

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

BASIC INFORMATION

Aircraft Registration No. : RP-C3544

Aircraft Type/Model : Cessna 172S

Owner/Operator : Clark Aviation

Address of Operator : 1092 Jose Abad Santos Ave. CFZ, Clarkfield,
Pampanga

Date/Time of Accident : January 14, 2012/1245H

Type of Operation : Solo Cross Country Flight

Phase of Operation : Landing

Type of Occurrence : Lost aircraft control after a hard landing

Place of Accident : San Fernando Airport, San Fernando, La Union

EXECUTIVE SUMMARY

On January 14, 2012, a Cessna 172S type of aircraft with Registry No RP-C3544 with a Student Pilot on board, took off for his first solo cross country flight enroute Diosdado Macapagal International Airport – San Fernando La Union Airport – Diosdado Macapagal International Airport as itinerary.

The aircraft departed from Diosdado Macapagal International Airport at 1124H. Approaching San Fernando Airport, the Student Pilot requested for a touch and go and cleared by the control tower to join the left downwind of runway 19. As the aircraft flew over the threshold, the Student Pilot was late in pulling the elevator control causing for the aircraft to land hard on its Main Landing Gear and bounced upon touchdown on the left portion of the runway. The Student Pilot tried to do some corrective actions by applying power for a go-around procedure, however the aircraft veered to the right hitting one (1) runway edge light approximately 170 meters away from touchdown point and continue to roll 57 meters before it settled upside down out of the runway.

The Student Pilot manage safely to get out of the aircraft unhurt after being assisted by the Airport Crash Fire and Rescue Team. Although the Student Pilot was unhurt, he

was brought to the nearby hospital for proper medical attention and check up. Further, the Student Pilot had undergone medical evaluation at OFSAM and is fit to fly.

PROBABLE CAUSE

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

- **Primary Cause Factor**

The accident was attributable to human factor. The Student Pilot have not applied nominal rudder input which was very much needed to maintain directional control of the aircraft during executing the go-around procedure causing the aircraft to drift to the right and out of the runway.

- **Contributory Factor**

The Student Pilot lacks training experience for emergency and abnormal situation during takeoff and landings of the aircraft.

SAFETY RECOMMENDATION

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

- CAAP-FSIS shall implement that the Student Pilot must undergo an additional 5 hours of flight training with a rated Flight Instructor with emphasis on takeoff and landing techniques.