



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-C2724**  
**TEXTRON AVIATION INC., CESSNA, C-152-II**

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***OPERATOR: FLITELINE AVIATION SCHOOL, INC.***

***TYPE OF OPERATION: FLIGHT TRAINING, (PCAR PART 3)***

***DATE OF OCCURRENCE: FEBRUARY 04, 2019***

***PLACE OF OCCURRENCE: BARANGAY. SINAGTALA, HERMOSA,  
BATAAN, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C2724

Aircraft Type/Model : Cessna 152-II

Operator : Fliteline Aviation

Address of Operator : 1513 Metrica St. Sampaloc, Manila, Philippines

Place of Occurrence : Barangay Sinagtala, Hermosa, Bataan, Philippines

Date/Time of Occurrence : February 04, 2019 / 0940H/0140UTC

Type of Operation : Flight Training PCAR Part 3

Phase of Operation : Climb

Type of Occurrence : Loss of Control In-flight (LOC-I)

**EXECUTIVE SUMMARY**

On or about 0940H/0140 UTC, February 04, 2019, a Cessna 152-II type of aircraft with registry number RP-C2724 was declared missing after it lost air traffic contact and vanished from radar track with Clark Approach after departing from Subic International Airport bound to Plaridel Bulacan. On board was a Flight Instructor (FI) and a Student Pilot (SP). The flight originated from Plaridel, Bulacan for a pre-solo training flight at Subic International Airport and return to Plaridel Bulacan. When RP-C2724 did not arrive on the expected time of arrival at Plaridel, Bulacan, the Operator conducted Search and Rescue Operation (SAR) within the area of Bataan.

At about 0805H, February 08, 2019, Joint AFP and PNP personnel conducting the search and rescue operations found the aircraft located in the vicinity of Barangay Sinagtala, Hermosa, Bataan. The crash site was in a sloping terrain of more than 50 degrees with steep ridges and dense vegetation covering the area with coordinates of 14° 45' 18" N; 120° 23' 01" E. The area has traces of post fire event but was isolated within the aircraft perimeter with bodies of the two pilots near the aircraft. Visual Meteorological Condition (VMC) prevailed and a VFR flight plan was filed at Plaridel, Airport, Bulacan.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

The pilots' decision to continue the flight from visual meteorological conditions into an instrument meteorological condition leading to Loss of Control in Flight (LOC-I).

- **Contributory Cause Factors**

Insufficient weather information by the pilots at the pre-flight planning stage.

## **SAFETY RECOMMENDATIONS**

- **For CAAP-FSIS to ensure that the Operator:**

- a. Conduct review among pilots the provisions on established procedures, and guidance on flying inadvertently from Visual Meteorological Condition into Instrument Meteorological Condition.
- b. Conduct review among pilots the Upset Procedures and Recovery Technique (UPRT) developed from experiencing spatial disorientation.
- c. Require the pilots to have comprehensive weather information at the pre-flight planning stage covering the en-route and arrival airport valid for the duration of the flight.

**-END-**