

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

BASIC INFORMATION

Aircraft Registration No. : RP-C1974
Make and Model : Beech Aircraft Corporation/BE 95 B55
Owner/Operator : Grand Aviators Aviation Corporation
Address of Operator : INAEC Hangar Bldg.No.12 General Aviation Area
: Domestic Airport, Pasay City
Place of Accident : 1.5 kilometers of Runway 27, Bagabag Airport, Nueva Vizcaya
Date/Time of Accident : April 27, 2014/1345H
Type of Operation : Cloud Seeding Operation
Phase of Operation : Cruising Flight
Type of Occurrence : In- Flight Breakup

EXECUTIVE SUMMARY

A Beechcraft Baron BE55 type of aircraft with registry number RP-C1974 took off Cauayan Airport Isabela on or about 1445H, to perform cloud seeding operations at Bagabag Nueva Vizcaya Province. On board was the Pilot accompanied by three (3) passengers, who acted as the Cloud Seeding Officer, Cloud Seeding Technician of the Department of Agriculture and a Salt Dispenser. The aircraft had already completed two (2) sorties of cloud seeding operations and it was the third flight of operation and execution of salt dispensing near the boundaries of Barangays Santa Luisa and Coloma of Bagabag, Nueva Vizcaya when they met the accident. As per interview with the personnel of Civil Aviation Authority of the Philippines (CAAP) who were stationed at Bagabag Airport, the aircraft was flying just above the airport when they noticed that the aircraft had exited the white cloud formation and again entered into the dark grayish clouds at approximately 4,000 feet AGL. A few seconds after the aircraft had penetrated the clouds formation, the people on the ground heard a loud sound. The aircraft was seen on a nose dive attitude spinning uncontrollably towards the ground. The bystanders also noticed that some parts of the aircraft were separated at mid-air and plummeted towards the ground. The aircraft made a fatal crash at the Corn field approximately 1.5 kilometers away from Runway 27 of Bagabag Airport. It was totally destroyed and all persons on board died instantly upon impact on the ground

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **CAUSE FACTOR**

- **Primary Cause Factor: Material/ Structural Failure**

The Left Hand (LH) outer wing was ripped off from the Wing Assembly after entering the dark grayish clouds approximately 4,000 AGL (Material Failure).

- **Contributory Factor: Human Error**

- Pilot's Training and Qualification Standards.
 - a. Pilot has no formal training regarding the cloud seeding operation.
 - b. Lack of co-pilot to serve as safety pilot and at the same time assist the Pilot-In-Command with regards to aircraft attitude and performances especially during critical phase of flight.

SAFETY RECOMMENDATIONS

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

- CAAP-FSIS shall require all operators involved in cloud seeding operations to utilize pilots that possess necessary qualifications, training and experience.
- CAAP-FSIS shall require all operators involved in cloud seeding operations to utilize two (2) Airmen who are highly trained consisting of one (1) Pilot and one (1) Co-Pilot and at the same time act as Safety Officer to assist the Pilot-In-Command, in the interest of **Flight Safety**.