

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

FACTUAL INFORMATION

Aircraft Registration	:	RP-C3547
Make and Model	:	Cessna 172S
Owner / Operator	:	Clark Aviation
Address of Operator	:	DMIA, Clark, Pampanga, Philippines
Date / Time of Accident	:	March 16, 2009/0330Z: 11:30 am
Type of Operation	:	Training Flight
Phase of Operation	:	Takeoff
Type of Occurrence	:	Stall on take off
Place of Accident	:	Omni Clark, Pampanga

EXECUTIVE SUMMARY

On March 16, 2009, around 11:30am local time, a Cessna 172S aircraft piloted by Cadet. Raniel Clores was scheduled for a re-solo check by his instruction Capt. Ronald Sengco, his flight instructor for training flight at Omni Aerodrome Clark. After two (2) take offs and landings, the student was released for his re-solo. As per report of the student, everything went well on the first touch and go, however, the weather was noticeably getting bumpy which is normal during that time of day. On the second circuit while descending from 1,000 ft. to 900 feet on base leg, an updraft lifted aircraft back 1,000 feet, which prompted student to make a go-around as the updraft caused him to be high on final. On the third circuit, on the landing roll, the aircraft suddenly swerved sharply to the left. To avoid swerving off the runway, the student applied full power for a go around, however the aircraft pitched up approximately 40 degrees which caused the aircraft to stall and crashed with its right wing hitting the ground first followed by the nose approximately 200 meters from the end of Runway 02.

PROBABLE CAUSE

- The level proficiency of student was not enough to cope with the increased work load demanded by the unusual situation (Swerve).
- The cross wind 30° left condition (gusty) which caused the aircraft to swerve sharply to the left.
- The incorrect corrective action attempting to get airborne by giving full power, instead of just applying right rudder with brake if necessary to re-align the aircraft on the runway.

SAFETY RECOMMENDATIONS

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

- Release student for take off and landing on wind calm condition.
- Give student cross wind take off and landing lesson and demonstrate the use of the rudders and brakes if necessary to correct swerves.
- Student must comply all the requirements for solo flight training mandated by CAR PART 2 (IS:2.3.3.1.a.c) before the solo flight.