

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C989
Aircraft Type/Model	:	Piper Super Cub PA-18-150
Owner/Operator	:	ERA Management and Development Corp.
Address of Operator	:	Aboitiz Corporate Center, Gov. M Cuenco Avenue, Kasamabagan Cebu City, Philippines
Place of Incident	:	OMNI Airfield, Clark Pampanga
Date/Time of Incident	:	April 26, 2010 approximately 0830 Z
Type of Operation	:	General Aviation
Phase of Operation	:	Landing
Type of Incident	:	Propeller ground strike

**EXECUTIVE SUMMARY**

On or about 0830Z, April 26, 2010, RP-C989 a Piper Super Cub PA-18-150, type of aircraft took off at runway 02 OMNI Airfield, Clark Pampanga and was doing a company test flight, before its usual Airworthiness Inspections. The aircraft touched down at runway 02 and encountered a propeller ground strike. The pilot did not notice the event that had happened and went on full throttle for a series of touch-and-go. On his second attempt the aircraft landed rough on the runway as stated by the mechanic onboard, but still the pilot continued for another flight. At this time the pilot makes his third attempt but landed at the left side parallel of the runway and made an unusual landing which the aircraft seems to skid on its left side, after which they took-off. The aircraft made two (2) more touch-and-go at the active runway before coming in to a full stop. During the post flight inspection, the Pilot and Maintenance personnel found out that the propeller was damaged. Several holes were also found under the wing.

**PROBABLE CAUSE**

- The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was the pilot seems to have lost situational awareness and that he had miscalculated his landing that caused a propeller ground strike.

- The proficiency of the Pilot on the type of aircraft was below standard.

## **SAFETY RECOMMENDATIONS**

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

- It is recommended that the Pilot should be re-check on its company's policies, flight procedures.
- That the damage aircraft must be inspected/repared by a CAAP Approved Maintenance Organization (AMO) prior to the issuance of Airworthiness Certificate.

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