

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C1124
Aircraft Type/Model	:	Cessna 150
Owner/ Operator	:	Delta Air Aviation School Inc.
Address of Operator	:	Plaridel General Aviation Area, Plaridel
Date/Time of Accident	:	September 25, 2008/ approximately 8:30 am
Type of Operation	:	Flight Training (Re-Solo)
Phase of Operation	:	Landing
Type of Accident	:	Landing flare/touchdown
Place of Accident	:	Plaridel, Airport Rwy 17 Plaridel, Bulacan

**EXECUTIVE SUMMARY**

On September 25, 2008, Ms. Goldi Raj, utilizing RP-C 1124 a Cessna 150 type of aircraft was released for a re-solo flight. Her first landing attempt was met by a go-around due to an aircraft still exiting the active runway 17. Another landing was attempted and about 8:30 am while executing a landing flare on runway 17 the aircraft crashed at touchdown at about 600 meters from threshold of runway 17. The aircraft right wingtip first impacted the runway; it left a debris path of approximately 15 meters, and came to rest after the number 3 runway exit. The debris path was on the left of the runway centerline, and progressed towards runway 17.

From the oral account of Capt. Lowell Romero Jr, flight instructor of the subject aircraft. who witnessed the crash, from Delta base, he claimed that the approach was not good on finals and it was correcting alignment with the runway centerline.

The airplane bounced three times with each bounce harder than the previous bounce. After the third bounce the airplane landed nose gear first, with the propeller already struck the runway, and the nose gear collapsed and left main landing gear was detached, it settled on a heading of 300 degrees. There was substantial damage to the aircraft and its engine.

**PROBABLE CAUSE**

The pilot-in-command's failure to maintain aircraft control contributed to the crash, and also an improper flare during landing resulted to a porpoise induced oscillation of the aircraft.

## **SAFETY RECOMMENDATIONS**

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

- It would appear from the observation of the witnesses that the flight instructor failed to make the decision to advise his student on her flight situation, instead of continuing with the approach and tried to correct the misalignment with the runway.
- It is recommended that the evaluation of the quality of instructors of Delta Air Aviation Inc. should be made as soon as possible to preclude another untoward accident of this nature.
- That medical release should be issued to the pilot-in-command before any other flight.