



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-C3567
CESSNA 172S

OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE JUNE 1, 2019

PLACE OF OCCURRENCE: BRGY. COMILLAS, LA PAZ, TARLAC



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BASIC 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 Occurrence : Brgy. Comillas, La Paz, Tarlac

Date/Time of Occurrence : June 1, 2019 / 0945H

Type of Operation : Flight Training

Phase of Flight : Approach

Type of Occurrence : Forced Landing

EXECUTIVE SUMMARY

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 from Diosdado Macapagal International Airport (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.

PROBABLE CAUSE

- a. Engine fuel starvation caused by fuel leakage in the engine-driven fuel pump outlet fitting.

SAFETY ACTIONS

Following the occurrence, AAG initiated the following safety corrective actions:

- a. After the teardown inspection, the company performed fleet wide inspection on June 11, 2019. The inspection covered the fuel pump inlet and outlet fittings, hose assembly fittings and fuel flexibility hose assembly.
- b. Hired consultancy services for Approved Maintenance Organization (AMO) audit, compliance review and airworthiness analyses.
- c. Further quality control inspection/oversight during change engine process.
- d. CAAP airworthiness inspection after change engine process. Establishment of AAG-owned Approved Training Organization.
- e. Further quality assurance check of documentations prior procurement technical items/materials/equipment.
- f. Expansion and improvement of logistics and stores management.

The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.

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