



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

## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

**RP-C3288  
CESSNA 172N**

***OPERATOR: ROLANDO A. SOLIVA***

***TYPE OF OPERATION: GENERAL AVIATION***

***DATE OF OCCURENCE: SEPTEMBER 27, 2015***

***PLACE OF OCCURENCE: BRGY. BULAK, DAUIN, NEGROS ORIENTAL,  
DUMAGUETE***



## **BASIC INFORMATION**

Aircraft Registration No. : RP-C3288

Aircraft Type/Model : Cessna 172N

Operator : Rolando A.Soliva

Address of Operator : Sta. Isabel Dipolog City, Zamboanga del Norte,  
Philippines

Place of Occurrence : Brgy. Bulak, Dauin, Negros Oriental, Dumaguete

Date/Time of Occurrence : September 27, 2015/ 1540H

Type of Operation : General Aviation

Phase of Flight : Climb

Type of Occurrence : Forced landing due to loss of engine power

## **EXECUTIVE SUMMARY**

At about 1535H on September 2015, Cessna 172N with Registry number RP-C3288 with Pilot and owner passenger on board took-off Dumaguete airport utilizing 09 bound for Dipolog City. During climb and passing 1500 feet ASL, the Pilot noticed an intermittent RPM reading followed by sudden dropped to 1700 RPM. Attempts to regain normal power by movement of engine and fuel system controls were unsuccessful. The aircraft started to descent as the RPM continued to drop. The pilot decided to look for suitable landing spot after assessing that he will not be able to make it back to the airport. The Pilot decided to forced land the aircraft along the shoreline of Brgy. Bulak, Dauin Negros Oriental.

The aircraft landed into 2 feet deep water and rolled for about 20 meters and came to complete stop heading 248 degrees located about 8 NM South of the Airport. The aircraft sustained minor damage and both the Pilot and the passenger disembarked uninjured. The aircraft was documented from its last location and was pushed to the higher ground of the beach to prevent from incurring further damage. The aircraft sustained damage on LH and nose landing gear fairings and punctured hole on the LH wing tip

Engine teardown inspection was conducted to determine possible engine component failure inside. Fuel system was inspected, fuel flow appears to be normal and no water contamination was noted. Mechanical system was also inspected, crankshaft rotates normally while all cylinder appears normal during compression check. Ignition system was inspected. Sparkplug and magneto harness appear to be in good condition. However, during magneto spark check ignition failed due to improper contact point gap.

## **PROBABLE CAUSE**

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

- Ignition failure due to magneto malfunction.

## **SAFETY RECOMMENDATIONS**

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

- For the Owner/Operator to ensure that maintenance work done in the engine are properly reflected to the maintenance logbook for ease of monitoring and determining the engine maintenance history.

**-END-**