



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-C 1028 **TEXTRON AVIATION CESSNA 152**

OPERATOR: WCC AVIATION COMPANY, INC.

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: APRIL 21, 2022

***PLACE OF OCCURRENCE: BRGY. LINMANSANGAN, BINALONAN,
PANGASINAN, PHILIPPINES***

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BASIC INFORMATION

Aircraft Registration No. : RP-C1028

Aircraft Type/Model : Textron Aviation Cessna 152

Operator : WCC Aviation Company, Inc.

Address of Operator : 960 Aurora Blvd., Cubao, Quezon City

Place of Occurrence : Brgy. Linmansangan, Binalonan, Pangasinan, Philippines

Date/Time of Occurrence : April 21, 2022 at about 0630H/2230UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Operation : Climb

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

EXECUTIVE SUMMARY

On or about 0630H of 21 April 2022, a Textron Aviation Cessna 152 (C-152) type of aircraft with Registry Number RP-C1028 had a forced landing along the diversion road of Brgy. Linmansangan, Binalonan, Pangasinan. The aircraft is being operated by WCC Aviation Company, Inc. On board the aircraft were one (1) Flight Instructor/FI and one (1) Student Pilot/SP.

The aircraft took-off from Binalonan Airfield utilizing runway 17 for a scheduled pre-solo training flight of the SP. The flight was uneventful from take-off roll until rotation. However, during climb and passing 100-250 feet, the pilot heard a knocking sound followed by an engine choking and vibration. The FI noted that all the parameters were normal except for the engine rpm that started to decrease from 2,300 rpm to 2,000 rpm. The FI decided to return to the runway and initiated a right-hand turn. With limited altitude where they may not be able to reach the runway, the FI opted to land the aircraft in a diversion road parallel to the runway. The aircraft touchdown at the right-hand side of the road and continued to roll for 270 meters before coming to a full stop.

PROBABLE CAUSE

- a. The result of the inspection and engine run-up conducted failed to confirm the root cause of the reported partial loss of engine power.

SAFETY RECOMMENDATIONS

- As a result of the analysis, there is no definite or confirmed root cause identified for this case. With this, there will be no particular recommendation to be proposed that is directly related to this engine performance issue. However, as part of the continuous improvement of the involved operator's internal process, the following safety recommendations are being proposed:

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

- a. Include in their existing manuals the following internal current practices:
 1. Refuelling of the aircraft after each day's operations to prevent possible moisture build up on the fuel tanks;
 2. Conduct of refuelling using pumps equipped with Facet's Fuel-Gard Aviation Spin-On filters to ensure that water and ultra-fine solids are absorbed during the process.

SAFETY ACTIONS

- Following this occurrence, WCC Aviation Company, Inc. also initiated the following safety corrective action on the observed deviation on the conduct of the required pre-flight briefing prior to each day's flight sortie:
 - a. Issuance of an internal Memorandum dated 22 April 2022 reiterating to all concerned Flight Instructors the conduct of the required flight briefings.

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