



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
MIA Road, Pasay City 1300

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

**RP-C2842
CESSNA 152**

OPERATOR: FAST AVIATION ACADEMY INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURENCE: JUNE 12, 2019

PLACE OF OCCURENCE: LINGAYEN AIRPORT, LINGAYEN PANGASINAN



BASIC INFORMATION

Aircraft Registration No.	: RP-C2842
Make and Model	: Cessna 152
Owner/Operator	: Fast Aviation Academy Inc
Address of Operator	: Unit 8, Broadlands Bldg-B, P Mayuga St, Naia Road, Brgy. Tambo, Paranaque City.
Date/Time of Accident	: June 12, 2019 / 1030H
Type of Operation	: Flight Training
Phase of Operation	: Landing
Type of Occurrence	: runway excursion
Place of Accident	: Lingayen Airport, Lingayen Pangasinan

EXECUTIVE SUMMARY

On or about 1030H, June 12, 2019, a Cessna type of aircraft with Registry Number RP-C2842, sustained substantial damage after a runway excursion at Lingayen Airport, Lingayen Pangasinan. The aircraft is operated by Fast Aviation Academy Inc. The Flight Instructor (FI) was safe but Student Pilot (SP) sustained minor injury.

After five (5) touch and go using the normal approach within the traffic pattern, the FI instructed the SP to perform 360-degree accuracy landing. While the aircraft was approaching the threshold of RWY 08, the aircraft was still banking to the left while the wind is coming from the right, the SP was late in leveling the wings prior touch down. The FI immediately took over the controls to initiate a go-around however, aircraft's left-wing tip came in contact with the ground followed by the nose landing gear. The aircraft continue to move towards the left side of the runway for another 59 feet before it came to a full stop in the grassy area, 10 feet from the cemented portion of RWY 08 with a heading of 330 degrees and with grid coordinates of 16 02 02N, 120 14 17E. Visual Meteorological Conditions (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- Aeronautical Decision Making (ADM) of the flight instructor was degraded after being late in performing a go-around due to an unstabilized approach for landing.

SAFETY RECOMMENDATIONS

- CAAP-FSIS should ensure that the Operator:
 - a. Incorporate in their Training and Procedures Manual the procedures for 180- and 360-degree accuracy approach and landing.
 - b. Impart to all flight instructors the standards and procedures through standardization program on both ground and flight training sessions.
 - c. Strictly adhere to the training syllabus prescribed in the Training and Procedures Manual.

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