



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-C3535
CESSNA 172S

OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURENCE: JANUARY 20, 2019

***PLACE OF OCCURENCE: SAN FERNANDO AIRPORT, SAN FERNANDO,
LA UNION***



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BASIC INFORMATION

Aircraft Registration No. : RP-C3535

Aircraft Type/Model : Cessna 172S

Operator : Alpha Aviation Group (Philippines), Inc.

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

Place of Occurrence : San Fernando Airport, San Fernando, La Union

Date/Time of Occurrence : January 20, 2019/ 1255H

Type of Operation : Flight Training

Phase of Flight : Landing

Type of Occurrence : Separation of nosewheel during landing roll

EXECUTIVE SUMMARY

On January 20, 2019 at around 0904H, a Cessna 172S with Registry Number RP-C3535 owned and operated by Alpha Aviation Group (Philippines) Inc. sustained minor damage following a nose wheel separation during landing on runway 19 at San Fernando Airport, La Union. Both the Flight Instructor (FI) and the Student Pilot did not sustain any injuries as a result of the incident.

The aircraft took-off runway 19 of San Fernando Airport at about 0800H for local flight training with lessons involving air works, traffic pattern familiarization and touch and go. After performing air works, they proceeded to the airport for touch and go. The 1st touch and go was uneventful, however, on the second touchdown during initial roll the nose wheel separated from the nose wheel strut fork.

The aircraft continued to roll, and the strut fork came in contact with the runway surface followed by propeller ground strike. The aircraft came to complete stop at the right side of the runway 19 before distance to go marker no.5 and about 7 meters before the runway edge with last heading of 215 degrees. Visible runway scratch marks about 212 meters long and a total 213 propeller ground strike marks were observed during on-site investigation. Almost half of the strut fork was worn out as a result of scraping the runway. The aircraft sustained damage on its nose landing gear and propeller.

PROBABLE CAUSE

- Separation of nose wheel from the nose wheel strut fork

SAFETY RECOMMENDATIONS

- **Actions taken by the Operator**

Following the occurrence, AAG initiated the following safety corrective actions:

- a. An Immediate Maintenance Action Directive (IMAD Ref: 003-01212019 rev. 0) requiring immediate inspection of landing gear assembly for proper attachment of castle nut and cotter pin after each flight of all its aircraft (Appendix 2)

The safety deficiency presented in this report has been fully addressed and no further safety actions are recommended.

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