

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

BASIC INFORMATION

Aircraft Registration	:	RP-C8836
Aircraft Type/Model	:	Cessna 152 II
Owner/Operator	:	Omni Aviation Corporation
Address of Owner	:	Omni Aviation Complex, Angeles City Pampanga
Date/Time of Accident	:	April 17, 2013 / 1740H
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Hard landing
Place of Accident	:	OMNI Runway, Angeles City, Pampanga

EXECUTIVE SUMMARY

The Student Pilot is a 67 yrs old British National and medical doctor. She started her flying training on October 30, 2010 at OMNI Aviation Corporation and flew solo on January 27, 2013 at OMNI Aviation Corporation after 143 Hours of flying time on Cessna 152 II aircraft. She continued her flight training until January 29, 2013.

On April 08, 2013, the Student Pilot came back to OMNI Aviation Corporation to continue her flight training. From April 08, 2013 to April 17, 2013 the Student Pilot had flown 9.55 Hours and 13 sorties.

On 0700H April 17, 2013 RP-C8836 took-off on runway 20 with the Student Pilot and Flight Instructor on board for Touch and Go maneuvers. They flew for about two hours and sixteen minutes and they were able to perform 18 landings, however, only one was allegedly satisfactory. The Student Pilot was not released for re-solo during the period.

On 1630H April 17, 2013 RP-C8836 aircraft with the Student Pilot and Instructor Pilot on-board took-off Runway 20 for Touch and Go maneuvers. The aircraft was allegedly in good condition and no sign of engine problem was observed during the duration of flight. During the period the Student Pilot made four good landings and was released for re-solo. The weather condition at that time was good with ceiling and visibility unlimited.

The Student Pilot departed Runway 20 at about 1730H and flew the usual rectangular pattern, guided and visually monitored by her instructor using handheld radio at the holding area located just beside the runway. The approach on high and mid final was good, however, at low final the Student Pilot made a high level off and landed very hard causing the aircraft to bounce three times with the nose of the aircraft pointing downward during touchdown. The nosewheel collapsed and propeller blade was severely damaged due to hard landing. The aircraft settled along the Runway about

120 meters from the threshold of Runway 20. The Instructor Pilot immediately rushed

to the distressed aircraft then removed the student from its seat, shutdown the engine and secured the aircraft. There was no sign of fire during the accident. After about thirty minutes, the aircraft was towed back by the maintenance personnel to their maintenance hub for inspection. However, the aircraft accident was not reported to the Clark Tower and to CAAP for their information and appropriate actions.

PROBABLE CAUSE

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

- **Primary Cause factor**

The Student Pilot did not give enough power during high level off to cushion the aircraft during touchdown and the lack of rudder input which was needed to maintain directional control of the aircraft.

- **Contributory Factor**

Contributing factor is the fatigue being experienced after flying more than three and half hours for the day which likely impaired the performance of the Student Pilot.

SAFETY RECOMMENDATIONS

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

- In-flight procedure particularly on Go-Around maneuver on low final phase of the approach or just before touchdown of the aircraft be conducted thru simulator by the Flight Instructor in order for Student Pilot to recognize and apply corrective actions to recover the aircraft during high level off landing.
- The Student Pilot shall undergo simulator training to perform series of Touch and Go so that all in-flight emergencies and procedures can be simulated to enhance confidence and proficiency level.
- The review of procedures of approved POI, particularly in the conduct of academic and flight training and recommends revisions to the POI as necessary.
- Review the PCAR requirements regarding issuance of Student Pilot license particularly the maximum allowable age required for Student Pilot to undergo pilot training.