



Republic of the Philippines  
DEPARTMENT OF TRANSPORTATION  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
MIA Road, Pasay City 1300

## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

**RP-R4861  
AGCAT G-164B**

***OPERATOR: AIRTRAC AGRICULTURAL CORPORATION***

***TYPE OF OPERATION: AGRICULTURAL SPRAYING***

***DATE OF OCCURENCE: FEBRUARY 10, 2020***

***PLACE OF OCCURENCE: DACUDAO AERODROME, CALINAN, DAVAO  
CITY, PHILIPPINES***



## BASIC INFORMATION

Aircraft Registration No.	:	RP-R4861
Aircraft Type/Model	:	Allied AG CAT Production Inc./ AGCAT G-164B
Operator	:	Airtrac Agricultural Corporation
Address of Operator	:	AJMR Port KM.20, Buhisan, Tibungco, Davao City
Place of Occurrence	:	Dacudao Aerodrome, Calinan, Davao City
Date/Time of Occurrence	:	February 10, 2020/ 0820H/0020 UTC
Type of Operation	:	Agricultural Spraying
Phase of Flight	:	Landing
Type of Occurrence	:	Propeller Ground Strike

## EXECUTIVE SUMMARY

On February 10, 2020 at about 0820H an Allied AGCAT G-164B Turbo type of aircraft with registry number RP-R4861 experienced propeller ground strike following a nose over after landing at Dacudao Aerodrome, Calinan, Davao City. The Pilot who was the sole occupant did not sustain any injury. The aircraft is being operated by Airtrac Agricultural Corporation. The Pilot was on a full stop landing after performing three (3) sorties of aerial chemical spray in the area. The aircraft landed almost 170 meters of the remaining runway. The pilot engaged the thrust reverse upon touchdown but as he applied full wheel brakes, the aircraft tilted forward resulting to propeller ground strike. The aircraft came to a complete stop with a heading of 180 degrees and coordinates of 07° 13.49" N, 125° 27.43" E. The pilot egress safely after performing engine shutdown. All of the three (3) propeller blades were bent at midspan. Visual Meteorological Condition (VMC) prevailed at the time of the event. Wind was reported to be at 360 degrees at 15 knots.

## PROBABLE CAUSE

- **Primary Cause Factor**

- a. The lack of situation awareness to recognize a condition that warrants a go-around.

- **Contributory Cause Factors:**

- a. Unfamiliar with the landing environment and the potential risks existing that day.
- b. Inadequate flight planning.

## **SAFETY RECOMMENDATIONS**

- **CAAP-FSIS** to ensure that:

The Operator include in their operations manual the following requirements for Pilots that are new in an uncontrolled Aerodrome prior to initial aerial spraying operation:

- a. Review the aerodrome manual to be familiar with the limitations of the aerodrome.
- b. Conduct series of touch and go to familiarize on the take-off and landing procedures in an uncontrolled aerodrome.
- c. The reassignment to other aerial spraying areas of operation must be done few days prior for the pilots to have enough time to review the aerodrome and conduct series of touch and go.

**-END-**