



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-C3025**  
**CESSNA 182**

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***OPERATOR: SOUTHERN AIR FLIGHT SERVICES, INC.***

***TYPE OF OPERATION: SPECIAL FLIGHT OPERATION (SKYDIVING)***

***DATE OF OCCURRENCE : APRIL 18, 2015***

***PLACE OF OCCURRENCE: BANTAYAN NATIONAL AIRPORT,  
BANTAYAN ISLAND, CEBU***



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**BASIC INFORMATION**

Aircraft Registration	:	RP-C3025
Aircraft Type/Model	:	Cessna 182
Owner/Operator	:	Southern Air Flight Services, Inc.
Date/Time of Incident	:	April 18, 2015 / 1645H
Type of Operation	:	Special Flight Operation (Skydiving)
Phase of Operation	:	Landing
Type of Occurrence	:	Undershot landing
Place of Incident	:	Bantayan National Airport, Bantayan Island, Cebu

**EXECUTIVE SUMMARY**

On or about 1645H April 18, 2015, a Cessna 182 type of aircraft with Registry No. RP-C3025 owned and operated by Southern Air Flight Services Inc. with a lone pilot flying performed a special flight operation (Skydiving Activity) at Bantayan National Airport, Bantayan Island Cebu. According to Pilot's account during the interview that after the three (3) skydivers jumped from the plane at an altitude of 8,000 feet, he descended to commence landing at Bantayan National Airport. As the pilot leveled off from base to final turn to land runway 34, the Pilot miscalculated the approach resulting for an undershoot landing.

The onsite inspection conducted by investigators revealed that the aircraft initially touched down 240 meters before the threshold and continued to roll for another 41 meters on the rugged terrain until the nose landing gear collapsed resulting for the propeller to strike the ground. The aircraft still continued its forward movement for another 10 meters before it came to a complete stop. The mechanics from Southern Air Flight Services Inc. rushed to the scene to assist the pilot and brought the aircraft to the ramp of the airstrip. The pilot was unhurt and the aircraft sustained substantial damage.

## **PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **Cause Factor**
  - a. The Pilot made an undershot approach and attempted to “stretch” the glide by applying back-elevator pressure in order to reach the runway. (Human Factor)
  
- **Contributory factor:**
  - a. The Pilot used excessive rudder pedal while on descending turn for landing. As the aircraft turns, the aircraft skids and the bank also increased. Being at low altitude, the Pilot responded by applying aileron pressure toward the outside of the turn to stop the bank. With the excessive rudder pedal pressure, the aircraft tends to nose down and the Pilot applied back-elevator pressure to hold it up. This resulted in a fully developed cross-control condition and a stall in the aircraft.

## **SAFETY RECOMMENDATION**

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

**CAAP-FSIS** to require the Operator:

- To emphasize in their Pilot’s recurrent training the importance of performing a go-around during an unstabilized approach.

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