



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-C2847 **TEXTRON CESSNA/CESSNA C 172P**

***OPERATOR: FLIGHT AND SIMULATOR TRAINING (FAST) AVIATION
ACADEMY INC.***

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURENCE: MARCH 4, 2019

***PLACE OF OCCURENCE: BARANGAY DINARAYAT, TALAVERA, NUEVA
ECIJA, PHILIPPINES***



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

BASIC INFORMATION

Aircraft Registration No.	: RP-C2847
Make and Model	: Textron Cessna/Cessna C172P
Owner/Operator	: Flight and Simulator Training (FAST) Aviation Academy Inc.
Address of Operator	: RPMCI Hangar, Manila Domestic Airport Complex, Pasay City, Philippines
Date/Time of Accident	: March 4, 2019 / 0740H/2340 UTC.
Type of Operation	: Flight Training PCAR Part 3
Phase of Operation	: Cruise
Type of Occurrence	: Engine Failure During Cruise
Place of Accident	: Barangay Dinarayat, Talavera, Nueva Ecija, Philippines

EXECUTIVE SUMMARY

On or about 0735H, March 4, 2019, a Cessna 172P with registry number RP-C2847 experienced engine malfunction and subsequently performed a forced landing in an open rice field at Barangay Dinarayat, Talavera, Nueva Ecija, Philippines. Both occupants on board were not injured but the aircraft sustained substantial damage. The aircraft is being operated by FAST Aviation Academy Inc. under PCAR Part 3. The flight originated from Lingayen airport, Pangasinan (RPUG) at 0720H for a local instrument training flight to Cabanatuan City, Nueva Ecija.

During the flight, the aircraft was maintaining 3,500 feet flying over Muñoz approximately 16 nautical miles (NM) homing to Cabanatuan VHF Omidirectional Range (VOR), when the Flight Instructor (FI) cautioned the Student Pilot (SP) when they started to lose altitude. The FI took over controls and informed Magsaysay traffic controller about their situation. The FI decided to execute a forced landing after a complete engine failure and landed in an open rice field. However, the aircraft over turned during touchdown and settled with a heading of 110 degrees and a grid coordinates of 15,57.59N, 120,95.32E. Visual metrological condition prevailed during the time of the occurrence. Both pilots safely evacuated the aircraft and no fire was ensued.

PROBABLE CAUSE

- **Primary Cause Factor**

The failure of the connecting rod bolt, that resulted to engine failure inflight. (Material Failure).

SAFETY RECOMMENDATIONS

- Following the occurrence, FAST initiated the following safety corrective actions:
 - a. Conducted Lectures on Crew Resource Management (CRM) and Threat and Error Management (TEM) to the flight instructors and student pilots focusing on procedures and their responsibilities.
 - b. Conducted 100 hours inspection on the remaining Cessna 172 to determine evidences of metal particles in its engine and engine oil filter, no evidence of metal particles were found.
- The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.

-----END-----