



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-R5860
ALLIED AG-CAT G-164A**

OPERATOR: AEROWURKZ AERIAL SPRAYING SERVICES

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURENCE: DECEMBER 19, 2019

***PLACE OF OCCURENCE: BARANGAY DINARAYAT, TALAVERA, NUEVA
ECIJA, PHILIPPINES***



BASIC INFORMATION

Registration No.	:	RP-R5860
Make and Model	:	Allied Ag-Cat G-164A
Owner/Operator	:	Aerowurkz Aerial Spraying Services
Address of Operator	:	General Aviation Group Area, Old Airport Road, Sasa. Davao City, Philippines
Date/Time of Occurrence	:	December 19, 2019 at about 0752H/2352 UTC.
Type of Operation	:	Aerial Spraying (PCAR Part 11)
Phase of Operation	:	Take-off
Type of Occurrence	:	Loss of Control In-flight (LOC-I)
Place of Occurrence	:	Barangay Sayon, Surigao del Norte, Philippines

EXECUTIVE SUMMARY

On December 19, 2019 at about 0700H, an Allied AgCat G-164A type of aircraft with registry number RP-R5860 experienced loss of control in flight following a low propeller Revolution Per Minute (RPM) when the pilot inadvertently reduced the propeller lever control after initial climb at Barangay Sayon, Surigao del Norte. The pilot who was the sole occupant sustained injury as a result of the accident. The aircraft is being operated by Aerowurkz Aerial Spraying Services. The aircraft collided with trees and came in contact with the ground about one (1) nautical mile from the runway end of Tagbina airstrip where the flight originated.

The aircraft sustained substantial damage on both wings, nose section and main landing gear assembly due to ground impact. The pilot was assisted to egress from the aircraft by witnesses and brought to Francisco Doctors Hospital due to injuries sustained. The wreckage of the aircraft was found with its left side on the ground facing north at coordinates 8.459489 N 126.139728 E. Visual Meteorological Condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause Factor**

The pilot inadvertently reduced the propeller control lever upon airborne which affects the thrust making it impossible to sustain the flight (Human Factor).

- **Contributory Cause Factor**

The collective failure of not using aircraft checklist and inadequate flight planning (Human Factor).

SAFETY RECOMMENDATIONS

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

1. The Operator to include in their operations manual the requirements for reassignment of new pilots must be done few days prior to have enough time to survey the aerodrome and the area of operation.
2. The Operator to remind their pilots to strictly adhere to the use of checklist during every flight.

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