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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C5758
Aircraft Type/Model	:	Cessna 150L
Owner/Operator	:	Eagle Air
Date/Time of Incident	:	August 06, 2011/ 1400H
Type of Operation	:	General Aviation
Phase of Operation	:	Takeoff
Type of Occurrence	:	Engine failure
Place of Incident	:	Mamburao National Airport

EXECUTIVE SUMMARY

On August 06, 2011 a Cessna 150L type of aircraft with Registry No. RP-C5758 was scheduled for a local training flight at Mamburao National Airport to three Student Pilots due for check ride. A pre-flight inspection to the aircraft was performed by the first student scheduled for flight and also reported the 13 gallons fuel quantity in the fuel tank to the Flight Instructor. The two flight sorties were flown without any problem encountered. On the third sortie, the Flight Instructor based on his written Incident Report, gave his student additional instructional time on air works instead of two traffic patterns. He further gave the Student Pilot a 360 degrees overhead simulated emergency power-off approach and again took off for another traffic pattern before full stop. Upon takeoff at 100 feet off the ground, the engine suddenly stopped and the pilot realized that the aircraft experienced fuel exhaustion. The Flight Instructor immediately took the controls from the Student Pilot and managed to glide and land straight ahead on the shoreline, evading the tree tops and a house at the end of the runway. Both the Flight Instructor and Student Pilot were alive with minor injuries and scratches. However, the aircraft sustained damages such as: Damaged Left Hand wing tip, damaged lower engine cowling, broken windshield, and slightly bent propeller.

PROBABLE CAUSE

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

- **Primary Cause Factor**

  The accident is attributable to Human Factor. The Pilot's failure to monitor and check the fuel quantity before takeoff resulted for the engine to lose power due to fuel exhaustion.
- **Contributory Factor**

  a. Inadequate pre-flight and post flight inspection conducted by the pilots and maintenance personnel.

  b. The collective failure of the Flight Instructor to monitor the fuel quantity for the duration of the flight could be traced to the non-adherence to checklist procedures.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS** shall require Operators:

a. To include in their In-house safety meeting for Flight Instructors and Maintenance Personnel the Standard Operating Procedures on refueling the aircraft and fuel management during flight.

b. That Basic Safety Practices and Procedures shall be emphasized by the Flight Instructors and adhered to, by both Flight Instructors and Student during dual instruction flight.

c. Pilot's responsibility and skills for pre-flight and post flight inspection shall adequately be highlighted during training, initial and renewal check rides and every scheduled flight.

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