

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

BASIC INFORMATION

Aircraft Registration No. : RP-R3028

Make and Model : Allied Ag Cat Production, Inc. G-164A

Owner/Operator : Mindanao Rainbow Agricultural Development Services, Inc.

Address of Operator : Solid Wood Hangar, General Aviation Area, Davao International Airport, Davao City

Date/Time of Accident : April 13, 2016/ 0745H

Type of Operation : Agricultural Spraying

Phase of Operation : Cruise

Type of Occurrence : Collision with guy wire

Place of Accident : Jessica Farm, Panabo City, Davao Del Norte

EXECUTIVE SUMMARY

On April 13, 2016, about 0745H, a Grumman Agcat G-164A type of aircraft with Registry No. RP-R3028 collided with a guy wire while performing agricultural aerial spraying operation at Jessica Farm, Panabo City, Davao Del Norte. The aircraft departed from Mactan Aviation Airstrip at Brgy. Sampao, Kapalong Davao Del Norte and is being operated by Mindanao Rainbow Agricultural Development Services Inc. Visual meteorological conditions prevailed for the flight during the accident.

Based on the investigation conducted, the pilot was on its fourth load on the way to Jessica Farm when he noticed the presence of thick smoke coming from the bush fire of dry grasses near the spraying operation area. He claimed that he was initiating his descent and aligning the aircraft on the swathing line, the thick smoke from the bush fire obstructed his visual path. While maintaining his flight path and altitude and having no alternative to avoid the smoke, he did not notice that his altitude was already below the safe swathing operation. The landing gears collided with the existing guy wires used for banana support stretching across the flight path causing the aircraft to crash. The pilot managed to egress on his own from the aircraft with minor bruises however, the aircraft was substantially damaged.

Post examination of the accident site and wreckage revealed that the aircraft settled in upside down position at Geographical Coordinates of 7,31,3N, 125,41,14E and a heading of 311 degrees. It also revealed that several guy wire posts were uprooted after colliding with the landing gears and around twenty banana trees were cut down before it impacted the ground. Pieces of guy wires were also seen along the main wreckage entangled on the landing gears. A post-accident examination of the airframe, engine, and related systems did not reveal any evidence of pre-impact mechanical malfunctions or failures that would have precluded normal aircraft operation.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- The Pilot's inadequate visual lookout, and awareness to make evasive maneuver due to the developing smoke and mismanaged the safe flight level which resulted in a collision with guy wires during the spray application.

SAFETY RECOMMENDATION

As a result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendation:

- **CAAP-FSIS** to ensure strict adherence of the Operator to Visual Flight Rules during any aerial spraying operations.