



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-C3595  
CESSNA 172S**

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***OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.***

***TYPE OF OPERATION: FLIGHT TRAINING***

***DATE OF OCCURRENCE: JANUARY 31, 2019***

***PLACE OF OCCURENCE: DIOSDADO MACAPAGAL INTERNATIONAL  
AIRPORT, CLARK FREEPORT ZONE, PAMPANGA***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C3595

Make and Model : Cessna 172S

Operator : Alpha Aviation Group (Philippines), Inc.

Address of Operator : 1092 Jose Abad Santos Ave. Clark Freeport Zone  
Pampanga 2023

Date/Time of Occurrence : January 31, 2019/ 1255H

Place of Occurrence : Diosdado Macapagal International Airport, Clark  
Freeport Zone, Pampanga

Type of Operation : Flight Training

Phase of Operation : Take-off

Type of Occurrence : Propeller blade separation during initial takeoff roll

**EXECUTIVE SUMMARY**

On January 31, 2019 at around 1255H, a Cessna 172S with Registry Number RP-C3595 owned and operated by Alpha Aviation Group (Philippines) Inc. sustained minor damage following a propeller blade separation during take-off roll on runway 02 at Diosdado Macapagal International Airport (Clark International Airport). Both the Flight Instructor (FI) and the Student Pilot did not sustain any injuries as a result of the incident.

The flight was bound for San Fernando Airport, La Union. During initial take-off roll, a loud noise was heard coming from the front followed by an engine shuddering and severe engine vibration. The Flight Instructor immediately took over the controls and performed engine shutdown procedures.

**PROBABLE CAUSE**

Propeller blade separation due to fatigue (material failure).

## **SAFETY RECOMMENDATIONS**

- **Actions taken by the Operator**

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

- a. Conducted fleet wide propeller inspection.
- b. Conducted audit to MAPSI covering propeller maintenance activities being provided to AAGP.
- c. Assigning an aircraft mechanic during overhaul of their propeller to oversee the process.

- For **CAAP-FSIS**:

To thoroughly evaluate the required trainings (initial & recurrent) of AMO personnel to ensure compliance with the Authority's requirement.

**-END-**