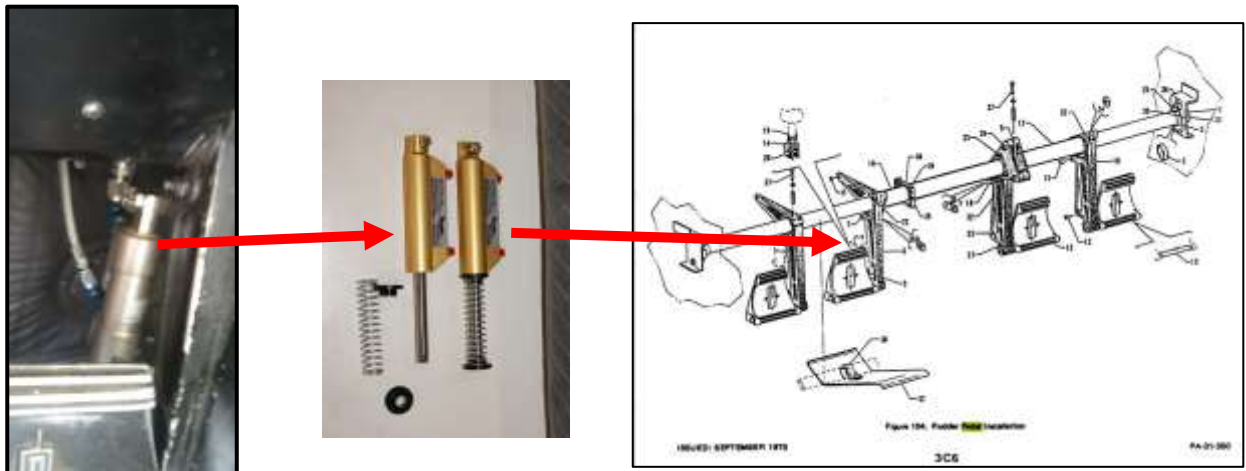
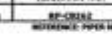


Figure 5- Right rudder/brake pedal forward hydraulic master piston.

The company sent two (2) mechanics to Palanan Community Airport to address the event's brake component issue. What the mechanics did was clean the aircraft's right hand brake pedal forward hydraulic piston. One of the mechanics placed a rag under the pedal to check for leaks after testing the component several times and finding it operable (Figure 6). The AMO included the affected part in the 50- and 100-hour inspection package, as specified in the manufacturer's aircraft service manual, during

A close-up photograph of a laser cutting process. A bright, intense light is visible at the point where the laser beam meets the metal workpiece, creating a bright, glowing area. A red circle is drawn around this cutting zone. The metal workpiece is dark and appears to be part of a larger assembly. The background is dark and out of focus.

