

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1001
Aircraft Type/Model	:	Cessna Aircraft Company 152
Owner	:	Capt David Arvin L. Wong
Address of Owner	:	Suite 1101 Plaza Moraga, Moraga Mansion, Escolta, Manila
Place of Accident	:	Plaridel Airport
Date/Time of Accident	:	31 August 2013/ 1630H (Local Time)
Type of Operation	:	Training Flight
Type of Occurrence	:	Collapsed nose landing gear
Phase of Operation	:	Landing Roll

EXECUTIVE SUMMARY

On August 31, 2013 at approximately 1525H, RP-C1001 a Cessna 152 type of aircraft, took off from Plaridel National Airport for a training flight over San Simon area. The Student Pilot together with his instructor made a series of touch and go before terminating the activity. The flight was uneventful. At about 1630H, the Student Pilot was given a flight briefing by his instructor before releasing him for a re-solo. The flight was visually monitored and guided using VHF radio. During final approach phase, the aircraft leveled off high and made a three point hard landing and bounced four times substantially destroying the nose landing gear. The aircraft settled on the RH portion of runway 35 approximately 3 meters from the runway edge and 7 meters before the 4th taxiway. The instructor immediately ran towards the aircraft and the Student Pilot escaped unhurt from the event. Visual Meteorological Condition prevailed during the time of the incident.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable causes of this accident are the following:

- Primary Cause Factor
 - (a) The accident was attributable to human factor. The Student Pilot was early in pulling the yoke and did not take proper corrective action such as executing a go-around.

SAFETY RECOMMENDATION

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

- **CAAP-FSIS** should require the Operator to develop and incorporate on pre-solo training the proper procedures in case of back landing.