

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

BASIC INFORMATION

Aircraft Registration No. : RP-C860
Aircraft Type/Model : Cessna 152
Owner / Operator : Aviatour Inc.
Address of Operator : Gen. Aviation Area Mactan Intl. Airport
Date / Time of Incident : April 2, 2011/5:30 AM
Type of Operation : Flight Training
Type of Occurrence : Crashed landing
Place of Incident : Dumaguete Airport

EXECUTIVE SUMMARY

On April 2, 2011 at around 5:30 AM RP-C860 took off runway 27 of Dumaguete Airport. In control of the aircraft was a Pilot trainee, after 11 touch and go maneuvers with the instructor he was released for his first solo flight. The wind was 340° at 9 knots. The take off was normal. However, it was during his touchdown that he bounced and the correction that he applied was not enough. He bounced twice, rolled and veered to the left of the runway. The left leading edge hit the distance to go marker and his nose landing gear rolled over the runway lights and stopped with the heading of 270°. The student pilot escaped unhurt.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was human factor. The strong crosswinds was also a contributory factor, the reason why the pilot lost control of the aircraft. The aircraft hit the runway lights that led it to summersault.

SAFETY RECOMMENDATIONS

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

- The student should undergo more training with emphasis on crosswind landing correction.

- That Flight Instructor (FI) should not release student for first solo with the direct crosswind of more than 5 knots.
- The school must improve procedures and guidelines in releasing first solo student pilot.
- That the Flight Instructor (FI) should stay at the control tower to be able to have a good view of their students to give proper guidance.
- The aircraft should be repaired and released by CAAP Airworthiness Inspector.

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