

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

**BASIC INFORMATION**

Registration	:	RP-C6989
Make and Model	:	Cessna 150
Owner/Operator	:	Red Wing Aviation International Inc.
Address of Operator	:	2/F Rm. 221 Skyfreight Center, NAIA Avenue, Paranaque City
Date/Time of Accident	:	July 2, 2014 0358Z UTC/1158H
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Runway Excursion during landing
Place of Accident	:	Plaridel National Airport, Brgy Lumang Bayan, Plaridel, Bulacan

**EXECUTIVE SUMMARY**

On the morning of July 2, 2014 at about 0918H, Cessna 150 with Aircraft Registry No. RP-C6989 owned/operated by Red Wing International Aviation Inc., (RWIA) took-off at Plaridel National Airport, Plaridel, Bulacan for a routine training flight with Local itinerary. On board were the Flight Instructor (FI) at right seat and Student Pilot (SP) on the left seat. After seven (7) takeoffs and landings and two (2) Go Around procedure lessons, the FI released the student for his first solo flight. After clearance from the tower with weather update, the student pilot took-off at 1151H for his first solo flight and at 1158H, the aircraft landed ahead at the threshold of Runway 35 but bounced, crashed and landed nosewheel first on the left center of the RWY 35 approximately 15 feet from the center line and veered out of the runway to the right grassy portion and stopped approximately 100 meters from the impact point.

The aircraft sustained substantial damage at its final impact position out of the runway to include the propeller touching the runway twice as evident markings approximately 4 meters long on the runway. Likewise, the Nose Landing Gear strut and support were broken brought about by the impact resulting for a skid mark approximately 80 meters long as the aircraft veered to the right of the runway.

The aircraft was removed from the grassy portion of the runway after being photograph by the CAAP Airport personnel to give way to other training being conducted on the area.

The aircraft was inspected by AAIB Go-Team after arriving at RWAI facility and interviewed the FI and SP. The SP was advised to undergo Physical Examination at OFSAM, CAAP to determine his fitness to fly. Likewise, the FI was advised to report at OAAIB to shed light on the accident.

## **PROBABLE CAUSE**

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

- **Primary Cause**

The action of the student pilot showed that his training lacks the necessary proficiency. The student pilot was late in pulling the elevator control during landing and he did not give the appropriate correction to cushion the aircraft when it bounced. Human Error

- **Contributory Factors**

**FI decision to release the Student Pilot without consulting the Management. Human Error.**

The FI decision to release the student pilot for his first solo flight without consulting management was his own discretion. Although it is not written in the TPM for management consultation/approval for soloing student, the FI should have initiated to inform the management that he is releasing his student for his first solo flight as a courtesy.

- **Underlying Factor**

**FI lack of progress assessments on the Student Pilot. Human Error.**

Review of the student pilot's grading sheet showed that the FI did not give any progress assessment on the student pilot prior for his release for solo. This clearly violates the provisions stipulated in the School TPM.

## **SAFETY RECOMMENDATIONS**

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

- CAAP, FSIS (ATOCID) shall review the RWIA Training and Procedures Manual including therein the provisions on the following:
  - a. Policy regarding the release for Solo Flight of Student Pilots.
  - b. Strict compliance of Flight Instructor to accomplish Grade Slips prior to the next lesson student pilots.
  - c. Re-checking of CFI for soloing student pilots prior to solo for purposes of check and balance.
  - d. Student Pilot shall undergo additional hour on pre-solo flight with a rated flight instructor to enhance confidence and proficiency level.