

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C7555
Make and Model	:	Cessna 172K
Owner/Operator	:	Leading Edge International Aviation Academy, Inc. (LEIAAI)
Address of Operator	:	San Fernando Airport, Poro Point, San Fernando City, La Union
Date/Time of Accident	:	17 October 2014, 0940H
Type of Operation	:	Navigational Flight
Phase of Operation	:	Cruise
Type of Occurrence	:	Fuel Starvation due to clogged fuel filter
Place of Accident	:	Brgy. Cabilaoan, Lao-ac, Pangasinan

EXECUTIVE SUMMARY

On or about 0940H 17 October 2014, a Cessna 172K type of aircraft with Registry No. RP-C7555, owned and operated by Leading Edge International Aviation Academy, Inc., (LEIAAI) took off from San Fernando Airport, Poro Point, San Fernando City, La Union for a navigational training flight to Aringay, Lingayen, 100 Islands, Alaminos, Mangatarem, Manaoag, and Agoo as their itinerary. On board were the Flight Instructor and Student Pilot who acted as the Pilot Flying. While the aircraft was heading towards Manaoag when suddenly the engine started sputtering. The Flight Instructor (FI) took the controls from the Student Pilot and initially gave full power but the rpm continue to decrease. At this juncture, the pilots decided to contact Binalonan Airport for emergency landing and was allowed to use Runway 35. However, the aircraft continued to lose altitude that prompted the pilot to make a force landing at a ricefield located at Brgy. Cabilaoan, Lao-ac, Pangasinan. After touchdown, during landing roll, the aircraft flipped-over when its nosewheel accumulated mud. It settled down 18 meters away from the initial touchdown point at coordinates 16° 0' 40" N / 120° 32' 38" E. There were no injuries to the pilots but the aircraft sustained substantial damage. The local police in the area initially responded and the pilots were brought to the Brgy. Laoac Health Center for medical checkup.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **Probable Cause**

The cause of the aircraft engine sputtering was fuel starvation due to insufficient flow of fuel entering the carburetor.

- **Contributory factors**

The carburetor inlet strainer (filter) fuel lines were clogged-up with undetermined dirt particles that restricted the normal flow of fuel to the carburetor.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS shall:**
 - a. Ensure that proper maintenance check of the aircraft which includes workmanship on every work performed including fuel lines and filters.
 - b. Require ATOs to include as part of their In-House Standardization program for Flight Instructors, the continuous monitoring of aircraft instruments particularly engine instruments during flight for timely execution of precautionary measures during emergency situations.