

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

BASIC INFORMATION

Aircraft Registration No. : RP-C3545
Make and Model : Cessna 172S
Owner/Operator : Alpha Aviation Group (Philippines) Inc.
Address of Operator : 1092 Jose Abad Santos Ave., Clark Freeport Zone,
Pampanga
Date/Time of Incident : September 1, 2013 0455Z UTC
Place of Incident : Dornier Hangar, Clark Freeport Zone, Pampanga
Type of Operation : Flight Training
Phase of Operation : Taxi
Type of Occurrence : Aircraft collision in the ramp during taxi

EXECUTIVE SUMMARY

On 1200 Hours September 1, 2013, a student pilot was preparing for his second solo flight. After completing the routine 360 degrees inspection and start-up procedures on Cessna 172S with Registry No. RP-C3545 and with no indication of aircraft discrepancy was cleared by Tower for Taxi. While the Student Pilot was taxiing for his flight, he applied enough power to initiate aircraft roll. While in the process said aircraft collided with another Cessna aircraft RP-C3565 parked on the opposite side outside the hangar. Initial damage assessment showed that both aircraft sustained substantial damage.

After the incident, the student pilot was given debriefing by the duty Flight Instructor on the incident and was later brought to the hospital for routine medical check-up.

The incident was reported to the Office of the AAIIB last 1600 Hours September 3, 2013 by the Management of Alpha Aviation Group (Philippines) Inc. Initial interview conducted on the student pilot on the same day allegedly revealed that he experienced brake malfunction while initiating aircraft roll thereby colliding with the other aircraft parked on the ramp outside the Dornier Hangar.

Further investigation conducted showed that the documentation of the aircraft was in proper order. Both aircraft sustained substantial damaged. Actual test on the brake pedals of the aircraft RP-C3545 showed that it was operating normally.

Ocular check on RP-C3545 showed that the aircraft sustained substantial damage when both propeller blades hit the ground and its RH wing tip damaged. As a collateral to the incident, RP-C3565 sustained major damage on its RH wing.

PROBABLE CAUSE

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

- **Cause Factors**
- **Primary Cause Factor**

Uncontrollable aircraft Taxi movement. Student pilot self-induced maneuver. Human Error.

The uncontrollable movement of the aircraft made it collide with another aircraft parked on the opposite side of the ramp in which the student pilot failed to control due to non-supervision from FI.

- **Contributory Factors**

Inadequate student pilot proficiency in taxi run-up. Human Error.

The proficiency by the student pilot in taxi run-up cannot be fully established since he has only flown 27 hours with this type of aircraft. This can be developed as the student pilot acquires more time without being supervised by the CFI/FI.

Non-supervision of the CFI/FI on the student pilot. Human Error.

The CFI remitted responsibility to monitor each student pilot undergoing solo flight although included in the training manual is a manifestation of the need to review existing training regulation by the school. Every student pilot should be well supervised and guided in its day to day training to prevent occurrence of any incident/accident.

The unsafe positioning of aircraft in the ramp.

During any aircraft movement whether run-up or taxi, there should be no interference from the aircraft line of sight to prevent any collision. The operator parking system in the ramp is most likely to interfere with the line of sight of aircraft undergoing run-up/taxi. A collision with another aircraft will be imminent once the parking system will not be corrected.

- **Underlying Factor**

Flight instructors lack of supervision to students while performing aircraft operations even when already released for solo. Human Error.

The responsibility of the CFI/FI in the Training Manual should be reviewed to clearly define the supervision and monitoring of student pilot undergoing aircraft operation particularly flying solo.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS** shall study regulatory requirements involving student pilot and instructor relationship on the following:
 - a. No student pilot to operate an aircraft without close supervision from the flight instructors regardless of the number of hours flown.
 - b. Flight Instructors to see to it that student pilot on solo status performs his tasks according to what the Training and Procedures Manual states prior to release for flight.
 - c. Review the standing regulations contained in the Training Manual pertaining to student-flight instructor relationship.
 - d. Review existing regulations on the taxiing procedures of aircraft inside the ramp of every Pilot School to prevent occurrence of same incident.