



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-C3288**  
**CESSNA 172N**

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***OPERATOR: ROLIVA A. SOLIVA***

***TYPE OF OPERATION: GENERAL AVIATION***

***DATE OF OCCURRENCE: SEPTEMBER 27, 2015***

***PLACE OF OCCURRENCE: BRGY. BULAK, DAUIN, NEGROS ORIENTAL***



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**BASIC INFORMATION**

Aircraft Registration No.	: RP-C3288
Aircraft Type/Model	: Cessna 172N
Operator	: Rolando A.Soliva
Address of Operator	: Sta. Isabel Dipolog City, Zamboanga del Norte, Philippines
Place of Occurrence	: Brgy. Bulak, Dauin, Negros Oriental
Date/Time of Occurrence	: September 27, 2015/ 1540H
Type of Operation	: General Aviation
Phase of Flight	: Climb
Type of Occurrence	: Forced landing due to loss of engine power

**EXECUTIVE SUMMARY**

At about 1535H on September 2015, Cessna 172N with Registry number RP-C3288 with Pilot and owner passenger on board took-off Dumaguete airport utilizing runway 09 bound for Dipolog City. During climb and passing 1500 feet Above Mean Sea Level (AMSL), the Pilot noticed an intermittent RPM reading followed by sudden dropped to 1700 RPM. Attempts to regain normal power by movement of engine and fuel system controls were unsuccessful. The aircraft started to descent as the RPM continued to drop. The pilot decided to look for suitable landing spot after assessing that he will not be able to make it back to the airport. The Pilot decided to forced land the aircraft along the shoreline of Brgy. Bulak, Dauin Negros Oriental.

The aircraft landed into 2 feet deep water and rolled for about 20 meters and came to complete stop heading 248 degrees located about 8 NM South of the Airport. The aircraft sustained minor damage and both the Pilot and the passenger disembarked uninjured. The aircraft was documented from its last location and was pushed to the higher ground of the beach to prevent from incurring further damage. The aircraft sustained damage on LH and nose landing gear fairings and punctured hole on the LH wing tip.

## **PROBABLE CAUSE**

- a. Ignition failure due to magneto malfunction.

## **SAFETY RECOMMENDATIONS**

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

- For the Owner/Operator to ensure that maintenance work done in the engine are properly reflected to the maintenance logbook for ease of monitoring and determining the engine maintenance history.

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