



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-C3595
CESSNA 172S

OPERATOR: ALPHA AVIATION GROUP (PHILIPPINES), INC.

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE: JANUARY 31, 2019

***PLACE OF OCCURENCE: DIOSDADO MACAPAGAL INTERNATIONAL
AIRPORT, CLARK FREEPORT ZONE, PAMPANGA***



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BASIC INFORMATION

Aircraft Registration No. : RP-C3595

Make and Model : Cessna 172S

Operator : Alpha Aviation Group (Philippines), Inc.

Address of Operator : 1092 Jose Abad Santos Ave. Clark Freeport Zone
Pampanga 2023

Date/Time of Occurrence : January 31, 2019/ 1255H

Place of Occurrence : Diosdado Macapagal International Airport, Clark
Freeport Zone, Pampanga

Type of Operation : Flight Training

Phase of Operation : Take-off

Type of Occurrence : Propeller blade separation during initial takeoff roll

EXECUTIVE SUMMARY

On January 31, 2019 at around 1255H, a Cessna 172S with Registry Number RP-C3595 owned and operated by Alpha Aviation Group (Philippines) Inc. sustained minor damage following a propeller blade separation during take-off roll on runway 02 at Diosdado Macapagal International Airport (Clark International Airport). Both the Flight Instructor (FI) and the Student Pilot did not sustain any injuries as a result of the incident.

The flight was bound for San Fernando Airport, La Union. During initial take-off roll, a loud noise was heard coming from the front followed by an engine shuddering and severe engine vibration. The Flight Instructor immediately took over the controls and performed engine shutdown procedures.

PROBABLE CAUSE

Propeller blade separation due to fatigue (material failure).

SAFETY RECOMMENDATIONS

- **Actions taken by the Operator**

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

- a. Conducted fleet wide propeller inspection.
- b. Conducted audit to MAPSI covering propeller maintenance activities being provided to AAGP.
- c. Assigning an aircraft mechanic during overhaul of their propeller to oversee the process.

- For **CAAP-FSIS**:

To thoroughly evaluate the required trainings (initial & recurrent) of AMO personnel to ensure compliance with the Authority's requirement.

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