INTEGRITY AIRCRAFT CORPORATION INSPECTION REPORT										Form No. 101		Registration No.	
This form meets requirements of FAR Part 43 - Inspections must be performed by persons authorized by the FAA.													
Make: PIPER SERVICE BULLETIN Model: PA-38-180													
Circle Type of Inspection		Annual		100		1000		Annual					
DESCRIPTION		30		100		1000		Annual					
6. WING AND RACEOLE GROUP (cont.) (Refer to Notes 18 and 20.)													
5. Inspect adhesive and tie fasteners for security of attachment and operation. (See Note 45)													
6. Remove adhesive and inspect area beneath exposed hinges on aileron spar for cracks. (See Note 45.)													
7. Remove aileron aileron hinge. (See Note 45.)													
8. Inspect aileron and trim control, pulleys, and ballbeads for damage and operation. (Refer to Appendixes Chapter No. 90-07-05. See Note 26.)													
10. Inspect aileron balance weight and arm for security and condition.													
11. Inspect wing flap and attachments for damage and condition per Section B. (Refer to latest revision of Piper Service Bulletin 947 and see Note 71.)													
12. Inspect wing flap mechanism per the Service Manual, Section 18. (See Note 21.)													
13. Inspect flap actuator cable per the Service Manual, Section 18. (See Notes 28 and 31.)													
14. Inspect flap actuator motor per the Service Manual, Section 18. (See Note 31.)													
15. Inspect condition of bolts used with flap and aileron hinges. Replace as required.													
16. Inspect condition of all aileron bearings.													
17. Lubricate per Lubrication chart. (Refer to Service Manual, Section 9.)													
18. Inspect wing aileron bolts and brackets.													
19. Inspect wing spar aileron plate and hardware for corrosion and cracks.													
20. Inspect engine exhaust mounting structure.													
21. Inspect engine exhaust shield for cracks, severe buckling, or loose areas of the flange area. (See Note 8.)													
22. Remove, strip, and clean fuel filter bowl and screen. (Do not clean at least every 40 days.)													
23. Inspect fuel valve and lines for leaks and water. (See Note 34.)													
NOTE: Drain both main fuel valves to perform most thorough check.													
24. Check tension and knots of nylon support cables.													
25. Inspect security of baffles and line operation of flapper valves in each fuel line.													
26. Inspect condition of fuel tank material. (See Notes 23 and 34.)													
27. Check that fuel valves are marked for capacity and minimum safety rating.													
28. Inspect fuel tank vents. (See Note 28.)													
29. Inspect pneumatic and flexible lines and components for condition and operation. (See Note 35.)													
30. Replace pneumatic air filter.													
31. Replace pressure lines (See Note 35.)													
32. Inspect condition of pressure releases, if installed.													
33. Inspect conditioning controls on wing rigging.													
CAUTION: The access panel on the upper forward surface of the wing which covers the Fuel Tanker is secured with break screws and must be released with break screw driver.													
34. Install inspection panels and panels.													
6. LANDING GEAR GROUP													
1. Inspect oleo strut for proper extension. Check for proper fluid level as required.													
2. Inspect nose gear steering control and track.													
3. Inspect wheels for cracks, corrosion, and broken tires. (See Note 37.)													
4. Check tire pressure. (See Note 40. Max. 80 psi.)													
5. Inspect brake lining and wear of wheels.													
6. Inspect brake backing plates for cracks.													
11. Inspect condition, mounting and security of brake and hydraulic lines to latest revision of Piper Service Bulletin No. 822 and see Notes 38, 39 and 41.													
12. Inspect disc brake assembly.													
13. Inspect gear forks for damage.													
14. Inspect oleo struts for fuel leaks and wear.													
15. Inspect gear struts, shock absorbers, torque links, struts, links, and bolts for condition and security.													
16. Inspect upper bearing bush and retaining pins for damage and operating components for excessive wear, corrosion, damage, dents, scratches, nicks and misalignment. (Refer to Service Manual, Section 9.) (See Note 33.)													
17. Inspect down lock for operation and adjustment.													
18. Inspect torque links and bearings. Replace as required.													
19. Inspect torsion spring side links and side track link bolts. Replace as required. (See Note 33.)													
20. Inspect security of gear down and retraction.													
21. Inspect latest revision of Piper Service Bulletin 882.)													
22. Inspect gear door hinge for cracks.													
23. Inspect warning horn and light for operation.													
24. Inspect gear door latch. (See Note 42.)													
25. Flapstop gear - inspect down for clearance and operation.													
26. Inspect landing gear extension handle and interlocking solenoid for extension, alignment, and proper operation. (See Note 42.) (Refer to Appendixes Chapter No. 90-07-05.)													
27. Inspect actuating cables for tension and security.													
28. Inspect gear door warning system for proper limits for security.													
29. Inspect gear door interlocking system for proper limits for security.													
30. Inspect gear door interlocking system for proper limits for security.													



APPROVED MAINTENANCE ORGANIZATION
CERTIFICATE NUMBER 06-07

MAINTENANCE PROGRAM SHEET

DATE	REGISTRY NO.	SERIAL NO.	MAINTENANCE CHECK	WORK ORDER NO.
RECEIVED	RP-0012	31-7581883	ANNUAL INSPECTION	8202-200022-001
REFERENCE: PAPER HAWAII TIRE/SHOCK PNEUMATIC INSPECTION REPORT, PART NUMBER 120-794, DATED OCTOBER 15, 1997.				

