

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C1742
Made/Model	:	PA 34-200
Owner and Operator	:	All Asia Air Central, Inc.
Address of Operator	:	2204 Ritz Tower, 6745 Ayala Avenue, Makati City
Date/Time of Incident	:	June 23, 2009 5:30 A.M.
Place of Incident	:	Clark Field, Pampanga
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Bronco landing

EXECUTIVE SUMMARY

Last June 23, 2009 at around 0450H, RP-C1742, a PA 34-200 type of aircraft, piloted by Captain Lucito Amiscaray with student Pilot Mr. Arpit Cairae and two other students with one mechanic onboard took off at Manila Domestic Airport Runway 13 bound for Clark. The flight along the way was normal until the Pilots made an instrument approach for Runway 02R. The approach executed by Mr. Arpit Cairae was good until the flare but on touchdown, the aircraft enter into a series of bounces, but the third bounce was hard so Capt Amiscaray, the Flight Instructor, took over the control and executed a go around and flew back to Manila. The flight back to Manila was normal; however, when the mechanic was performing post flight inspection, he noticed that the propeller tips of RH propeller were bent inward. He immediately reported the incident to the Pilot.

PROBABLE CAUSE

The student Pilot was not able to correct and control the aircraft bounces causing the propeller tip to hit the runway likewise, the instructor failed to recognize error of his student and take action to avert the incident.

SAFETY RECOMMENDATIONS

- The student pilot must undergo touch and go training with emphasis on the recovery from bounces.
- The instruction should exercise more vigilance when conducting flight instruction especially in critical phase of flight.
- The propeller must be torn down and inspected in accordance with the Hartzell propeller service manual.

- The engine must be check for crankshaft run out.
- The aircraft must be inspected after the replacement of the propeller and test flown before it can be released back to service.

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