

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

BASIC INFORMATION

Aircraft Registration	:	RP-C9988
Aircraft Type/Model	:	Cessna 152
Owner/Operator	:	Cheynair Aviation Training Services, Inc.
Address of Operator	:	Lot 4, General Aviation Area, Pajac, Lapu-Lapu City
Date/Time of Accident	:	July 31, 2013/1615H
Type of Operation	:	Flight Training
Phase of Operation	:	Touch and Go
Type of Occurrence	:	Runway Excursion
Place of Accident	:	Maasin Airport, Maasin City, Southern Leyte

EXECUTIVE SUMMARY

On or about 0930H April 02, 2013 a Cessna 152 type of aircraft with registry number RP-C9988 owned and operated by Cheynair Aviation Training Services Inc. took off at Mactan Cebu International Airport bound Maasin Airport, Southern Leyte to perform a series of touch and go landings. On or about 1615H, the student pilot was released for re-solo to perform a series of touch and go and a 180° (degree) side approach procedure. The student pilot took off at runway 16 and climbed to 1000 feet and upon reaching the assigned altitude, the aircraft commenced turning for traffic pattern. After turning base abeam the threshold, the pilot chopped power toward flight idle and performed the 180° (degree) side approach procedure and successfully accomplished. Then, the student pilot continued the approach to the runway for landing and at short final, some heavy equipment were sighted at both ends of runway. At that instance, the pilot added power to the engine and extended the approach to clear the obstruction at the threshold of runway. The approached speed was a little bit higher than normal and about 40 feet above the ground. The pilot decided to land the airplane rather than to make a miss approach procedure due to the presence also of heavy equipment at the end of the runway. The airplane made a hard landing on the runway and bounced several times. The aircraft drifted to the left grassy portion of the runway. The nose landing gear collapsed and propeller struck the ground before it stopped. The aircraft sustained substantial damage and the pilot egressed the aircraft safely without injury.

PROBABLE CAUSE

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

- **Primary Factor: Human Failure**

- **Pilot's Error**

- a. The Student Pilot performed a high level approach and higher speed at the runway and he was very late in the application of flare to cushion the aircraft touchdown. The aircraft experienced hard landing and bounced several times.
 - b. Likewise, the Student Pilot was not able to maintain aircraft control and failed to apply more rudder input needed to maintain directional control.

- **Contributory Factor**

- a. The Company's operations and the Pilots failure to check the Notice to Airmen (NOTAMS) that construction was on going at Maasin Airport.
 - b. The Flight Instructor's lack of situational awareness as he still released the Student Pilot for a re-solo while heavy equipments were operating on both ends of runway. He has no hand held radio as means of communicating with the Student Pilot while on flight

SAFETY RECOMMENDATIONS

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

- a. **CAAP-FSIS** shall conduct and review the Operators In-Flight training program particularly on Go-Around maneuver on low final approach or just before touchdown of the aircraft.
- b. **CAAP-FSIS** shall require the Company to conduct proficiency training thru simulator by the Flight Instructor in order for the Student Pilot to recognize the hazards in any phase of flight most especially during landing and to apply the corrective actions to recover the aircraft during high level off landing.
- c. **CAAP-FSIS** shall require the Company to conduct continuous training to the Student Pilot thru Simulator equipment a series of Touch and Go, so that all in-flight emergencies and procedures can be simulated to build up self confidence and proficiency level.