



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-C5230 **TWIN COMMANDER LLC 685**

OPERATOR: SENTINEL LOGISTIC ENTERPRISE (SLE) INC.

TYPE OF OPERATION: GENERAL AVIATION

DATE OF OCCURRENCE: MARCH 17, 2022

***PLACE OF OCCURRENCE: WATERS OF BRGY. STO. ROSARIO, IBA,
ZAMBALES, PHILIPPINES***



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

BASIC INFORMATION

Aircraft Registration No. : RP-C5230

Aircraft Type/Model : Twin Commander LLC 685

Operator : Sentinel Logistic Enterprise (SLE) Inc.

Address of Operator : Salud Dizon Bldg., Unit 2020, 5 MIA Road, Cor.
P. Mayuga St., Tambo, Parañaque City,
Philippines

Place of Occurrence : Waters of Brgy. Sto. Rosario, Iba, Zambales,
Philippines

Date/Time of Occurrence : March 17, 2022/ 0730H

Type of Operation : General Aviation

Phase of Operation : Landing

Type of Occurrence : Forced Landing (Ditching)

EXECUTIVE SUMMARY

On or about 0730H of 17 March 2022, a Twin Commander LLC 685 type of aircraft with Registry Number RP-C5230 ditched into the waters of Brgy. Sto. Rosario, Iba, Zambales. The aircraft is being operated by Sentinel Logistics Enterprise Inc., a general aviation operator based in Manila.

The flight took-off at Iba Community Airport with five (5) passengers on-board for a local traffic pattern. While on downwind, the pilot noticed a loss of power on engine no. 1 (LH) and after turning base, same was noted on engine no. 2 (RH). This led to the decision of ditching the aircraft near the shoreline of Brgy. Sto. Rosario, Iba, Zambales

PROBABLE CAUSE

- **Primary Cause Factor**

- a. Low engine power caused by the absence of fuel pressure supplied to the engine-driven fuel pump for vapor suppression.

- **Contributory Factors**

- a. The Pilot is not rated to operate the aircraft.
- b. Non-adherence to the mandatory use of checklist when operating an aircraft.
- c. The pilot's decision to continue the flight with minimum fuel on-board.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS/LCD** to ensure:
 - a. That all submitted documents are always reviewed, evaluated and verified diligently by the assigned flight examiners and inspectors prior to processing/approval (i.e. CAAP approval to conduct training, certificate of EQC, certification of flying time, flight plans, etc.).
 - b. Inspectors assigned to observe the trainings should initiate validation of documents (i.e. approved syllabus, instructor, etc.) to ensure that the training conforms with the approval given by the CAAP.

-----END-----