



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-C 1885  
CESSNA 152**

***OPERATOR: WCC AVIATION CO. INC.***

***TYPE OF OPERATION: FLIGHT TRAINING***

***DATE OF OCCURENCE: OCTOBER 10, 2020***

***PLACE OF OCCURENCE: CANARYVACAN, BINALONAN***



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**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C1885
Make and Model	:	Cessna 152
Owner/Operator	:	WCC Aviation Co. Inc.
Address of Operator	:	Canarvacan, Binalonan, Pangasinan
Date/Time of Occurrence	:	October 10, 2020/0845H (LOCAL).
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Landing short of the runway
Place of Occurrence	:	Canarvacan, Binalonan, Pangasinan

**EXECUTIVE SUMMARY**

On or about 0845H, October 10, 2020 a Cessna 152 with Registry Number RP-C1885 sustained substantial damage on its nose landing gear and propeller after landing short of runway 17 at Binalonan airfield, Binalonan, Pangasinan. The aircraft is being operated by WCC Aviation Company Inc. The Student Pilot (SP) on board who was the sole occupant sustained minor injuries and was brought to nearby hospital for treatment. Visual meteorological conditions prevailed, and a VFR flight plan had been filed.

After series of “touch and go” with the Flight Instructor (FI), the SP was released for her first solo flight and to perform one full stop landing. The take-off until base leg was uneventful, however after turning final leg the SP lost visual contact with the runway because of the thick smoke coming from the haystack fire around the rice field. The FI and the Radio Operator who were located at the control tower observed that the aircraft was descending below the normal traffic pattern altitude. The SP was not able to maintain its airspeed and altitude until it contacted with the ground approximately 1.6 kms away from runway 17 of Binalonan Airfield. Upon ground contact the aircraft rolled for about 18 meters and came to a full stop in an inverted position with final heading of 350 degrees and grid coordinates of 16,04.13N, 120,34.41E.

## **PROBABLE CAUSE**

- **Primary Cause Factor**
  - a. The failure of the Student Pilot exercise vigilance and situational awareness while in the traffic pattern and perform the necessary correction of the situation.
- **Contributory Cause Factor**
  - a. SP is not familiar with the traffic procedures, and traffic pattern layout of the airstrip.

## **SAFETY RECOMMENDATIONS**

- For CAAP-FSIS to ensure that the Operator:
  - a. Establish additional process and specific standards such as cross checking, pre solo panel interview, etc. prior to student's first solo release.
  - b. Shall endorse student pilots to another senior flight instructor other than his primary flight instructor to conduct practical test prior to the release for first solo.
  - c. Enhance and review traffic pattern procedure by identifying specific ground references for the Students to be able to familiarize in the traffic pattern layout of the airstrip.

**-END-**