

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

BASIC INFORMATION

Aircraft Registration No. : RP-C8204

Make and Model : Cessna 152

Owner/Operator : Flight and Simulator Training Inc.

Address of Operator : RPMCI Hangar, Gen. Aviation Domestic,
Pasay City

Date/Time of Accident : February 9, 2011/0945AM

Type of Operation : Flight Training

Phase of Operation : Take-off

Type of Occurrence : Runway excursion

Place of Accident : Lingayen, Pangasinan

EXECUTIVE SUMMARY

On February 9, 2011 at 0900H, RP-C8204, a Cessna 152 type of aircraft, took-off with a pilot and one (1) passenger from Runway 08 of Lingayen Airport for a touch and go flight training. Visibility was okay and the wind condition was calm. They completed three (3) take offs and landings. During the fourth touch and go attempt at around 0945H, approaching with a flapless configuration, came a little bit high and fast, and touched down more than half of the runway. After touchdown, the pilot applied power for takeoff, the airspeed increased. He applied right rudder to counteract the torque effect to maintain heading, and suddenly the aircraft kept veering to the right and according to the pilot he decided to abort the flight. He retarded the throttle and cut the mixture. However, the aircraft rolled outside the runway until it rammed into the perimeter fence. A rapid fire developed on the engine after the impact. The occupants were immediately evacuated and brought to hospital for medical checkup.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was human error factor. The pilot had a very poor landing decision and judgment as he approached too fast with a flapless configuration and touched down more than half of the runway. He attempted another take-off but aborted due to short remaining runway available. He was not able to control the aircraft direction until it swerved off the runway. This was a result of a poor approach, landing judgment and slow reaction to correct the situation on the part of the pilot.

SAFETY RECOMMENDATIONS

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

- For safety concern, during training flight: Private Pilot License (PPL) holder shall not be allowed to fly with another Pilot License Holder. Flight Training to build-up time of the PPL holder shall be checked with a pilot rated in right seat or with a Flight Instructor only.
- The Pilot-in-Command (PIC) shall undergo an intensive Private Pilot Ground Refresher course and flight training for emergency procedures and precision landing.
- The Operation Manager should be the pilot responsible to monitor for the flight training.