

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

BASIC INFORMATION

Aircraft Registration No. : RP-R5835

Aircraft Type/Model : Allied Ag Cat Productions, Inc. G-164A

Operator : Aerowurkz Aerial Spraying Services

Address of Operator : General Aviation Grp Area, Old Airport, Sasa,
Davao City

Place of Accident : Chua Katipunan Farm, Upper Licanan, Panabo
City Davao Del Norte

Date/Time of Incident : June 6, 2018/ 0935H

Type of Operation : Agricultural Spraying

Phase of Flight : Cruise

Type of Accident : Forced landing due to loss of engine power

EXECUTIVE SUMMARY

On 18 May 2018 at 0630H local time, an Ag-cat G164B type of aircraft with Registry On June 6, 2018, about 0935H, 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 Chua Katipunan Farm, Upper Licanan, Panabo City Davao Del Norte.

The aircraft is registered and being 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 Condition (VMC) prevailed at the time of the accident.

The pilot has just completed spraying his 4th load when he heard continuous explosion coming from the engine followed by loss of engine power. The aircraft continued to descend and the pilot elected to force land the aircraft in a banana plantation. The aircraft came to complete stop in a nose down position with last heading of 340 degrees and with coordinates of 7° 17.436 N ; 125° 38.154 E. The aircraft sustained substantial damage due to collision with steel banana cable ways, guy wires and ground impact. No post-crash fire was noted during the on-site investigation.

PROBABLE CAUSE

• **Primary Cause Factor**

- a. Separation of cylinder head from cylinder barrel that subsequently resulted to loss of engine power. (Material failure)

- **Contributory Factors**

- a. Non adherence by the pilot to the General Operating Instructions (Vol 1) for R-985 engines prescribing the specific temperature limitations.

- **Underlying Cause**

- a. The pre-flight checklist and post flight checklist do not include visual inspection on the area of the cylinder head cooling fins for exhaust emission stains and exhaust carbon deposits.

SAFETY RECOMMENDATIONS

- **FSIS-CAAP** to ensure that all aircraft with R-985 engines should be fitted with CHT gauge in order to monitor the cylinder head temperature in compliance with Memorandum Circular No. 28-18 dated October 1, 2018.
- **FSIS-CAAP** to ensure that visual inspection on the area of the cylinder head cooling fins for exhaust emission stains and exhaust carbon deposits is included in the pre-flight checklist and post flight checklist of Operators utilizing R-985 engines in compliance with Memorandum Circular No. 28-18 dated October 1, 2018.