

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

BASIC INFORMATION

Aircraft Registration No. : RP-C8839

Make and Model : Cessna 152 II

Owner/Operator : Omni Aviation Corporation

Address of Operator : Omni Aviation Complex, Angeles City, Pampanga

Place of Accident : Angeles City Flying Club (Woodland), Magalang, Pampanga. Coordinates: 15°14'56.47'' N 120°40'44.15'' (WGS-84)

Date/Time of Accident : July 22, 2011 / 11725H

Meteorological condition : VMC

Type of Operation : Flight Training

Phase of Operation : In Flight maneuvers

Type of Occurrence : Engine quit

EXECUTIVE SUMMARY

On or about 1653H July 22, 2011 , RP-C8839, a Cessna 152 type of aircraft with the student pilot seated on the left side and the flight instructor seated on the right side departed runway 02 of OMNI Aerodrome for flight training for a period of one hour and thirty minutes over Charlie One located northwest of Mt. Arayat, bordered by a line starting on Magalang town; then north to Concepcion town eastward to Zaragosa; southward to the intersection of Rio Chico and Pampanga river and eastward along the base of Mt Arayat back to Magalang. The aircraft was said to be in good condition as there was no problem reported after airborne. On 1657H, RP-C8839 aircraft contacted Clark Tower of their position while entering Charlie One and requested to climb to 3000 ft for aerial maneuvers. At approximately 1725H, Clark Tower requested for the position of the RP-C8839, however, there was no reply received from the said aircraft, hence the flight was immediately declared missing. At about 1735H, RP-C8833, a Cessna 172 aircraft owned by OMNI Aviation Corporation departed OMNO Aerodrome on runway 02 for search and possible rescue operation of the missing aircraft over Charlie One. At about 1745H, the pilot of RP-C8833 found the wreckage of RP-C8839 aircraft beside Angeles City Flying Club Airstrip and reported immediately to Clark Tower. Paramedics and rescue team from Diosdado Macapagal International Airport and local police in the area were immediately dispatched to provide medical assistance and security to the site. The aircraft was a total wreck and both dead bodies of pilots were found on the crash site.

PROBABLE CAUSE

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

- **Primary Cause:**

The Flight Instructor's lack of Skills/Techniques of recognition and recovery from dangerous performance of student pilot. Human Factor. (Pilot Error)

While climbing from a low altitude, the simultaneous application of excessive back pressure and overbanking more than 60 degrees resulted to the dissipation of airspeed and subsequent loss of lift causing the aircraft to stall. Such maneuver was contrary to the standards required on the training syllabus for Stall-incipient Spin maneuvers whose minimum altitude is 2500 feet.

- **Underlying Causes:**

- a. The Flight instructor's lack of standardization training on Safety Standards for Flight Training.

The Flight Instructor failed to monitor the standard performance of the Student as prescribed in the Company's Pilot Standardization requirements for Organic Flight Instructors.

- b. Inadequate Implementation of Flight Training Syllabus.

The Flight Instructor failed in briefing the student of the aircraft performance data and limitations before the flight and in guiding the student for every parameters of the training.

SAFETY RECOMMENDATIONS

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

- The inspection and certification of all ATOC holders particularly in the conduct of academic and flight training shall be strictly performed and reviewed at departments/service levels to ensure full compliance of safety standards.
- Instructor pilots of Flight School shall undergo periodic simulator training on prescribed emergency procedures.
- Performance data and limitations of the aircraft should always be reviewed by Flight instructors before every training flight.