



Republic of the Philippines  
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

# **AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD**

## **FINAL REPORT**

**RP-C3604**  
**CESSNA 152**

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***OPERATOR: OMNI AVIATION CORPORATION***

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

***DATE OF OCCURRENCE: JULY 28, 2019***

***PLACE OF OCCURRENCE: VICINITY OF BALER, AURORA PROVINCE GRID COORDINATES  
15 13.1N 121.9E***

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## FOREWORD

This report was produced by the Aircraft Accident Investigation and Inquiry Board (AAIIB), Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Philippines.

The report is based upon the investigation carried out by the AAIIB in accordance with Annex 13 to the Convention on International Civil Aviation, Republic Act 9497 Section 42, and Philippine Civil Aviation Regulation Part 13.

Readers are advised that the AAIIB investigates for the sole purpose of enhancing aviation safety. Consequently, AAIIB reports are confined to matters of safety significance and may be misleading if used for any other purpose. It should be noted that the information in AAIIB reports and recommendations is provided to promote aviation safety, and in no case is it intended to imply blame or liability.

Furthermore, no part of the AAIIB report or reports relating to any accident or investigation shall be admitted as evidence or used in any suit or action for damages arising out of any matter mentioned in such report or reports.



## **FINAL REPORT**

**TITLE:** An accident involving a Cessna 152 aircraft with Registry Number RP-C3604 owned and operated by OMNI Aviation Corporation with Student Pilot on board that went missing heading Sabang Beach, Baler, Aurora bound for OMNI Aerodrome at around 1500H on July 28, 2019.

### **Notification of Occurrence to National Authority**

The Notification of accident to AAIB CAAP was relayed by the Operator of the aircraft at 1700H (LOCAL) on July 28, 2019.

### **Identification of the Investigation Authority**

The Aircraft Accident Investigation and Inquiry Board (AAIB), the mandated accident investigation organization within the Civil Aviation Authority of the Philippines (CAAP) as the state of Occurrence/Registry/ Operator conducted the investigation.

### **Organization of the Investigation**

In accordance with provisions of Philippine Civil Aviation Regulation (PCAR) Part 13, an Investigator-In-Charge and Deputy Investigator-In Charge were appointed.

### **Authority Releasing the Report**

The Final investigation report was released by Aircraft Accident Investigation and Inquiry Board (AAIB) and published on the CAAP website on **31 March 2025.**

### **Synopsis:**

On July 28, 2019, at around 1500H, a Cessna 152 type of aircraft with Registry Number RP-C3604 owned and operated by OMNI Aviation Corporation with a student pilot on board took off from Baler Airport, Aurora bound for OMNI Aerodrome, Clark, Pampanga. However, the aircraft was not able to return to OMNI Aerodrome and is still missing at present. Search and Rescue was initiated but to no avail. The cause of the occurrence cannot be determined since the aircraft is still missing.

## **LIST OF ACRONYMS AND ABBREVIATIONS**

AAIIB	:	Aircraft Accident Investigation and Inquiry Board
ATOC	:	Approved Training Organization Certificate
CAAP	:	Civil Aviation Authority of the Philippines
ELT	:	Emergency Locator Transmitter
GPS	:	Global Positioning System
PARCC	:	Philippine Aeronautical Rescue and Coordination Center
SP	:	Student Pilot
TPQSM	:	Training and Procedures Quality and Safety Manual
VFR	:	Visual Flight Rules
VMC	:	Visual Meteorological Condition



## 1. FACTUAL INFORMATION

Aircraft Registration No. : RP-C3604

Aircraft Type/Model : Cessna Aircraft Company/Textron Aviation Inc./  
Cessna 152

Operator : OMNI Aviation Corporation

Address of Operator : M.A. Roxas Highway, Clark Freeport Zone, Pampanga

Place of Occurrence : Vicinity of Baler, Aurora Province  
Grid Coordinates 15 39.1N 121 22.9E

Date/Time of Occurrence : July 28, 2019/1533H

Type of Operation : Flight Training

Phase of Flight : Cruise

Type of Occurrence : Missing

### 1.1 History of Flight

On July 28, 2019, at around 1500H, a Cessna 152 with Registry Number RP-C3604 owned and operated by OMNI Aviation Corporation with a student pilot on board took off from Baler Airport, Aurora bound for OMNI Aerodrome, Clark, Pampanga.

According to the OMNI Aviation GPS tracker upon take-off, the aircraft headed towards Sabang Beach, turned towards Baler, and then the GPS signal stopped. The Philippine Aeronautical Rescue and Coordination Center (PARCC) received a signal from the aircraft ELT at around 0733UTC. Search and rescue teams were dispatched, comprising different groups from the Philippine Air Force, Philippine Army, Philippine Coast Guard, Wilderness Search and Rescue, Volunteer Mountaineers, K9 units, and local government units. As of this date, the aircraft is still missing, and the search is still ongoing.

