



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-C979
CESSNA U206B

OWNER: BATANES ISLAND AIR SERVICES INCORPORATED (BIASI)

TYPE OF OPERATION: GENERAL AVIATION

DATE OF OCCURRENCE: DECEMBER 10, 2021

PLACE OF OCCURRENCE: DULI BEACH, BARANGAY BUCANA, EL NIDO, PALAWAN, PHILIPPINES



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BASIC INFORMATION

Aircraft Registration No. : RP- C979

Aircraft Type/Model : Cessna U206B

Operator : Batanes Island Air Services Inc. (BIASI)

Address of Operator : Block 15, Ford Global City Bldg., Rizal Drive,
Bonifacio Global, Taguig City, Philippines
Subic Bay International Airport (RPLB) Subic
Bay Metropolitan Authority, Free Port Zone,
Zambales, Philippines

Place of Occurrence : Duli Beach, Barangay Bucana, El Nido, Palawan,
Philippines

Date/Time of Occurrence : December 10, 2021 at about 1353H/0553 UTC

Type of Operation : General Aviation

Phase of Flight : Climb

EXECUTIVE SUMMARY

On or about 1305H, 10 December 2021, a Cessna U206B type of aircraft with registry number RP-C979 operated by Batanes Island Air Services Inc. (BIASI) had a forced landing at the shoreline of Duli Beach, Brgy. Bucana, El Nido, Palawan. The pilot, and one (1) passenger safely egress from the aircraft and were rescued by personnel of the Philippine Coast Guard. The aircraft sustained substantial damage. Post-accident damage was also sustained by the aircraft after it was squashed by strong waves at the shoreline due to the prevailing inclement weather condition days after the occurrence.

The aircraft departed San Vicente Airport, Palawan for Sangley Airport, Cavite. On-board was the pilot, and one (1) passenger together with twenty-five (25) boxes of live fish cargo. The flight was uneventful after take-off until the aircraft was climbing from 6,500 ft. to 7,500 ft. when the pilot noticed that the engine suddenly stopped (dead stick). Several attempts were made to restart the engine but to no avail. The pilot then radioed another pilot flying nearby about their situation and subsequently searched for a suitable area to safely land the aircraft. The pilot opted to ditch the aircraft along the shoreline. The aircraft came to a stop with last heading of 317 degrees and

coordinates 11° 364746” N, 119° 473626” E. There was no post-crash fire reported and visual meteorological condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause Factor**

Broken crankshaft resulting to engine failure.

- **Contributory Factors**

- a. Non-compliance to the published Service Bulletin issued by the engine manufacturer for engine's subjected to overhaul due to propeller strike.
- b. Failure in the performance of oversight function particularly on the evaluation and review of documents by the Airworthiness Department during the certification process of the aircraft prior to the issuance of Certificate of Airworthiness.

SAFETY RECOMMENDATIONS

For **CAAP-FSIS** to ensure that:

- a. Inspector's performance in accomplishing the physical inspection, evaluation and review of aircraft documents must be re-evaluated. Concerned Inspectors must be diligent and detailed in the physical inspection, evaluation and review of aircraft documents prior to endorsing the approval/issuance of certificate's related to the operations of the aircraft.
- b. Inclusion on the existing recurrent training program of subjects related to the conduct of audit and evaluation activities of documents and records. Further, workshop or seminars related to professional development be explored to be part of inspector's training program.

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