

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

**BASIC INFORMATION**

Aircraft Registration No. : RP-C1175

Make and Model : Cessna 206

Owner/Operator : MATCI

Address of Operator : 15 Pastrano compound, Lahug, Cebu city

Date/Time of Accident : August 25, 2011 O/A 0310 UTC

Type of Operation : Checkride

Phase of Operation : Take-Off

Type of Occurrence : Loss of engine power during climb

Place of Accident : Mactan seashore, Brgy. Maribago, Lapu Lapu City

**EXECUTIVE SUMMARY**

On or about 0240 UTC August 25, 2011, the pilot departed Mactan International Airport for a CAAP checkride together with a CAAP Check Pilot and one Aircraft mechanic on board. During run up and take-off roll all engine and Instrument parameters were normal, after airborne the pilot was advised to switch to Mactan Approach. Upon switching, the controller informed them that they have no radar contact and their transponder might not be working, so the pilot decided and advised the controller that he was cancelling the flight and switching to Mactan tower for landing instructions.

Mactan tower advised the pilot to join left downwind for runway 22. The pilot descended to traffic altitude. Upon reaching traffic altitude the pilot advanced his throttle to return to normal cruise power to maintain traffic altitude, however, he noticed that there was no reaction on the engine sound. He pushed the throttle full forward but there was no reaction either. He scanned his instrument and noticed that they were all normal. He tried to control his airspeed to compensate for altitude but the airplane nose was a little bit heavy. When the pilot noticed that he cannot reach the run way, he decided to look for a landing field near the seashore for emergency landing. He ditched the airplane approximately 200 meters from the shoreline. The pilot and passengers exited the airplane safe and were picked-up by a fishing boat and brought to shore.

## **PROBABLE CAUSE**

The Aircraft Accident Investigation & Inquiry Board determined that the probable cause of this accident was due to a triggered fuel control mechanism.

## **SAFETY RECOMMENDATION**

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

- Fuel control mechanism should be included in the 50 hours inspection to prevent any occurrence of this kind of accident in the future.