

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

BASIC INFORMATION

Aircraft Registration	:	RP-C8864
Aircraft Type/Model	:	Cessna 152
Owner/Operator	:	Omni Aviation Corporation
Date/Time of Accident	:	19 October 2014, 1134H
Type of Operation	:	Training
Phase of Operation	:	Landing
Type of Occurrence	:	Overshoot during landing
Place of Accident	:	Omni Aviation Airstrip, Clark Freeport Zone Pampanga

EXECUTIVE SUMMARY

On 19 December 2014, a Cessna 152 type of aircraft with Registry No. RP-C8864 owned and operated by Omni Aviation Corporation with a lone student pilot onboard took off for her third solo touch and go lesson within the traffic pattern of runway 02 of Omni Aviation airstrip located at Clark Freeport Zone Pampanga. The flight was scheduled as third period for the day.

Visual meteorological conditions prevailed within Omni Aviation airstrip. The Student Pilot while turning base to final of her sixth approach to the airstrip, advised Clark tower of her intention of touch and go. With the final approach checks completed, the student pilot initiated descent for final approach to runway 02. After touchdown, the pilot alleged that she actuated the flaps for takeoff configuration and pushed the throttle full to full power but it did not respond. The Student Pilot decided to abort the take off and pulled the throttle to idle. While maintaining the direction of the aircraft, the student pilot used the brakes to slowdown the aircraft. She noticed that the aircraft brakes was not also responding and it continued to roll and came to a full stop upside down 282 feet away from the end of runway 02 at coordinates of 15° 10' 38" N / 120° 33' 57" E.

When the aircraft came to a full stop at upside down position, the pilot managed to egress out of the aircraft unhurt passing through the left window, however she failed to shutdown the engine. The aircraft sustained substantial damage on the nose landing gear assembly and its nose section.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- The aircraft made a premature take off before the appropriate airspeed was attained. As the aircraft rises early, it stalls from which the aircraft could not be recovered during take off.

Contributory factors:

- The Student Pilot made an overshoot landing during her touchdown.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS** shall:
 - a. Require ATOs to include in their In-house Standardization program for Flight Instructors the training of Student Pilots in all the knowledge areas and skills necessary to operate safely and competently as a certificated pilot. This training must include airmanship skills, pilot judgment and decision making, and accepted good operating practices.
 - b. The Student Pilot shall undergo series of In-flight procedure particularly on Go-Around maneuver on low final phase of the approach or just before touchdown of the aircraft together with a rated Flight Instructor in order to enhance confidence and proficiency level.