The preliminary investigation revealed that five (5) aircraft took off from the OMNI Aerodrome bound for Baler Airport, Aurora. Except for the missing aircraft, all four (4) aircraft successfully returned to OMNI Aerodrome.

## 1.2 Injuries to Person (s)

Injuries	Crew	Passengers	Others	TOTAL
Fatal	0	0	0	0
Serious	0	0	0	0
Minor	0	0	0	0
Missing	1	0	0	1
None	0	0	0	0

## 1.3 Damage to Aircraft

The aircraft damage cannot be ascertained since the aircraft is still missing.

## 1.4 Other Damages

There was no reported other damage because of this incident.

## 1.5 Personnel Information

### 1.5.1 Student Pilot (SP)

Gender	: Male
Date of Birth	: December 23, 1993
Nationality	: Philippines
Civil Status	: Single
License Type	: 013945-PPL
Date Issued	: October 2, 2018
Type Rating	: Airplane: Single Engine Land C-152
Medical Certificate Validity	: November 11, 2018
Total Flying Time	: 126+37 Hour
Total Flying Time on type	: 126+37 Hours

## 1.6 Aircraft Information

### 1.6.1 Aircraft Data

Registration Number	: RP-C3604
Manufacturer	: Cessna Aircraft Company/Textron Aviation Inc.
Country of Manufacturer	: USA

Type/Model	: Cessna 152
Serial Number	: 15281408
Owner/Operator	: OMNI Aviation Corporation
Address of Owner/Operator	: M.A. Rozas Highway, Clark Freeport Zone, Pampanga
Gross Weight	: 757.7 Kilograms (Kgs)
Total Time in Service	: 10,529+00 hours as of July 28, 2019
Last 100 hours Inspection Performed	: June 19, 2019

### 1.6.2 Engine Data

Manufacturer	: Lycoming
Type	: Piston Type Engine
Model	: O-235-L2C
Engine Serial Number	: L-15650-15
Time Since Overhaul	: 5+27 hours as of July 28, 2019
Last 100 hours Inspection Performed	: June 19, 2019

### 1.6.3 Propeller Data

Manufacturer	: Sensenich
Type/Model	: 72CK56-0-54
Propeller Serial Number	: K11079
Propeller Time Since New	: New
Propeller Time	: 145+31 hours as of July 28, 2019
Last 100 hours Inspection Performed	: June 19, 2019

## 1.7 Meteorological Information

Visual Meteorological Condition (VMC) prevailed.

## 1.8 Aids to Navigation

The flight was carried out under Visual Flight Rules (VFR). Using the VFR, the pilot must be able to operate the aircraft with visual reference to the ground and visually avoid obstructions and other aircraft.



## 1.9 Communications

The aircraft was equipped with operational Very High Frequency (VHF) transceiver used for communicating with aerodrome personnel and other aircrafts in the area.

## 1.10 Wreckage and Impact Information

No wreckage and impact information available since the aircraft has not been located

## 1.11 Fire

No fire information is available since the aircraft has not been located.

## 1.12 Medical and Pathological Information

No information available since the pilot on-board is still missing.

## 1.13 Organizational and Management Information

The OMNI Aviation Corporation is a holder of an Approved Training Organization Certificate (ATOC) number 96-09A valid to operate up to July 6, 2020 empowered to operate as an approved Pilot School. As defined in the attached Operations Specifications, RP-C3604 is included in the list of authorized aircraft for training.

# 2. ANALYSIS

## 2.1 GPS Tracker

The aircraft's built-in GPS system tracked the aircraft's movement from the moment it took off from Baler Airport in Aurora at around 1500H, heading towards Sabang Beach, and turned to an approximate heading of 250 degrees. It showed that the aircraft climbed up to an approximate altitude of 3,800 feet, still heading 250. The GPS signal ceased at approximately 1527H, and PARCC detected the ELT signal at approximately 1533H. Immediately thereafter, search and rescue operations were dispatched up to 2100H on July 28, 2019. Different units conducted an extensive search and rescue operation for three (3) weeks, before suspending it on July 28, 2020. The aircraft and the lone student pilot occupant on board are still missing at this time.





Figure 1 - Aircraft flight path upon departure at Baler Airport.

