

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C3533
Make and Model	:	CESSNA 172S
Owner/Operator	:	Alpha Aviation Group (Philippines), Inc.
Address of Operator	:	1092 Jose Abad Santos Avenue, Clark Freeport Zone, Pampanga 2009
Place of Accident	:	Diosdado Macapagal International Airport
Date/Time of Accident	:	January 3, 2014/ 1426H
Type of Operation	:	Flight Training
Phase of Operation	:	180° Side Approach Landing
Type of Occurrence	:	Nose collapse due to hard landing

EXECUTIVE SUMMARY

On or about 1230H, January 03, 2014, RP-C3533, a Cessna 172S type of aircraft that was piloted by a Student Pilot, took off Diosdado Macapagal International Airport for a training flight, to perform flight maneuvers (Magalang, Concepcion, Saragoza, Sta. Rosa, Gapan, San Miguel, Candaba and San Fernando Areas), a Normal Touch and Go and a 180° Side Approach.

It was noted during the investigation that the original flight plan filed by a Student Pilot was a navigational flight to La Union but it was disapproved due to systems failure. Immediately, the Student Pilot informed his Flight Instructor on the changed Flight Plan. The Flight Instructor conducted another briefing for a Student Pilot regarding the route and flight maneuvers to be performed and stressed on the things that can be improved during the flight execution. The Flight Instructor provided a detailed information on 180° Side Approach to refresh the memory of the Student Pilot.

After completing the flight maneuvers and Touch and Go, the Student Pilot requested clearance from Clark Control Tower for a 180° Side Approach for landing using runway 02L. The Student Pilot was given clearance to land and to report when commencing 180° Side Approach. Taking into account all the reminders of the Flight Instructor, the Student Pilot executed the 180° Side Approach with flaps actuated to 30 degrees but the aircraft landed hard and bounced upon touchdown more than one third on the left portion of the runway. The Student Pilot applied full power in an attempt for a go-around but to no avail, the aircraft swerved to the left of the runway. Consciously, after the aircraft settled on the grassy portion of the runway, the Student Pilot cut the mixture, turned off the master switch and removed the ignition key. The Student Pilot immediately called his Instructor Pilot to inform him of the accident. Paramedics and rescue teams from Diosdado Macapagal International Airport and personnel from Alpha Aviation Group were immediately dispatched to provide on-site assistance and security.

Even if the Student Pilot escaped unhurt after the accident, he was still brought to the hospital for proper medical attention and check up.

Visual Meteorological Condition prevailed at the time of the accident.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable causes of this accident are the following:

- **Primary Cause Factor**

- (a) The Accident was attributable to human factor. The Student Pilot did not take proper corrective action such as applying sufficient power to cushion the aircraft during touchdown and adjusting the pitch to the proper touchdown altitude.

- **Contributory Factors**

- (a) The Student Pilot lacks training experience for emergency and abnormal situation. Although the Student Pilot was aware of the specific solution when the aircraft bounced, he may have not applied nominal rudder input which was very much needed to maintain directional control of the aircraft causing the aircraft to drift to the left and out of the runway

SAFETY RECOMMENDATION

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

4.1 CAAP-FSIS shall implement:

- a.** Student Pilot must undergo an additional 5 hours of flight training with a rated Flight Instructor and with emphasis on takeoff and landing techniques.