

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

**BASIC INFORMATION**

Aircraft Registration No. : RP-C2844

Make and Model : Cessna 152

Operator : Flight and Simulator Training Academy, Inc

Address of Operator : RPMCI Hangar, General Aviation Area, Domestic Airport Complex, Pasay City

Date/Time of Incident : April 16, 2016/ 1445H

Type of Operation : Flight Training

Phase of Operation : Landing

Type of Occurrence : Flat Spot during landing

Place of Incident : Omni Clark, Clark Field Pampanga

**EXECUTIVE SUMMARY**

On 16 April 2016 at about 1315H, a Cessna 152 type of aircraft with Registry No. RP-C2844 owned and operated by FAST Aviation Academy, a Flight Instructor together with a Student Pilot as the pilot flying, took off from Lingayen Airport to Omni Clark aviation Corporation Airstrip for an orientation cross country flight training and to perform short field touch-and-go within the traffic pattern.

Upon reaching its destination, the pilot requested for a “touch-and-go”. During the first landing, the FI assisted the SP using the procedures for a short field landing. After the touch-and-go and while on the traffic pattern, the FI requested the Clark Tower for a “stop and go”. The aircraft with the SP on the controls was able to land and stopped the aircraft at the end of the runway.

While maneuvering the aircraft to clear the runway, the student pilot noticed that the aircraft had a difficulty of taxiing while turning. The SP checked through the window and saw that the left main tire of the main landing gear was flat. The pilot performed engine shutdown and informed the Clark Tower of the situation. Omni Clark Aviation Corporation maintenance team went to the runway to assist the pilots in bringing the aircraft towards the ramp. The aircraft sustained a hole approximately 2 inches in diameter on its left main landing gear tire. Both main tires were replaced by the maintenance personnel of Omni Clark Aviation and the aircraft was flown back to Lingayen by the pilots on the same day.

**PROBABLE CAUSE**

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

- The Student Pilot was not aware that prior touch down, his feet should be off on the brake pedals to prevent initial pressure on the pedals that eventually created ground friction upon contact with the main landing gear tires.

## **SAFETY RECOMMENDATION**

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

- **CAAP - FSIS** shall require Operators to remind Pilots to be more conscious, vigilant, and enhance situational awareness to reduce the potential of any incident or accident during flight training.