## 2.2 Accounts from Companion Pilots

On July 28, 2019 at about 0830H, five aircraft (RP-C3604, RP-C-8863, RP-C8862, RP-C8861, and RP-C8864) departed OMNI Aerodrome bound for Baler for a cross-country flight. The five aircraft arrived at Baler Airport at around 0945H. Thereafter, the pilots went to the picnic bay for lunch and waited for the weather in Clark to clear. Around 1430H, the weather in Clark cleared for VFR, prompting them to return to Baler Airport and prepare for the flight back to Clark. At 1455H, the engine and run-up were ready for flight back to Clark. The sequence of flight departures was RP-3604 (1<sup>st</sup>), RP-C8863 (2<sup>nd</sup>), RP-C8862 (3<sup>rd</sup>), RP-C8861 (4<sup>th</sup>), and RP-C8864 (last).

The aircraft departed one by one, with RP-C3604 on the lead, followed by RP-C8863 and RP-C8862. As the fourth aircraft (RP-C8861) took off, he learned through radio conversations with RP-C 8862, RP-C8863, and RP-C3604 that RP-C3604 was heading to Sabang Beach, while RP-C 8862 and RP-C 8863 were heading to Maria Aurora. As the conversation progressed, RP-C8863 inquired of RP-C3604, "Bakit Nandyan Ka Pa, ano ginagawa mo dyan, sumunod ka na dito" (why are you still in Sabang Beach and advise to follow the aircraft). The pilot of RP-C8861 assumed that RP-C3604 was on his tail, heading towards Maria Clara and Marikit. When RP-C8864 (5<sup>th</sup>) was already airborne, they all inquired about the whereabouts of RP-C3604. They continued to contact RP-C3604 on radio frequencies 121.9 and 135.7 but received no response. The companion aircraft attempted to contact RP-C3604 as the flights neared Clark but received no response. Until

all the aircraft had landed at OMNI Aerodrome at about 1600H, no transmission was heard of RP-C3604. The last heard transmission from RP-C3604 was at 1525H, when it was proceeding towards Sabang Beach.

### **3. CONCLUSION**

#### **3.1 Findings**

- a. The Student Pilot was on a cross country training taking up Commercial Pilot License (CPL) stage 3.
- b. The student Pilot possessed the necessary license and qualified for the flight in accordance with existing regulations.
- c. The aircraft has a Certificate of Registration valid up to 24 July 2020.
- d. The aircraft has Certificate of Airworthiness valid up to 18 February 2020.
- e. The maintenance records indicated that the aircraft was equipped and maintained in accordance with existing regulations and approved procedures.
- f. The aircraft is still missing after extensive search and rescue operations conducted.
- g. The search and rescue operation were suspended on 28 July 2020.

#### **3.2 Probable Cause**

The AAIB is unable to determine the real cause for disappearance of RP-C3604.

### **4. SAFETY RECOMMENDATION**

Without the benefit of an examination of the aircraft wreckage, engine, and aircraft systems, the investigation was unable to identify any plausible aircraft or system failure mode that would lead to the disappearance of RP-C3604. As a result, the absence of substantiating evidence hindered the investigation's ability to develop safety recommendations related to the aircraft.

## 5. SAFETY ACTIONS

**5.1** As a result of the accident, the OMNI Aviation Corporation initiated the following safety corrective actions to mitigate the possibility of the same event recurring in the future.

**a.** OMNI Management (Pilot Training {Flight & Ground}, Flight Dispatch and Safety Department)

1. During Cross Country flights, it will be on Standard Operating Procedure that an instructor must be present. ie: 4 aircraft flying solo, 1 aircraft flying dual).
2. Intensive weather planning and assessment for students who would be flying first solo cross-country flight.
3. Emergency procedures to be conducted on simulator cross-country schedule of students.
4. Intensive cross-country check to be conducted by the secondary flight instructor or chief flight instructor.
5. Safety Officer is required to be on duty everyday until the last aircraft lands safely.
6. Integration of the Corrective Action Plan to the Training and Procedures Quality and Safety Manual (TPQSM).

**b. Corrective Action Plan**

**1.** Corrective Action Plan (Mitigation for Short Term)

- a.** Baler Cross-Country Route for OMNI Pilot Training Program temporarily suspended until further notice.

**2.** Corrective Action Plan (Mitigation for Long Term)

- a.** In the event of a cross-country flight to Baler, the following conditions only:
- i. No solo flight must be conducted if flying solely to Baler Airport (RPUR).
  - ii. Dual flight may be conducted if flying solely to Baler Airport (RPUR).

- iii. A solo flight may be conducted to Baler Airport (RPUR) with the consideration that another dual flight will also be proceeding to Baler Airport (RPUR) at the same time slot/schedule which will monitor and supervise the solo flight under any circumstances. The element lead would be the Dual Flight and the Solo Flight will be the Wingman. The ratio must be one (1) dual flight for every two (2) solo flight.

-----End-----

