



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-C9005**  
**CESSNA 150L**

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***OPERATOR: MACTAN AVIATION TECHNOLOGY CENTER INC.***

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

***DATE OF OCCURRENCE MARCH 7, 2022***

***PLACE OF OCCURRENCE: PUROK MARBA, BRGY. MARTIN MARUNDAN,  
MATI DAVAO ORIENTAL, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C9005

Make and Model : Cessna 150L

Operator : Mactan Aviation Technology Center Inc.

Address of Operator : Gen. Aviation Area, Davao International Airport,  
Sasa, Davao City

Date/Time of Occurrence : 07 March 2022/ 0740H/2340 UTC

Type of Operation : Training Flight

Phase of Flight : Take-Off

Type of Occurrence : Aerodynamic Stall

Place of Occurrence : Purok Marba, Brgy Martin Marundan, Mati Davao  
Oriental, Philippines

**EXECUTIVE SUMMARY**

On March 07, 2022 at about 0740H, a Cessna 150L type of aircraft, with registry number RP-C9005 bound for Davao City sustained substantial damage following a departure stall after taking off at Imelda R. Marcos Airport (RPMQ) Mati Davao Oriental. The aircraft is being operated by Mactan Aviation Technology Inc. for a training flight. The Flight Instructor (FI) and Student Pilot (SP) sustained minor injuries as a result of the accident. Visual meteorological conditions prevailed and no post-crash fire was reported at the time of the occurrence.

During the second approach after the first touch and go, the Flight Instructor (FI) demonstrated to the Student Pilot (SP), the proper traffic pattern and how to land the aircraft at full flaps configuration. The landing was uneventful, however on landing roll, the FI retracted the flaps for another take off but it did not respond. The FI aborted the take off and proceeded to the ramp to check the flaps. The FI informed the aircraft mechanic through messenger about the flaps' discrepancy being experienced. Without waiting for any response from the mechanic, the FI decided to fly the aircraft back to Davao City.

The FI taxied the aircraft towards the end of the runway to make use of the full length of the runway for take-off. One of the witnesses took a video while the aircraft was passing at the

tower. Although the video does not cover the portion where the aircraft collided with trees, the aircraft appeared to be in nose level attitude and in full flaps configuration. The SP stated that before they impacted the trees, she noticed that the indicated airspeed (IAS) was decreasing. The aircraft settled about 320 meters from the end of runway 32 with last heading of 270 degrees and coordinates of 6.95703N,126.267699E. Both occupants' egress from the aircraft on their own. They were brought to the nearest hospital by the local police due to minor injuries sustained.

## **PROBABLE CAUSE**

- **Primary Cause**

- a. The decision of the Flight Instructor to fly the aircraft with known discrepancy (flaps retraction fault) resulting to aerodynamic stall.

- **Contributory Cause**

- a. Lack of established company procedure in reporting aircraft discrepancy happened in the outlying station.

## **SAFETY RECOMMENDATIONS**

- **CAAP-FSIS** should ensure that the Operator:

- a. Establish company procedure in reporting aircraft discrepancy happened in the outlying station.
- b. Include in their regular safety meeting the importance of adhering to the Operating Limitations and Performance of all aircraft being operated by the company.

**-END-**