



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-C8230 **TECNAM 2010**

OPERATOR: FIRST AVIATION ACADEMY, INC. (FAA)

TYPE OF OPERATION: GENERAL AVIATION (UTILITY FLIGHT)

DATE OF OCCURRENCE: MAY 26, 2021

***PLACE OF OCCURRENCE: BRGY. CABA, BAUANG, SAN FERNANDO, LA
UNION, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP- C8230
Aircraft Type/Model : Costruzioni Aeronautiche Tecnam S.P.A., Tecnam 2010
Operator : First Aviation Academy, Inc. (FAA)
Address of Operator : Bldg. 8303S Southwest Apron B, Subic Bay International
Airport, SBFZ, Zambales, Philippines
Place of Occurrence : Barangay Caba, Bauang, San Fernando, La Union,
Philippines
Date/Time of Occurrence : May 26, 2021 at about 1130H/0330 UTC
Type of Operation : Flight Training (PCAR Part 3)
Phase of Flight : Cruise
Type of Occurrence : Loss of Control In-flight (LOC-I)

EXECUTIVE SUMMARY

On or about 1130H, May 26, 2021, a Tecnam 2010 type of aircraft with Registry Number RP-C8230 experienced Loss of Control In-flight (LOC-I) resulting to the fatal injury of the Student Pilot (SP) on board at Barangay Caba, Bauang, San Fernando, La Union. The SP was on his first solo cross country navigation flight when the accident happened. The aircraft was destroyed upon impact into the water. The aircraft is being operated by First Aviation Academy, Inc. (FAA) under PCAR Part 3.

The solo cross country navigation training flight took off from Iba Community Airport (RPUI) at about 1000H with planned itineraries of San Fernando Community Airport (RPUS)- Lingayen Community Airport (RPUG) and to be terminated after the flight training operation at RPUI. Visual meteorological conditions prevailed at the time of the accident.

The aircraft was seen circling above the shoreline of Barangay Caba area, then suddenly made a dive towards the water. The SP on board was rescued by the local fishermen in the area followed by local emergency units of the Coast Guard, Philippine National Police and Army Aviation Battalion that were dispatched to help and secure the aircraft. The SP was brought to the nearest hospital for medical attention but was declared dead on arrival (DOA). The aircraft wreckage was recovered at coordinates 16.2713791 N 120.1935674 E, about thirty (30) feet deep and two hundred (200) meters away from the shoreline.

PROBABLE CAUSE

- **Primary Cause Factor**

- a. Pilot's failure to recognize the aircraft bank limitation while turning to the right.

- **Contributory Cause Factor**

- a. Inappropriate navigation chart being used for navigation training flight.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that the operator utilizes appropriate navigation chart for navigation training flight for proper identification of visual marker and determining the position.

SAFETY ACTIONS

- Following the occurrence, First Aviation Academy, Inc. initiated the following safety corrective actions (Appendix A):
 - a. Implemented measures and amended FAAI Training, Procedures, Quality and Safety Manual (TPQSM) to include the following procedures:
 - b. Supervision of solo flights through constant monitoring and radio communication while on flight to ensure that the flight is in accordance with the plan and any changes and/or deviation shall be in consultation with the supervising instructor.
 - c. Detailed procedures in assessing and releasing students for solo flight.
 - d. Training bulletin regarding relay aircraft that is scheduled for cross-country flight whether dual, solo or utility.
 - e. Training bulletin regarding policy on aircraft non-exposure in assessing pilot trainees or instructors which did not fly for about ten days.
 - f. Training bulletin regarding additional safety measures on conducting solo flight.

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