



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
MIA Road, Pasay City 1300

(PRELIMINARY REPORT)

1.1 Factual Information

Aircraft Registration No. : RP-C3567
Aircraft Type/Model : Cessna 172S
Operator : Alpha Aviation Group (Philippines), Inc.
Address of Operator : 1092 Jose Abad Santos Ave. Clark Freeport Zone
Pampanga 2023
Place of Incident : Brgy. Comillas, La Paz, Tarlac
Date/Time of Incident : June 11, 2019/ 0945H
Type of Operation : Flight Training
Phase of Flight : Approach
Type of Occurrence : Forced Landing

1.2 History of Flight

On June 1, 2019 at around 0945H, a Cessna 172S with Registry Number RP-C3567 owned and operated by Alpha Aviation Group (Philippines) Inc. sustained substantial damage following a forced landing at an open rice paddy located in Brgy. Comillas, La Paz, Tarlac. Both the Flight Instructor (FI) and the Student Pilot (SP) did not sustain any injuries as a result of the accident.

At 0700H, the aircraft took-off for DMIA (RPLC) bound for San Fernando Airport, La Union (RPUS) for a cross-country lesson. The aircraft landed RPUS at around at 0830H uneventful. On return flight, while approaching RPLC the crew were advised to hold over La Paz, Tarlac at 1,500 feet. While holding, the crew started to smell gas fumes followed by decrease of engine RPM. Accordingly, the flight instructor took over the controls however, the engine continued to lose power. Several attempts to restart the engine were initiated but did not yield positive result.

The FI declared emergency and elected to force land the aircraft in an open rice paddy. Upon touchdown, the aircraft rolled for approximately 60 meters in uneven surface and subsequently nose down. The aircraft came to rest in an upside-down position with last heading of 70 degrees and grid coordinates of 5 24.461 N, 120 41.550 E.



Figure 1: RP-C3567 on its final resting point

1.3 Injuries to Person

Injuries	Crew	Passengers	Others	TOTAL
Missing/Fatal	0	0	0	0
Serious	0	0	0	0
Minor	0	0	0	0
None	0	0	0	0
TOTAL	0	0	0	0

1.4 Damage to Aircraft

The aircraft sustained substantial damage.

1.5 Personnel Information

1.5.1 Flight Instructor

Gender : Male
 Date of Birth : August 24, 1979
 Nationality : Philippines
 License : 104569-Commercial Pilot License (CPL)
 Expiration Date : July 31, 2019
 Medical certificate : Valid until July 24, 2019
 Date of last medical : July 09, 2018
 Total Time : 4,023+31 Hours
 On type (C172S) : 3,500+00 Hours

1.5.2 Student Pilot

Gender	: Female
Date of Birth	: December 21, 1997
Nationality	: India
License	: 145698-PrivateStudent Pilot License (SPL)
Expiration Date	: February 27, 2021
Medical certificate	: Valid until February 27, 2021
Date of last medical	: February 27, 2019
Total Time	: 48+00 Hours
On type (C172S)	: 48+00 Hours

1.6 Aircraft Information

1.6.1 Aircraft Data

Registration Mark	: RP-C3567
Manufacturer	: Textron Aviation Inc.
Type/Model	: Cessna 172S
Serial Number.	: 172S10169
Date of Manufactured	: 2006
Aircraft Total Time	: 9,741+24 Hours
Certificate of Airworthiness valid up to	: July 5, 2019
Certificate of Registration issued on	: April 26, 2014
Gross Weight	: 1,156Kilograms (Kgs.)

1.6.2 Engine Data

Manufacturer	: Textron Lycoming
Type/Model	: IO-360-L2A
Serial Number Engine	: L-33219-51E
Time Between Overhaul	: 2,000 hours
Time Since Overhaul	: 20+00 hours
Time Since New	: 5663.8 hours

1.6.3 Propeller Data

Manufacturer	: Mc Cauley
Type/Model	: 1A170E/JHA7660
Propeller Serial Number	: AEK23515A
Time Between Overhaul	: 2,000 hours
Time Since Overhaul	: 58+30 hours
Time Since New	: 4957.2 hours

1.7 Meteorological Information

Ceiling and visibility unlimited (CAVU).

1.8 Aids to Navigation

The flight was carried out under Visual Flight Rules (VFR).

1.9 Communication

Aircraft is equipped with operational Very High Frequency (VHF) transceiver used for communicating with aerodrome personnel and pilots in the area.

1.10 Flight Recorder

The aircraft is not equipped with flight recorders and neither relevant regulation requires it.

1.11 Wreckage and Impact Information

Upon touchdown, the aircraft rolled for approximately 60 meters in uneven surface and subsequently nose down. The aircraft came to rest in an upside-down position with last heading of 70 degrees and grid coordinates of 5 24.461 N, 120 41.550 E. The nosewheel separated from the fuselage while the engine bay including mounting and attachments sustained substantial damage.

1.12 Fire

There was no post-crash fire observed during on-site investigation.

1.13 Medical and Pathological Information

Post-accident medical examination conducted to the Flight Instructor and Student Pilot by CAAP-OFSAM on February 3, 2019 revealed no significant findings.

1.14 Survival Aspects

The event was survivable.

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