**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**
**Aircraft Accident Investigation and Inquiry Board**
**Accident Interim Report**

## BASIC INFORMATION

| | | |
|---|---|---|
| Aircraft Registration No. | : | RP-R5835 |
| Aircraft Type/Model | : | AGCAT G-164A |
| Owner/Operator | : | Aerowurkz Aerial Spraying Services |
| Address of Operator | : | General Aviation Area, F. Bangoy Airport, SASA, Davao City |
| Date/Time of Accident | : | October 25, 2016 |
| Type of Operation | : | Agricultural Spraying |
| Phase of Operation | : | Cruise |
| Type of Occurrence | : | Forced landing due to loss of engine power |
| Place of Accident | : | Brgy. Licanan, Panabo City, Davao Del Norte |

## BRIEF DESCRIPTION OF THE EVENT:

On October 25, 2016, about 0615H, an Allied Ag Cat Productions, Inc G-164A agricultural aircraft with registration no. RP-R5835, sustained substantial damage following a forced landing due to loss of engine power while on a swath run at Brgy. Licanan, Panabo City, Davao Del Norte. The aircraft was registered to and operated by Aerowurkz Aerial Spraying Services holder of Agricultural Aircraft Certificate (AAC) authorized to perform aerial work agricultural operations. The pilot who was the sole occupant did not sustain any injuries. Visual Meteorological Conditions (VMC) prevailed at the time of the accident.

The pilot has just started his first swath run of his 3rd load when he experienced engine vibration followed by loss of engine power. At about 30 feet above ground level, the pilot immediately dumps the remaining chemicals and elected to force land the aircraft in an open field. The aircraft came to complete stop into a canal in a tail up position with last heading of 210 degrees (Figure 1). The crash site is located 5.6 kms. South East of PAVI Aerodrome (Figure 7).

The engine was removed from the aircraft and brought to Aerowurkz hangar and subjected to inspection to determine the cause of engine failure. Cylinder compression test, spark plug test and carburetor examination were performed and the results were within limits and did not reveal any findings as to the cause of the failure. However, when both magnetos were removed and inspected, the right hand (RH) magneto's timing collar has separated from its mount and appeared to be caused by fatigue. Further, visible fine track of carbon deposits inside the distributor of the magneto was noted indicating high voltage leak prior to its failure.