



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-R5380
AGCAT G-164A

OPERATOR: AEROWURKZ AERIAL SPRAYING SERVICES

TYPE OF OPERATION: AGRILCUTURAL SPRAYING

DATE OF OCCURRENCE: DECEMBER 17, 2022

***PLACE OF OCCURRENCE: STA FE, TABIGNA, SURIGAO DEL SUR,
PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-R5380

Aircraft Type/Model : Agcat G164 A

Operator : Aerowurkz Aerial Spraying Services

Address of Operator : Old International Airport, Sasa, Davao City

Place of Occurrence : Sta Fe, Tagbina, Surigao del Sur, Philippines

Date/Time of Occurrence : December 17, 2022 / 0900H/0100H UTC

Type of Operation : Agricultural Spraying

Phase of Flight : Cruise

Type of Occurrence : Fuel starvation that leads to Engine failure

EXECUTIVE SUMMARY

On December 17, 2022 at about 0900H, an AGCAT G-164A type of aircraft, with registry number RP-R5380 sustained substantial damage due to engine failure while on an aerial spraying operation at Sta Fe, Tagbina, Surigao del Sur. The pilot who was the sole occupant did not sustain any injury. The aircraft is being operated by Aerowurkz Aerial Spraying Services.

The pilot while maneuvering after the end of the third (3rd) line of his first load of aerial chemical spray in the area towards the next line, when the aircraft experienced engine failure. The pilot elected to make a forced landing. The aircraft initially collided with two (2) falcata trees before it came to a full stop in a nose down position after the right wing collided with another full-grown tree with a heading of 360 degrees and coordinates of 08° 48'78" N; 126° 13' 45" E (Figure 1). The pilot egress safely after performing engine shutdown. There was no post-crash fire noted and Visual Meteorological Condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause Factor**

Fuel strainer assembly is contaminated with substantial quantity of foreign particulates blocking the fuel supply that leads to engine failure.

- **Contributory Factor**

There are no established procedures on dispensing aviation fuel.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that the Operator:
 - a. Include in the Company Operations Manual Standard Operating Procedures (SOP), a comprehensive procedure on dispensing of Aviation Fuels.
 - b. Conduct training/seminar to Pilots and Maintenance personnel on standards, practices, and safety measures to be observed in refueling an aircraft including hazards associated with improper refueling procedures for them to be fully aware of the potential risks.
 - c. Conduct regular inspection of fuel contaminants in under-ground fuel tanks.
 - d. Fueling containers that are used to facilitate easy transfer of fuel must be of an appropriate standard, configuration and cleanliness.
 - e. Logged all aircraft discrepancy in the maintenance logbook (ie Cylinder Head Temperature Gauge, etc.).
 - f. Adhere to CAAP Memorandum Circular (MC) No. 28-18 dated October 1, 2018, compliance with the General Operating Instructions (GOI) for R985 engines on specific temperature.

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