

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

BASIC INFORMATION

Aircraft Registration No. : RP-C1745
Make and Model : Cessna Aircraft Co. Cessna 152; MSN 15283147
Name of Operator : All Asia Aviation Academy
Date/Time of Accident : April 10, 2014 at 1308H (LOCAL)
Type of Operation : Flight Training
Phase of Operation : Climb
Type of Occurrence : Departure Stall during go-around
Place of Accident : Approximately 200 meters from the end of RWY 35,
Plaridel Airport, Bulacan

EXECUTIVE SUMMARY

On April 10, 2014 at around 1308H, a Cessna 152 type of aircraft operated by All Asia Aviation Academy experienced three (3) bounces after touchdown on runway 35 at Plaridel Airport. After the 3rd bounce a go-around was initiated. During climb at around 150 feet AGL the aircraft suddenly stalled and crash landed on top of a wooden house. The aircraft sustained substantial damages on its fuselage, engine bay, cowlings, landing gear assemblies, propeller and engine. The Student Pilot was able to escape uninjured while the Flight Examiner sustained broken ribs due to the impact. Visual Meteorological Condition prevailed at the time of the accident.

PROBABLE CAUSE

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

- **Primary Cause Factor**

The Flight Examiner's premature retraction of the flaps and failure to maintain an adequate airspeed during a go-around, which resulted in an inadvertent stall/mush of the aircraft. (Human Factor)

- **Contributory Factor**

- a. The Student Pilot misjudged the flare that resulted in bounced landing. (Human Factor)
- b. Inability of the Flight Examiner to recognize the impending possibility of balked landing where taking over the controls in much earlier time is necessary. (Human Factor)

SAFETY RECOMMENDATION

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

- **CAAP-FSIS** shall establish parameters on when the flight examiner should take over the controls during skill test and include this in CAAP Flight Examiner training program.