

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

BASIC INFORMATION

Registration	: RP-C1737
Make and Model	: Cessna Aircraft Company C172N
Owner/Operator	: All Asia Aviation Academy
Address of Operator	: Iba Airport, Iba, Zambales
Date/Time of Incident	: July 15, 2014/0932H
Type of Operation	: Flight Training
Phase of Operation	: Taxi
Type of Occurrence	: Collision with Hangar wall
Place of Incident	: Subic Bay International Airport, Olongapo City, Philippines

EXECUTIVE SUMMARY

On July 15, 2014, at about 0700H RP-C1737 a Cessna 172N type of aircraft owned and operated by All Asia Aviation Academy with the Student Pilot seated on the left and Flight Instructor seated on the right, took off at Iba National Airport for Clark International Airport for an IFR Training Flight. At about 0900H, commenced an instrument approach at Clark and performed one touch and go before proceeding to Subic Bay International Airport, Olongapo City. Upon reaching Subic Bay International Airport, they were cleared for a full stop landing via VFR approach on Runway 07. While on landing roll, the Flight Instructor requested to taxi towards AAA hangar.

The control tower instructed the aircraft to taxi via TWY Echo, and called the attention of the Student Pilot who was in control of the aircraft when it was observed that the aircraft was entering the vehicle lane. The aircraft continued to taxi until the left wingtip collided with the wall of Bldg. 8303. The aircraft came to rest upright approximately 100 meters from the taxiway E1 at coordinates N 14^o 47' 29.11" E 120^o 16' 13.10". The crew disembarked the aircraft safely but were directed by their supervisor to report to CAAP-OFSAM for medical check-up.

On-site investigation revealed that the aircraft sustained damage on its left wingtip, including busted navigational and strobe lights, which was removed and replaced with a new one prior to reporting the incident to CAAP. Further, the wall of building 8303 also sustained scratch marks approximately 45 inches long.

PROBABLE CAUSE

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

- a. The Student Pilot, while taxiing the aircraft, entered the ground vehicle lane towards the AAA hangar without exercising vigilance despite the caution made by Subic Air Traffic Control.

- **Contributory Factors:**

Both the Pilot and Flight Instructor were not familiar of the signages and markings at the airport movement area.

SAFETY RECOMMENDATION

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

- **CAAP-FSIS (ATOCID)** shall ensure to the Operator:
 - a. That constant vigilance be emphasized to the Pilots during ground operations especially in familiarizing airport signages/markings.
 - b. Shall review and strictly implement their ground safety operation procedures to prevent similar accident.