

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

BASIC INFORMATION

Aircraft Registration	:	RP-R5388
Aircraft Type/Model	:	Allied Ag Cat G164B
Owner/Operator	:	AEROWURKZ Aerial Spraying Services
Date/Time of Accident	:	October 1, 2014/0605H
Type of Operation	:	Agricultural Spraying
Phase of Operation	:	Landing
Type of Occurrence	:	Collision with guy wire during landing
Place of Accident	:	Barangay Kasilak, Panabo City, Davao Del Norte

EXECUTIVE SUMMARY

On 01 October 2014, at about 0555H, a Grumman Agcat G164B, an Agricultural Sprayer Aircraft, RP-R5388, with one (1) Pilot on board, took-off from Kasilak Airstrip, Panabo, Davao Del Norte for an aerial spraying operation using runway 04.

Upon airborne, the pilot commenced a left turn out heading towards the spraying area assigned to him five (5) nautical miles Southwest of the aerodrome. While enroute, about half way to the assigned area, the pilot noticed build-up of thick fogs along his way, so he decided to return to the departure airstrip and wait for the area to clear. In the process, the pilot crossed over the threshold of runway 22 and joined left downwind at 50 feet. Upon reaching the base leg, the pilot lost visual contact with the runway due to fogs scattered over the field. While searching for the runway, the pilot failed to maintain safe altitude that resulted to the clipping of the aircraft tail wheel into a 4mm diameter guy wire used to hold banana plants approximately 20 feet above ground level. The occurrence caused the aircraft to crash on a banana plantation located at the left side of runway 04 about 260 meters from the end of runway 22.

The aircraft sustained substantial damage to the airframe, engine and propeller. The pilot who was the sole occupant was able to escape uninjured. No post crash fire ensued after the impact.

PROBABLE CAUSE

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

- The Pilot's failure to maintain safe altitude while locating for his runway.
(Human Factor)

The pilot should have decided to climb to a higher altitude when he lost visual contact with the runway. Further, he should have waited for the area to clear before attempting to land or just proceeded to an alternate aerodrome when warranted.

SAFETY RECOMMENDATION

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

- CAAP- FSIS shall reiterate to the pilots of Aerial Spraying Company during their recurrent training the strict adherence to Visual Flight Rules (VFR) where they should be able to see clearly outside the cockpit, control the aircraft altitude, navigate and avoid obstacles to ensure safety of flight.