

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

**BASIC INFORMATION**

|                           |   |
|---------------------------|---|
| Aircraft Registration No. | : RP-C1955  |
| Make and Model            | : Cessna 152 II   |
| Owner/Operator            | : Flight and Simulator Training, Inc                                |
| Address of Operator       | : RPMCI Hangar, GenAvn Area, Manila Domestic<br>Airport, Pasay City |
| Date/Time of Incident     | : July 10, 2012 / 0025 UTC  |
| Type of Operation         | : Training Flight   |
| Phase of Operation        | : Landing   |
| Type of Occurrence        | : Nose gear collapsed   |
| Place of Incident         | : Lingayen Airport  |

**EXECUTIVE SUMMARY**

On or about 2220 UTC, 10 July 2012, a Cessna 152 with registry nos. RP-C1955 took off from Lingayen airport with a female Filipino flight instructor and her female Timorese student for flight training maneuvers and some touch and go landings. After almost two hours of flight, the student was endorsed to a senior Yemeni flight instructor for final evaluation prior to first solo flight. RP-C1955 again took off with the male Yemeni flight instructor sitting on the right seat and the student pilot on the left seat. After three landings, the flight instructor released the student for her first solo flight. The female student pilot flew the left rectangular traffic pattern safely at 700 ft AGL, however on final leg, the aircraft approach speed was slightly high. The aircraft floated then bounced three times during landing before finally resting on the middle of RWY08 with a collapsed nose landing gear.

**PROBABLE CAUSE**

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

- **Primary Cause Factors**

The primary cause of the accident is the failure of the student pilot to make corrective action when the aircraft bounced during landing (Pilot Error) Human Factor.

-Correcting or controlling a bounced landing requires the application of power to provide lift so as to cushion the next touch -down or to totally abort the landing and make a go-around. This procedure was not performed by the student pilot instead,

she just allowed the aircraft to bounce uncontrollably thus causing the collapse of the nose gear.

- **Underlying Factors**

- a. Lack of clear policy on flight examiners designation and proper procedures in the conduct of evaluation check for first solo.
- b. The failure of management to provide a detailed grading sheet for every flight lesson so as to monitor the student's progress in specific areas required in the training syllabus.
- c. The non-observance of rest period in student training whereupon a check ride is imminent.

## **SAFETY RECOMMENDATIONS**

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

- CAAP shall mandate all ATOs to use a standard grading sheet in the evaluation of students enrolled in pilot training courses.
- ATOs shall indicate in the training specification, the designated flight examiners for each aircraft rating as listed in their inventory.
- ATOCID shall provide guidelines on the qualifications of flight examiners based on total flight time on aircraft type/rating, training proficiency level and years of service.
- CAAP to study the revision of PCAR Licensing Requirements for Flight Instructor so as to increase the flight time and provide at least 3 years experience level as CPL with IR holder.