

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

**BASIC INFORMATION**

Aircraft Registration No. : RP-R5878  
Aircraft Type/Model : Grumman AgCat G-164 A  
Owner/Operator : Aerowurkz Aerial Spraying Services  
Address of Owner : General Aviation Area Bangoy Airport Sasa, Davao City  
Date/Time of Accident : 1000H August 01, 2013  
Type of Operation : Flight Training  
Phase of Operation : Simulated Emergency and Recovery Procedures (Landing)  
Type of Occurrence : Crashed landing  
Place of Accident : MD Panabo Agri-Ventures Aerodrome, Brgy. Kasilak Panabo, Davao Del Norte

**EXECUTIVE SUMMARY**

On 01 August 2013 on or about 1000H, RP-R5878, an AGCAT G-164A type of aircraft owned and operated by Aerowurkz Aerial Spraying Services was conducting type rating training on a dual seat aircraft regarding Emergency Procedures and Recovery of Flight. A pre-flight briefing was conducted with the trainee-pilot before the start of training. The first lesson was the aborted take-off followed by a normal take-off at MD Agri-Venture Aerodrome. After airborne and climbing to 1,000 feet, the pilot's performed the simulated emergency engine failure and recovery procedures over the runway. On their fourth (4th) exercised, both pilots perform another simulated engine failure by chopping the throttle towards flight idle. The aircraft descended rapidly towards the ground and was already beyond minimum decision heights. The Flight Instructor (F/I) failed to arrest the rapid descent of the aircraft and even after giving power. The acceleration of power was delayed and aircraft stalled and crashed. The aircraft came to rest upside down approximately 20 (twenty) meters away from the runway near the perimeter fence of the plantation. The aircraft sustained substantial damage.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable causes of this accident are the following:

- **Human Failure**

Pilot's Error: Failure of the Flight Instructor (F/I) to take appropriate remedial actions to

recover the aircraft from rapid descend during the performance of emergency procedures and recovery of flight by adding power to the engine

- **Contributory Factor: Pilot's Performance & Qualification and Training Standards**
  - a. The Flight instructor pilots (F/I) slow reflexes or responses to arrest the rapid descent of the aircraft and decision to attempt a go-around procedure.
  - b. 1,000 feet in height was too close with the ground to initiate a simulated engine failure and recovery procedures.
  - c. Pilots poor crew coordination, failure to establish minimum decision height and inadequate landing distance assessment guidance and requirements.

## **SAFETY RECOMMENDATIONS**

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

- CAAP-FSIS to require the pilot trainee to undergo re-training with a different Flight Instructor and to perform Simulated Emergency and Recovery Procedures over the Runway. CAAP Check Airman shall evaluate the pilot on a dual seat version of the same aircraft type.
- CAAP-FSIS to review the Operator's In-House training program, to verify their Standard Operating Procedures that they are consistent with the approved Operations Manual/ Chapter 4. Qualification Requirements