

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

BASIC INFORMATION

Aircraft Registration No. : RP-C7087

Aircraft Type/Model : Cessna 152

Owner / Operator : Delta Air International Aviation Inc.

Address of Operator : G/F Philcox Hangar, Domestic Road, Pasay City

Date / Time of Accident : September 21, 2011/ 12:15pm

Type of Operation : Approved Training Organization/Instructional

Phase of Operation : Landing

Type of Occurrence : Forced landing

Place of Accident : Brgy. Penabatan, Pulilan, Bulacan

EXECUTIVE SUMMARY

On September 21, 2011 about 10:20am, RP-C7087 a Cessna 152 type of aircraft departed Plaridel airport for an airworks within the vicinity of the airport after forty five minutes (45 mins.) of flight, on the way back to Plaridel airport, the pilot-in-command conducted a wide base turning finals heading runway 17 about 400 feet joining the traffic pattern the aircraft experienced engine power loss. The pilot tried to correct the engine problem but no avail. Consequently, the pilot decided to make a controlled crash landing on a nearby rice field at Barangay Penabatan, Pulilan, Bulacan. The aircraft rolled about 50m over the rice field and flipped over after hitting the rice paddies. No post fire was reported both pilot and the student escaped with no injuries.

PROBABLE CAUSE

- The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was due to material failure. The engine exhaust metal gasket which is attached to the exhaust manifold assembly was found to be worn out, evidenced of corrosion were noted. Stud bolts which holds the engine exhaust pipes were found to be damaged due to corrosion, the thread of the bolt was no longer noticeable.

- The airworthiness who conducted the annual relicensing failed to identify the dilapidated metal gasket spacer attached between the engine and exhaust pipes assembly.
- The Approved Maintenance Organization (AMO) failed to detect during the annual airworthiness renewal resulted to the losse compression of the engine during flight operation.
- Overall both evaluation CAAP inspector and maintenance failed to detect the worn out condition of the materials which was visible when the engine cowling was removed.

SAFETY RECOMMENDATIONS

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

- The metal gasket attached to the exhaust port is an on-condition item, no service bulletin is issued to perform inspection. It is recommended further that the metal gasket should be thoroughly examined every fifty (50) hours of flight to properly identify the current status condition of the material for prevention of such similar occurrence.
- The mechanic from the Approved Maintenance Organization, (AMO) who performed the annual inspection shall be given an initial/recurrent training, with the emphasis on good judgment in identification of parts or materials which maybe serviceable or not, to ensure the safety of each flight.