



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-R5385
ALLIED AGCAT G-164A

OPERATOR: AEROWURKZ AERIAL SPRAYING SERVICES

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: FEBRUARY 23, 2019

***PLACE OF OCCURRENCE: AMARDI PLANTATION, BRGY. SALMAN,
AMPATUAN, MAGUINDANAO, ARMM PHILIPPINES***



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BASIC INFORMATION

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|---------------------------|---|---|
| Aircraft Registration No. | : | RP- R5385 |
| Aircraft Type/Model | : | Allied AgCat Inc. / AgCat G164A |
| Operator | : | Aerowurkz Aerial Spraying Services |
| Address of Operator | : | BTC Hangar, General Aviation Road F. Bangoy St., Sasa, Davao City, Philippines |
| Place of Occurrence | : | AMARDI Plantation, Barangay Salman, Ampatuan, Maguindanao, ARMM, Philippines |
| Date/Time of Occurrence | : | February 23, 2019 at about 0840H/0040 UTC |
| Type of Operation | : | Agricultural Application (PCAR Part 11) |

EXECUTIVE SUMMARY

On or about 0840H, February 23, 2019, an Agcat G-164A with Registry Number RP-R5385 sustained substantial damage after colliding with a plantation pulley line, guy wires and plantation poles while performing aerial application at AMARDI Plantation, Barangay Salman, Ampatuan, Maguindanao, ARMM. The aircraft is being operated by Aerowurkz Aerial Spraying Services, Davao under PCAR Part 11. The Pilot on board sustained minor injury due to the accident. Visual meteorological conditions prevailed, and since the flight was a restricted operation no flight plan had been filed.

The pilot while performing the third load and last spraying activity, when the aircraft got caught on a plantation pulley electrical line wire, guy wires and plantation poles thereby sustaining substantial impact damage on the aircraft. The aircraft flipped over before it came to a complete stop at a heading of 15 degrees and coordinates 6°48' 54.10"N 124°27' 51."E. No post impact fire was noted during the on-site investigation. There were no significant remarks listed on the aircraft logbook before the occurrence.

PROBABLE CAUSE

- Primary Cause Factor

The pilot's failure in identifying obstructions along the designated area of spray operation that resulted to wire strike. (Human Factor).

- Contributory Cause Factor

The pilot's complacency in flight planning. (Human Factor).

SAFETY RECOMMENDATIONS

- **For CAAP-FSIS to ensure that the Operator:**

- a. Include in their operations manual the procedures when operating in an area where obstructions like structures, trees and wires are present.
- b. Identify flight obstructions such as structures, trees, wires, or unfavorable terrain present in the aerial spraying operating area and come up with a hazard map to guide pilots.
- c. Include in the regular safety meetings topics regarding the hazards caused by obstructions identified while conducting aerial spraying operation.
- d. Include in their pilot recurrency wire strike avoidance training.

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