

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C2826
Make and Model	:	Cessna 172
Owner / Operator	:	Delta Air Aviation School
Address of Operator	:	
Date / Time of Accident	:	September 5, 2008 o/a 0514 UTC/25
Type of Operation	:	Training Flight
Phase of Operation	:	Landing
Type of Occurrence	:	Overshot
Place of Accident	:	Plaridel Airport, Bulacan, Runway 35

**EXECUTIVE SUMMARY**

On September 05, 2008 on or about 0334 UTC, RP-C 2826 a Cessna 172 type of aircraft took off runway 35 of Plaridel Airport , Bulacan for series of take off and landings. There were three (3) passengers on board.

In command of the aircraft was Capt. Dilip Singh, an Indian National who is a holder of a Philippine Commercial Pilot License (CPL). The take off and landings were uneventful until the 6<sup>th</sup> approach. While they were turning base, the air traffic controller advised them to rejoin down wind runway 17 because of a change in wind direction. Capt. Mangalindan requested to continue the approach of runway 35, since he felt that Capt. Singh was dizzy upon observing that the aircraft was not responding properly to pilot inputs. The Air Traffic Controller (ATC) approved their request. Then they continue to land, and touched down approximately 730 meters from the runway end of runway 35, which is passed abeam the tower and over shoot the runway. The aircraft came into a full stop outside the perimeter fence, with a heading of 350 degrees, approximately 182 meters from its touch down point, off shooting the runway center line by 15 meters.

**PROBABLE CAUSE**

- Pilot flying was unable to recognize and content with a wind shear.
- Pilot had not sufficient knowledge on the effect of wind shear and how to get out of it.
- Human Factor: Pilot did not have the necessary proficiency in flying during a wind shear conditions and was at a loss as to what decision to make under the situation his aircraft was in.

## **SAFETY RECOMMENDATIONS**

- Lecture on weather, especially on wind shear.
- Lecture on wind shear procedures.
- Lecture on responsibilities of employees.
- Concerned school should only authorize relevant crew to be on board training flights.
- Control tower upon receipt of flight plan must verify crew compliment.
- In addition to paras 4.1 & 4.2 the PIC be subjected to a check ride with emphasis on “touch and go” and the role of a Pilot-in-Command. (Note: this has been already complied. Subject pilot was already released for flying effective October 17, 2008.)
- The pilot flying should also be required to undergo lectures on the subjects (para 4.1, 4.2 and 4.3), and a check ride before exercising the privilege of his airman certificate. In addition, subject pilot be required to undergo a through evaluation of his performance as Designated Check Pilot.