ITEM	WORK REQUIRED	MISGRAN		INSPECTOR
		LEI	RSE	
7.	LANING GEAR GROUP (CONT.)			
20	Inspect inbound gear doors and attachments.			
21	Inspect warning horn and light for operation.			
22	Retract gear - check operation.			
24	Retract gear - inspect for clearance and operation.			
25	Inspect landing gear selector handle and wire retraction external for attachment, alignment, and proper operation.			
26	Inspect strapping cylinders for loading and unloading.			
27	Inspect condition indicating switches and electrical leads for security.			
28	Inspect condition of actuating cylinder attach bracket.			
29	Inspect main and cross gear track rods and valve assemblies for corrosion, freedom of movement and spring tension.			
30	Lubricate as per lubrication chart.			
31	Ensure gear is down and locked. Remove airplane from jacks.			

Headquarters Services, Inc.
 10000 Airport Loopway, Phoenix, Arizona, 85044
 Phone: (602) 997-7171 / (480) 997-0000
 Email: info@headquartersinc.com / info@hqs.com

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3. CONCLUSIONS

3.1 FINDINGS

- a. The aircraft has valid certificates of airworthiness and registration.
- b. The aircraft was properly released for flight without any discrepancies noted in its logbook.
- c. All aircraft occupants safely egressed the aircraft.
- d. The pilot was qualified to operate the PA-31-350 type of aircraft.
- e. The pilot has a valid airman's license issued by the CAAP.
- f. The flight was conducted under VFR.

3.2 Probable Cause

3.2.1 Primary Cause Factor:

- a. The failure of the right-hand brake system resulted in an aircraft overrunning the runway.

3.2.2 Contributory Cause Factor:

- a. The insufficient maintenance inspection by the company to check the integrity of the aircraft's right rudder/brake pedal forward hydraulic master piston.

4. SAFETY RECOMMENDATION

- 4.1 The safety deficiencies detailed in this report have been fully addressed as a result of the safety measures implemented by the Operator. Consequently, no further safety recommendations are being proposed.

5. SAFETY ACTIONS

- 5.1 Following the occurrence, Cyclone Airways Inc., initiated the following safety corrective actions:
 - a. The operator has repaired the right rudder/brake pedal forward hydraulic master piston as per ASM (App 1-2) and the aircraft was released back to service.
 - b. The operator also conducted an initial and re-currency training of their mechanics covering the subject aircraft and issued a memorandum regarding the enhanced maintenance of the aircraft hydraulics and brake system components (App 3-4).

-----End-----



CYCLONE
AIRWAYS
AIRCRAFT FLIGHT LOG

FORM 101
AIRCRAFT TYPE: PA-31-350
SPC: 72-100

SEQUENCE NO. 0002
DATE: 02 May 1968

PILOT/CREW		STATIONS		BLOCK TIME		FLIGHT TIME		TOTAL	
				OFT BLOCK	ON BLOCK	OFT ENDING	ON ENDING	BLOCK TIME	FLIGHT TIME
				TOTAL:					
		AIRFRAME	ENGINE		PROPELLER		ENGINE CYCLE		LANDING CYCLE
TOTAL NUMBER	01-00000000	NUMBER 1	L-00000000	NUMBER 2	L-00000000	NUMBER 1	D-00000000	NUMBER 2	D-00000000
MILEAGE FORWARDED	00000000	00000000	00000000	00000000	00000000	00000000	00000000	00000000	00000000
TIME FLIGHT TO DATE									

FUEL SERVICES																REPUCELLS / NAME & SIGN
LOG	DATE	LEFT WING TANK								RIGHT WING TANK						
		MAIN				AUX				MAIN				AUX		
		CUB	GALL	ADD	TOTAL	RPM	ADD	TOTAL	GALL	ADD	TOTAL	RPM	ADD	TOTAL		
1st																
2nd																
3rd																
4th																
5th																
6th																
7th																

ENGINE PERFORMANCE MONITORING				ENGINE NO. 1	ENGINE NO. 2	OIL SERVICES							
LOG	DATE	ENGINE NO. 1		ENGINE NO. 2		LOG	DATE	ENGINE NO. 1			ENGINE NO. 2		
		FPM	ADD	TOTAL	RPM			ADD	TOTAL	FPM	ADD	TOTAL	
QKT													
ALTITUDE (PS)													
INDICATED AIRSPEED (KAS)													
HIT													
TORQUE													
PROPELLER RPM (RPM)													
GAS PRODUCER (GPH)													
FUEL FLOW													
OIL TEMPERATURE													
OIL PRESSURE													
PWC LOAD													
OTHERS													

I verify that this aircraft has been inspected in accordance with _____ inspection and was determined to be in airworthy condition.

