



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 1889** **TECNAM P2002JF**

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***OPERATOR: WCC AVIATION COMPANY INC.***

***TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)***

***DATE OF OCCURRENCE: SEPTEMBER 06, 2022***

***PLACE OF OCCURRENCE: BRGY. BAYBAY SUR, SUAL, PANGASINAN,  
PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C1889

Aircraft Type/Model : Tecnam P2002JF

Operator : WCC Aviation Company Inc.

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

Place of Occurrence : Brgy. Baybay Sur, Sual, Pangasinan, Philippines

Date/Time of Occurrence : September 06, 2022/1104H

Type of Operation : Flight Training (PCAR Part 3)

Phase of Operation : Cruising

Type of Occurrence : Forced landing due to low engine rpm

**HISTORY OF THE FLIGHT**

On or about 1104H of 06 September 2022, a Tecnam P2002JF type of aircraft with registry number RP-C1889 was involved in a forced landing accident at Sual, Pangasinan. On-board the aircraft was one (1) Flight Instructor (FI) and one (1) Pilot Trainee (PT) who is already a PPL holder.

The flight left Binalonan airfield for a scheduled flight navigation exercise 35 nautical miles west of the station on the day of the accident. The flight took off from Binalonan and flew over Manoag, San Fabian, and the Hundred Islands area, where they performed multiple orbit exercises. After completing the maneuvering exercises, they proceeded to Bolinao and initiated to climb to 2,500 feet. The throttle was set to full power during the climb, but the flight crew noticed that the engine sound was different from the usual full throttle sound and that the engine rpm was only around 1,800rpm, which is below the normal full power setting of 2,100rpm.

The FI took over the controls and initiated an emergency procedure in response to a suspected engine power loss in flight. After observing that the engine parameters had not changed, the FI declared an emergency via 121.90 MHz frequency and stated their intention to proceed to Lingayen airport for an emergency landing. The crew noticed that the engine rpm was now fluctuating between 1,800 and 800rpm while en route to Lingayen and over the Sual area, and the aircraft began to lose altitude. With the aircraft's unpredictable engine performance and could

no longer sustain its flight towards the nearest airport, the FI looked for the most suitable emergency landing area, which later identified a rice field located on their 4 o'clock position.

The aircraft came down in the middle of a rice field in Brgy. Baybay at the town of Sual, Pangasinan, Philippines. Following the forced landing, both aircraft occupants were able to safely evacuate, and were later assisted by nearby residents.

## **PROBABLE CAUSE**

The results of the post-accident tests and engine top overhaul inspections could not confirm the root cause of the engine degrading performance issue because the tests could not specifically identify the part of the engine that had failed and caused this accident.

## **SAFETY RECOMMENDATIONS**

As a result of the investigation, no definite or confirmed root cause has been identified for this case. As a result, no specific recommendation will be made that is directly related to the engine performance issue. However, as part of the involved operator's ongoing process improvement, the following safety recommendations are hereby proposed:

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

- a.** Set as a pre-requisite that all personnel performing critical task in the operations i.e. Fuel Manager, undergoes trainings appropriate to his functions.
- b.** Observed proper documentation of process implementation such as but not limited to recording of daily fuel check and aircraft fuel uplift.

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