



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-C3515
CESSNA 172S

OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE: AUGUST 23, 2019

PLACE OF OCCURENCE: IBA COMMUNITY AIRPORT, IBA, ZAMBALES



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BASIC INFORMATION

Aircraft Registration No. : RP-C3595

Make and Model : Cessna 172S

Operator : Alpha Aviation Group (Philippines), Inc.

Address of Operator : 1092 Jose Abad Santos Ave. Clark Freeport Zone
Pampanga 2023

Date/Time of Occurrence : January 31, 2019/ 1255H

Place of Occurrence : Diosdado Macapagal International Airport, Clark
Freeport Zone, Pampanga

Type of Operation : Flight Training

Phase of Operation : Take-off

Type of Occurrence : Propeller blade separation during initial takeoff roll

EXECUTIVE SUMMARY

On or about 1240H, August 23, 2019, a Textron Aviation Inc., Cessna 172S with registry number RP-C3515 overshoot runway 35 of Iba Community Airport (RPUI), Iba, Zambales, while trying to land during rain shower and a wet runway. Both occupants on board were not injured and the aircraft sustained no damage. The aircraft is being operated by Alpha Aviation Group Philippines under PCAR Part 3. The flight originated from RPUI at 1135H for a cross country training flight to Lingayen Community Airport.

The aircraft took-off at runway 14 of Iba Community Airport bound for Lingayan Airport. It was the aircraft's first flight of the day. While maintaining an altitude of 1,500 feet en-route to their waypoint, the pilots observed that the weather was deteriorating. They were about to reach the town of Eguia in Dalsol Pangasinan which is approximately 35 Nautical Miles (NM) north of Iba Community Airport, when the flight instructor (FI) decided to turn back because of the incoming weather. Approaching Iba Community Airport, the pilots observed that the cloud ceiling was approximately 700 feet AMSL and there was heavy precipitation. The FI noticed that there was a clearing at Botolan, Zambales area which was three (3) nautical miles south of the airport. At Botolan, Zambales the weather was starting to build-up too and decided to proceed to Iba Zambales for landing.

The FI took over the control to land the aircraft. The aircraft touch down on the right side of the runway about 250 meters before the end of runway 32. During landing roll, the aircraft continued to the unpaved part of the runway. The aircraft came to a halt and settled with a fuselage heading of 141 degrees with coordinates of 15.329879N, 119.96531E.

PROBABLE CAUSE

- **Primary Cause Factor**

The Pilot landed in a tailwind condition which resulted in a runway overrun. (Human Factor).

- **Contributory Cause Factors**

a. Insufficient flight planning taking into consideration the weather information enroute. (Human Factor)

b. The wet runway condition. (Environment Factor)

SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the operator:

a. Has available updated weather information of the enroute and arrival airports before commencing any flight.

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