



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-C3567**  
**CESSNA 172S**

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***OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.***

***TYPE OF OPERATION: FLIGHT TRAINING***

***DATE OF OCCURRENCE JUNE 1, 2019***

***PLACE OF OCCURRENCE: BRGY. COMILLAS, LA PAZ, TARLAC***



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## **BASIC INFORMATION**

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|---------------------------|---|
| Aircraft Registration No. | : RP-C3567  |
| Aircraft Type/Model       | : Cessna 172S   |
| Operator                  | : Alpha Aviation Group (Philippines), Inc.                        |
| Address of Operator       | : 1092 Jose Abad Santos Ave. Clark Freeport Zone<br>Pampanga 2023 |
| Place of Occurrence       | : Brgy. Comillas, La Paz, Tarlac                                  |
| Date/Time of Occurrence   | : June 1, 2019 / 0945H  |
| Type of Operation         | : Flight Training   |
| Phase of Flight           | : Approach  |
| Type of Occurrence        | : Forced Landing  |

## **EXECUTIVE SUMMARY**

On June 1, 2019 at around 0945H, a Cessna 172S with Registry Number RP-C3567 owned and operated by Alpha Aviation Group (Philippines) Inc. sustained substantial damage following a forced landing at an open rice paddy located in Brgy. Comillas, La Paz, Tarlac. Both the Flight Instructor (FI) and the Student Pilot (SP) did not sustain any injuries as a result of the accident.

At 0700H, the aircraft took-off from Diosdado Macapagal International Airport (DMIA) (RPLC) bound for San Fernando Airport, La Union (RPUS) for a cross-country lesson. The aircraft landed RPUS at around at 0830H uneventful. On return flight, while approaching RPLC the crew were advised to hold over La Paz, Tarlac at 1,500 feet. While holding, the crew started to smell gas fumes followed by decrease of engine RPM. Accordingly, the flight instructor took over the controls however, the engine continued to lose power. Several attempts to restart the engine were initiated but did not yield positive result.

The FI declared emergency and elected to force land the aircraft in an open rice paddy. Upon touchdown, the aircraft rolled for approximately 60 meters in uneven surface and subsequently nose down. The aircraft came to rest in an upside-down position with last heading of 70 degrees and grid coordinates of 5 24.461 N, 120 41.550 E.

## **PROBABLE CAUSE**

- a.** Engine fuel starvation caused by fuel leakage in the engine-driven fuel pump outlet fitting.

## **SAFETY ACTIONS**

Following the occurrence, AAG initiated the following safety corrective actions:

- a.** After the teardown inspection, the company performed fleet wide inspection on June 11, 2019. The inspection covered the fuel pump inlet and outlet fittings, hose assembly fittings and fuel flexibility hose assembly.
- b.** Hired consultancy services for Approved Maintenance Organization (AMO) audit, compliance review and airworthiness analyses.
- c.** Further quality control inspection/oversight during change engine process.
- d.** CAAP airworthiness inspection after change engine process. Establishment of AAG-owned Approved Training Organization.
- e.** Further quality assurance check of documentations prior procurement technical items/materials/equipment.
- f.** Expansion and improvement of logistics and stores management.

**The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.**

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