



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-C8230** **TECHNAM P2010**

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***OPERATOR: FIRST AVIATION ACADEMY, INC.***

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

***DATE OF OCCURRENCE: JANUARY 5, 2020***

***PLACE OF OCCURENCE: SUBIC BAY INTERNATIONAL AIRPORT,  
SUBIC, ZAMBALES, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C8230

Aircraft Type/Model : Technam P2010

Operator : First Aviation Academy, Inc.

Address of Operator : Bldg. 8303 SW Apron B, Subic Bay International Airport, SBFZ, Subic, Zambales

Place of Occurrence : Subic Bay International Airport, SBFZ, Subic, Zambales

Date/Time of Occurrence : January 5, 2020 / 0917H

Type of Operation : Flight Training

Phase of Flight : Landing

Type of Occurrence : Separation of nose wheel following a bounced landing.

**EXECUTIVE SUMMARY**

On January 5, 2020 at around 0917H, a Tecnam P2010 with Registry Number RP-C8230 operated by First Aviation Academy sustained damage following a bounced landing resulting on the separation of the nose landing gear from the strut assembly at Subic Bay International Airport (SBIA). The Student Pilot (SP) did not sustain any injury as a result of the event. The actual wind condition reported by the tower was wind at 060 degrees at 13 knots.

The aircraft took-off around 0900H for her the SP's first solo flight. The flight was uneventful until during landing at runway 07 when the SP was not able to control the aircraft and bounced four (4) times before coming into a full stop. The bounce resulted to the separation of the nose landing gear. The aircraft final position was between intersection of runway 07 and taxiway Echo. The aircraft sustained damage on the Nose Landing Gear, both propeller blades, engine mount and shock absorber.

## **PROBABLE CAUSE**

- **Primary Cause**

- a. Failure of the Student Pilot to perform proper bounce landing recovery.

- **Contributory Cause**

- a. Failure of the Student pilot to execute go-around during the initial bounce.

## **SAFETY RECOMMENDATIONS**

Following the event, the First Aviation Academy, Inc immediately implemented the following safety actions:

4.1 The Student Pilot was subjected to re-training with emphasis to the following:

- a. Bounce/Porpoise Landing recovery
- b. Go-around After Series of Bounces
- c. Additional Landing Maneuvers to Ensure proficiency.

The SP has accumulated additional 6.1 hours in Redbird MCX simulator for the re-training including the company check ride. The documents were provided to AAIB as evidence of the re-training conducted.

The safety deficiencies presented in this report have been fully addressed and no further safety actions are being recommended.

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