



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-C2280
CESSNA 152

***OPERATOR: SAPPHIRE INTERNATIONAL AVIATION ACADEMY
(SAIAA)***

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE: DECEMBER 8, 2015

***PLACE OF OCCURRENCE: SHORELINE OF BARANGAY LAZARETO,
CALAPAN CITY, MINDORO ORIENTAL***



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BASIC INFORMATION

Aircraft Registration No.	:	RP-C2280
Make and Model	:	Cessna 152
Owner/Operator	:	Owner- TechnoAir Corporation/ Operator -Sapphire International Aviation Academy (SIAA)
Address of Operator	:	8128 Old Sucat Road, Bgy San Dionisio, Paranaque City
Date/Time of Accident	:	December 8, 2015/0930H
Place of Accident	:	Shoreline of Barangay Lazareto, Calapan City, Mindoro Oriental
Type of Operation	:	Flight Training
Phase of Operation	:	Cruising
Type of Occurrence	:	Ditch

EXECUTIVE SUMMARY

On 08 December 2015 at about 0730H, RP-C2280, a Cessna 152 type of aircraft took off Calapan Airport using runway 11 for local training (air works maneuver with touch and go option). On board were a Flight Instructor (FI) and a Student Pilot (SP). At about 0915H on its third touch-and- go and while passing 300 feet AMSL, the FI and SP heard sputtering sounds coming from the engine. The FI took the controls and checked all instruments to be normal except for the RPM which was decaying and the aircraft losing its airspeed. At this moment, the FI decided to return to the airport with the intent to land at runway 29; however, the engine power was noticed to be deteriorating. At this instance, the pilot decided to ditch the aircraft approximately 1 km away from the shoreline of Barangay Lazareto near the Shell Company Barge Marker. After ditching, the pilot and student were able to escape from the aircraft with minor injuries and were later rescued by nearby fisherman happened to be in the vicinity. The aircraft was submerged in the 10-meter depth water.

PROBABLE CAUSE

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

- **Primary Cause Factor (Cannot be established)**

The probable cause as of the sputtering sounds coming from the engine as claimed by the pilots which could have led to engine failure cannot be ascertained because ***no technical investigation*** was conducted due to none recovery of the aircraft and engine

- **Cause Factor not related to the accident**

Failure of the operator to exercise the responsibility to preserve and protect the aircraft wreckage as outlined in PCAR Part 13.

SAFETY RECOMMENDATIONS

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

- FSIS, ATOCID to ensure that refueling procedures are included in the Training and Procedures Manual (TPM) of all Flying Schools.
- FSIS, ATOCID to ensure that contingency measures in the retrieval operations of aircraft, including engine and its components are included in the Company policy as provided under **PCAR Part 13 Subpart D, paragraph 13.070 section (a) RESPONSIBILITY: PRESERVATION & PROTECTION OF WRECKAGE AND ACCIDENT SITE.**

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