Prepared by: _____ Released by: _____

Aircraft Mechanics / U/L No. _____ Aircraft Mechanic / U/L No. _____ P/W/U/L No. _____

DISCREPANCY / REMARKS

* Hydraulic LEAK ON RIGHT MASTER CYLINDER ON LEFT HAND SIDE

+ Pump leak. Due to faulty extension and impact for leaks and cracks.

DATE	S/N	WORK DONE	DISCREPANCY CORRECTION	IN COMPLIANCE	INSPECTION	OTHERS
		Pressure up and inspecting of front master cylinder and associated pressure on the brake hydraulic lines and seal. Rep. SW of H. 2-000 Maintenance Section (Maintenance Logbook) found "TO BE Satisfactory".	☐	☒	☐	☐
		Replaced Master Cylinder after pump hoses to check for leaks and to see if it was OK. The maintenance man and found "TO BE Satisfactory".	☐	☒	☐	☐

U. L. C. Code - 1000
2. AAD Copy - Yellow
3. Aircraft Copy - Pink

ORIGINAL OF RECORD IS IN THE OFFICE OF THE DIRECTOR OF THE BUREAU OF AERONAUTICS

FORM: CM
AIRCRAFT TYPE: C-31-300
RAC: 8247

SEQUENCE NO. 0003
DATE: 129 May 2003

[illegible]



Republic of the Philippines
CIVIL AVIATION AUTHORITY
OF THE PHILIPPINES



18 January 2024

CAPT. HONORIO E. CAMPOSAGRADO

Accountable Manager / President

CYCLONE AIRWAYS

San Fermin, Old Airport Cauayan City

Isabela City, Philippines

Subject: REQUEST TO CONDUCT IN-HOUSE TRAINING

Dear Capt. Camposagrado:

This is to acknowledge receipt of your letter dated 15 January 2024 regarding your request to conduct training on the following subject:

1. Textron Aviation Inc. (Cessna 150, 152, 172 & 182) - Initial and Re-current
2. Piper (PA31-350) - Initial

Please be informed that after review and evaluation of the submitted documents, this Authority interposes no technical objections and same is hereby **APPROVED**.

Very truly yours,

By Authority of the Director General:

MIA Road corner Ninoy Aquino Avenue, Pasay City, Metro Manila, Philippines, 1300
Tel. (+632) 8246-4988 Local 2113 / www.caap.gov.ph



MEMORANDUM

Date: May 26, 2025

Memo no.: 2025-005

TO: AIRCRAFT MAINTENANCE DEPARTMENT

In relation with the incident involving our aircraft, A Piper PA-31-350 with registration RP-CK262, that happened at Maconacon Airport, Isabela last May 8, 2023, I hereby instruct the maintenance department to implement the following actions to adhere the safety recommendations of the authority:

- a. Enhance maintenance inspection protocols in the Brake Master Cylinder to include more detailed checks on the integrity of hydraulics especially in critical braking system components by
- b. Reminder to ensure and conduct a proper Pre-flight and Post-flight inspection on every flight.

In this regard, the undersigned will check the revised maintenance procedure within fifteen (15) days upon issuance of this Memorandum the full details of the measures that maintenance department has undertaken or propose to undertake to implement the revision, and the schedule of implementation

MAIN OFFICE: Cauayan Airport, Cauayan City, Isabela, Philippines | Tel: (078) 652-2368 | Office: telefax: (078) 652-0913 | Email: cycloneairways@yahoo.com
BASE OF OPERATION: Tuguegarao Airport Cagayan, San Vicente Airport Cagayan, Lacaig International Airport, Ilocos Norte, Basco Airport Batanes, Agaña Airport Cagayan, Baguio Airport Benguet, Manila Domestic Airport Pasay City M.M.

DAILY FLIGHT TO: PALANAN • MACONACON • DINAPIGUE • DIVILACAN