

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

BASIC INFORMATION

Aircraft Registration No. : RP-C4421

Make / Model : Cessna 152 II

Owner/Operator : Aviatour's Fly'n Inc.

Address of Operator : General Aviation Area, MCT/Cebu International Airport

Date/Time of Incident : October 5, 2010/10:20

Place of Incident : Camotes Island, Brgy. Canoche

Type of Operation : Flight Training

Phase of Operation : Cruising

Type of Occurrence : Emergency landing

EXECUTIVE SUMMARY

On October 5, 2010, RP-C4421, a Cessna 152 II type of aircraft, owned and operated by Aviatour's Fly'n Inc., took off Mactan International Airport on or about 8:00 am, utilizing runway 04 for departure for a cross country flight training bound for Ormoc. The aircraft arrived and landed at Ormoc Airport on or about 9:20 am and were given thirty (30) minutes clearance to perform a series of touch and go, three (3) take-offs and landings were accomplished, after the sortie, the aircraft came to a full stop. The pilot checked the physical condition of the aircraft in preparation for departure towards Mactan Airport, around 10:15 am, the aircraft departed Ormoc Airport utilizing runway (RWY18), half way towards Mactan and abeam Esperanza Island, about 28 miles away from Ormoc Airport, as a reporting point, around 10:30 am the aircraft experienced engine power loss, from his current position being five (5) miles away from Esperanza Island the pilot immediately decided to return to Camotes Island for an emergency landing. During the course of the emergency the pilot attempted to re-start the engine twice (2) but was unsuccessful. While looking for a suitable landing field, the pilot spotted a rice field and landed, the aircraft rolled over a few meters, flipped over and rested on the swamp around 10:41 in Barangay Canoche, Camotes Island. The pilot suffered minor injuries.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was material failure due to broken dowel pins.

SAFETY RECOMMENDATIONS

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

- To further exercise safety measure Mandatory Service Bulletin No. 475C should be seriously followed and observed.
- For preventive measures a mandatory visual inspection of the crankshaft gear dowel must be performed. (Frequency) for every 300 hours Time In Service (T.I.S) to determine the integrity condition of the materials.