

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

BASIC INFORMATION

Aircraft Registration	:	RP-R3024
Aircraft Type/Model	:	Grumman AgCat /G164-A TC 1A16
Owner/Operator	:	Mindanao Rainbow Agricultural Development Services, Inc.
Address of Owner	:	Old Airport, Sasa Davao City, Philippines
Date/Time of Accident	:	March 7, 2014 / 0720H/ 2320UTC
Type of Operation	:	Agricultural Aircraft Operations (PCAR Part 11.2)
Type of Occurrence	:	Power on stall during swathing maneuver
Place of Accident	:	Purok Macopa, Visayan Village, Tagum City, Davao del Norte, Philippines

EXECUTIVE SUMMARY

At around 0530H/2130UTC 07 March 2014, a Grumman AGCAT G164A type of aircraft with tail Registry No. RP-R3024 took off at LFC Hijo Aerodrome, Barangay Madaum, Tagum City, Davao del Norte, Philippines, to perform its regular task of an agricultural spraying job. The pilot was on his 3rd spray run at line 39 when he attempted to bank left to make another approach to complete the task. Unfortunately, the aircraft was hit by the strong tail wind and in the midst of adding power, the pilot lost altitude and airspeed forcing the aircraft to land on 2 chicken cages instead of landing in an open space, resulting to the plane's total wreckage, with its fuselage heading north approximately 20 meters from a road near a house at Purok Macopa, Visayan Village, Tagum City, Davao del Norte. The pilot suffered minor injuries on his left arm and was taken to Bishop Reagan Hospital by the local municipal rescue units who arrived and secured the accident scene. The time of the accident was about 0720H/ 2320UTC.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was due to the pilot's inadequate compensation for the tailwind and failure to attain and maintain airspeed, which resulted in an inadvertent stall following the loss of altitude and a subsequent right wing drop.

- **Contributory factors:**
 - a. Factors contributing to the accident were the strong tailwind.
 - b. Inadequate preflight planning and preparation, conducted by the pilot of RP-R3024. Human Factor, Operation.

- c. The pilot's failure to dump the chemical load.
- d. There was no weather facility at Hijo Aerodrome, Barangay Madaum, Tagum City, Davao del Norte, Philippines except for a windcone that is operational, informing pilots of the wind condition at the area.

SAFETY RECOMMENDATIONS

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

- That the **CAAP-FSIS** should require the aircraft owner/operator to review certain provisions of PCAR Part 11.2 and PCAR Part 8 specially the Crew Member Flight Training Requirements and its Aircraft Operating Limitations to avoid another accident of this kind.
- That the **CAAP-FSIS** shall strictly enforce all emergency events and recovery procedures during annual proficiency checks especially on take-off and landing.
- That the **CAAP-FSIS** should conduct surveillance and include in their checks that aircraft mechanics are adequately equipped for safe operations in aerial work. Maintenance of the aircraft should be properly recorded in a log before and after every flight specially test flights and aircraft instruments and equipment lists.