

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

BASIC INFORMATION

Aircraft Registration	:	RP-R1425
Aircraft Type/Model	:	Grumman Ag-cat G164A
Owner/Operator	:	Mindanao Rainbow Agricultural Development Services, Inc.
Address of Owner	:	Solidwood Hangar Old Airport Sasa, Davao City
Date/Time of Accident	:	May 24, 2013/ 0900H/0100 UTC
Type of Operation	:	Ferry Flight (going to Mamacao Strip)
Phase of Operation	:	Take-Off
Type of Occurrence	:	Crashed Landing
Place of Accident	:	Francisco Bangoy International Airport, Davao City

EXECUTIVE SUMMARY

On May 24, 2013 0900H/ 0100 UTC, a Grumman Ag-cat G164A type of aircraft with Registry Number RP-R1425 took-off at RWY 05 of Francisco Bangoy International Airport, Davao City on a ferry aircraft flight bound to Mamacao Airstrip, Davao. Only the Pilot in Command was on board the aircraft. The wind condition was calm. After airborne and still climbing, the aircraft started to roll to the right. The pilot gave corrective actions by applying left aileron and left rudder pedal to level off the aircraft but no reactions were observed. The aircraft continued rolling to the right and the pilot decided to push the stick forward for immediate landing at the runway. Upon touch down the right main landing gear tire busted. The right wing tip hit the ground and the propeller struck the runway pavement and the aircraft flipped to an upside-down position and skidded for approximately 30 meters to the runway before it fully stopped. The aircraft sustained major damage and the pilot egressed the aircraft safely and without injury.

PROBABLE CAUSE

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

- **Primary Factor:**

Poor implementation of Maintenance Standards by AMO- Human Factor.

- The Quality Control Inspector of AMO failed to establish the maintenance standards and proper inspection based on the manufacturer manual regarding the installations of

Wings and riggings of control cables. Directional control problem after take-off was the result of flight control failures and improper rigging of cables at the ailerons.

- The operator failed to request for approval of an extension of test flight after re-assembly of double wings at Davao airport prior to return to service (RTS).

- **Contributory Factor: Pilot's Performance & Qualification Standards**

Poor Flight Operations Standards of an AOC holder.

- Inadequate company selection and supervision of pilots to perform thorough pre-flight inspection procedures on the aircraft and make proper judgment on certain maintenance concerns related to maintenance works.
- The pilot failed to check aircraft maintenance logbook before the flight, hence he was not aware of the airworthiness status of the aircraft he flew.

SAFETY RECOMMENDATIONS

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

- FSIS-CAAP shall re-evaluate the qualifications and standards of the involved Approved Maintenance Organization Certificate (AMOC) holder to ensure quality of future maintenance works.
- The Airworthiness Department, FSIS shall conduct strict monitoring and supervision of test flights and or extension of test flights to ensure airworthy condition after every major component change or maintenance activity prior to return to service (RTS) of the aircraft in the interest of Flight Safety.
- The FOD-FSIS shall ensure that standards for releasing aircraft for test flight mission shall be properly coordinated with AMO and designated test pilot.