

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

BASIC INFORMATION

Aircraft Registration No. : RP-R5859

Aircraft Type/Model : Grumman Agcat G-164A

Owner / Operator : Aerowurkz Aerial Spraying Services

Address of Operator : BTC Hangar Old Airport, Gen. Aviation Sasa,
Davao City

Date / Time of Accident : July 5, 2011/ O/A 7:45 AM

Type of Operation : Crop Dusting (Aerial Application)

Phase of Operation : Swathing

Type of Occurrence : Controlled Flight into Terrain (CFIT)

Place of Accident : Pantukan, Comval Province

EXECUTIVE SUMMARY

On July 5, 2011, RP-R5859 an Agcat G-164A Grumman type of aircraft departed From MEPI Tilba-og airstrip at Santo Thomas Davao Del Norte, to conduct a scheduled spray at MD Isalon Banana farm plantation. At around 6:50AM the aircraft arrived at Tagananan airstrip, at 7:02AM the aircraft took-off utilizing runway 18 loaded with 600 liters of chemicals and started his swath runs on his last two (2) lines of swathing the pilot noticed that the wind was picking up. After spraying he landed back to Tagananan airstrip for reloading of chemicals. Again, the aircraft took-off to intercept the line and started spraying. The wind started to pick-up and the pilot decided that this will be his last load for the day due to weather condition. Upon intercepting the line, the pilot made long and wide turn, a strong sudden down-drop was experienced pushing the plane downward. The pilot applied full power and dumped the chemicals to unload the aircraft. Eventually the aircraft lost altitude and collided to the hill and was substantially damaged due to impact. The pilot was not injured.

PROBABLE CAUSE

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

- Inability of the Pilot to respond positively on such condition and control the aircraft with the surrounding terrain.
- Presence of fog and wind conditions atop of the mountain especially during early morning operations can be considered a contributing factor to the accident.
- The utilization of automotive gasoline (MOGAS) that might probably affected the aircraft and/or engine performance if the required procedures specified in the STC are not properly addressed.

SAFETY RECOMMENDATIONS

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

- Develop procedures to conduct ground survey and crew familiarization to a new area of operation prior to aerial spraying to determine obstacle limitations. The procedures that conform to the requirements specified in CAR Part 11.2.2.4 (d)
- Strict adherence to ATO-Memorandum Circular No. 11-99 dated April 21, 1999 “aircraft installation approval for reciprocating piston engines utilizing automotive gasoline (MOGAS).