

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1129
Aircraft type/model	:	Cessna 150 M
Owner/Operator	:	Fliteline Aviation Corporation
Data/Time of Accident	:	March 01, 2008/ 1035 H
Phase of Operation	:	Landing Phase
Type of Occurrence	:	Crashed short at threshold of Runway 35
Type of Operation	:	Instructional Flight Training
Place of Accident	:	Plaridel Airport, Bulacan

EXECUTIVE SUMMARY

On March 01, 2008 on or about 1035H, a Cessna 150M type of aircraft registry number RP-C 1129, owned and operated by Fliteline Aviation Corp., piloted Capt. Michael Bernardo as Pilot in Command and Private Pilot Capt. Koushik Mohan. They took off from Plaridel Airport at Runway 35. The flight was uneventful until they performed an emergency maneuver. The aircraft climb at approximately 400 feet altitude and turned left for crosswind and on downwind they initiated an emergency procedure (180 degree side approach/accuracy landing) abeam the threshold and at approximately 200 feet the aircraft turned base going to finals. The aircraft overshoot the finals of runway 35 and over-banked to recover the alignment and suddenly the airplane lost altitude and crashed at 80 meters short from the end of runway 35. The aircraft burst into flames and both pilots were killed on impact.

PROBABLE CAUSE

The pilot-in-command's failure to maintain aircraft control on final approach for overshooting the runway, trying to align again to the centerline and made a steep bank which resulted to a spin. Both pilots failed to initiate a go around or either recognized the danger of stalling and letting the aircraft entered into an unusual attitude. Thus, human factor is the probable cause of the accident.

SAFETY RECOMMENDATIONS

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

- Fliteline must be audited, its instructor must be evaluated immediately and determine their level of competence.
- Seminars on safety must be conducted e.i CRM and duties and responsibilities of flight instructors.
- A study must be made on the necessity of a 180 degrees side approach maneuver on a commercial flying school. A 180 degrees side approach is like military combat approach maneuver; however the military is using a highly performance, aerobatic, highly maneuverable aircraft with greater engine power.