



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



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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.

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