

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

BASIC INFORMATION

Aircraft Registration No. : RP-C3801

Make and Model : Cessna 152

Owner/Operator : Aviation Resource Group

Address of Operator : Philcox Hangar, Gen Aviation Area,
Domestic Airport, Pasay City

Date/Time of Incident : September 06, 2011/1018H

Type of Operation : Flight Training

Phase of Operation : Landing

Type of Occurrence : Hard landing

Place of Incident : Plaridel Airport, Plaridel Bulacan

EXECUTIVE SUMMARY

On September 06, 2011, a Student Pilot together with her Flight Instructor on board a Cessna 152 type of aircraft with Registry No. RP-C3801 took off Plaridel Airport, Plaridel Bulacan for local traffic pattern touch and go maneuvers. The Student Pilot was released by her Flight Instructor after performing five satisfactory landings for her first solo flight within the traffic pattern.

The Student Pilot departed Runway 17 and flew within the traffic pattern, while being visually monitored by her Flight Instructor at the Plaridel Control Tower. As the aircraft flew over the threshold, Student Pilot pulled the elevator control rapidly causing the aircraft to land hard on its main landing gear and bounce back into the air. The Student Pilot tried to do some corrective actions by applying power to cushion the subsequent touchdown. However, it bounced twice back into the air. After bouncing for the third time, the aircraft veered to the left of the runway due to the prevailing crosswind. The aircraft settled out of the runway, flipped upside down with the Student Pilot safely managing to get out of the aircraft unhurt without assistance. The aircraft sustained damages on its nose landing gear, propeller, engine mount, engine firewall, windshield, left and right wing tip, and beacon light.

PROBABLE CAUSES

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

- **CAUSE FACTOR**

- **Primary Cause**

The accident was attributable to human factor. The Student Pilot pulled the elevator control back too rapidly causing the aircraft to stall and dropped extremely hard on its main landing gear.

- **Contributory Factor**

- (a) The Student Pilot was released for her first solo and lacks training experience for emergency and during abnormal situation. Although she was aware of the solution when the aircraft bounced, the application of power and rudder control was not enough causing the aircraft to veer to the left.

SAFETY RECOMMENDATION

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

- **CAAP-FSIS** shall ensure that:

- (a) Student Pilot must undergo additional pre-solo flight training together with a rated Instructor Pilot with emphasis to address recognition of a situation while controlling the aircraft during landing.

-----**END**-----

