



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-C8205
CESSNA 152

OPERATOR: FAST AVIATION ACADEMY, INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURENCE: JANUARY 10, 2019

***PLACE OF OCCURENCE: LINGAYEN COMMUNITY AIRPORT, LINGAYEN,
PANGASINAN***



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

BASIC INFORMATION

Aircraft Registration No. : RP-C8205

Aircraft Type/Model : Cessna 152

Operator : Fast Aviation Academy, Inc.

Address of Operator : Unit 8, Broadlands Bldg. B.P. Mayuga St., Brgy
Tambo, Paranaque City

Place of Occurrence : Lingayen Community Airport, Lingayen, Pangasinan

Date/Time of Occurrence : January 10, 2019/ 1415H

Type of Operation : Flight Training

Phase of Flight : Landing

Type of Occurrence : Runway excursion during landing

EXECUTIVE SUMMARY

On January 10, 2019 at around 1415H, a CESSNA 152 with Registry Number RP-C8205 owned and operated by FAST Aviation Academy Inc. sustained minor damage following a runway excursion during landing on runway 08, at Lingayen Community Airport. Both the Flight Instructor (FI) and the Student Pilot (SP) did not sustain any injuries as a result of the incident.

The aircraft took –off runway 08 of Lingayen Community Airport at about 1300H for a local training flight with lessons involving air works, ground track maneuver, emergency procedures and touch and go. After performing three (3) uneventful crosswind landings, they shifted to 360 degrees’ overhead approach maneuver.

Approach to land was uneventful however during initial roll out the aircraft started to veer to the right side of the center line. The Flight Instructor (FI) took over the controls and applied necessary corrections but the aircraft continued to roll towards the runway edge and subsequently exited on the right side of the runway into a grassy uneven soft ground. The aircraft continued to roll for about 37 meters and came to complete stop 1 meter from the edge (concrete) of the runway 08 with last heading of 65 degrees and grid coordinates of 16 02.091N 120 14.520 E. The aircraft sustained damage on its nose landing gear, propeller and right-hand wing tip.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The FI'S failure to maintain directional control during landing roll that resulted in runway lateral excursion.
- **Contributory Factor**
 - a. Failure of the FI to take over the flight controls in a timely manner.

SAFETY RECOMMENDATIONS

- **Actions taken by the Operator**

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

- a. Immediately conducted safety meeting attended by Flight Instructors and discussed the procedures/techniques during crosswind condition and landing phase. (App A)
- b. The Flight Instructor involved was subjected to thorough flight evaluation check ride by Senior Company Check Pilot giving emphasis on landing decision maneuvers during different crosswind condition.

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

-----END-----