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
AGCAT G-14A

OPERATOR: AEROWURKZ SPRAYING SERVICES

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE : APRIL 19, 2015

PLACE OF OCCURRENCE: BRGY. MAHUBOG, TIBAGON, PANTUKAN, COMPOSTELA VALLEY,

BASIC INFORMATION

Aircraft Registration No.	:	RP-R5385
Aircraft Type/Model	:	Allied Agcat/G-164A/1383
Owner/Operator	:	Aerowurkz Aerial Spraying Services
Date/Time of Accident	:	19 April 2015/0515H
Type of Operation	:	Agricultural Spraying
Phase of Operation	:	Climb
Type of Occurrence	:	Stall
Place of Accident	:	Brgy. Mahubog, Tibagon, Pantukan, Compostela Valley

EXECUTIVE SUMMARY

On or about 0515H, 19 April 2015, an Agcat 164A type of aircraft took-off along Runway 17 of TCBC Airstrip located at Tagnanan, Mabini, ComVal Province, to perform a scheduled aerial spray of chemicals at the banana plantation in the nearby Barangays around Mahubog, Tibagon, Pantukan, Compostela Valley. As the pilot climbed to his desired altitude of 100 feet, he turned the airplane to the right for his first leg in preparation for the spray. Weather condition at that time was fair except for some build-ups spotted on the east side of the mountains. All of a sudden, he encountered an unusual situation when the aircraft begun to become sluggish when he tried to pull-up to avoid a high-tension wire upon reaching the main road. He came back down to continue his spray run but the aircraft went too low as the pilot pulled up to hurdle another obstacle in its path. All instruments' indications were on high except the airspeed which was noticed to be lower than the normal average indication. His initial reaction was to apply additional power to gain altitude but to no avail. At this juncture, he decided to dump the load of chemicals away from the houses and other structures below, to lessen the weight while maintaining the altitude at an airspeed of 55mph. It continued to decrease as he noticed a choking sound from the engine on full power but the aircraft already entered into a stall. He tried to maneuver the aircraft to the right, only to find out that the left wing already hit the top of a coconut tree. Again, he heard a choking sound coming from the engine while trying to regain airspeed but it continued to lost altitude until the right wing finally hit hard another coconut tree causing it to fall down and crashed in a narrow ground which is approximately 100 to150 meters away from the nearby houses. The time of the accident was about 0518H, which is just 3 minutes right

after it took-off. Fortunately, the pilot remained conscious although he suffered bruises on his body. He switched off all the instruments before he was removed from the cockpit by some local residents who witnessed and came to his rescue. The pilot rested for a while as he was interviewed by the local police who rushed to the scene upon learning of the accident He was later brought to a hospital by the Operator for a medical check-up.

PROBABLE CAUSE

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

- **Primary Cause Factor**

  The probable cause that we look into is the inadequate compensation to recover and failure to maintain airspeed which resulted in an inadvertent stall following the loss of altitude.

- **Contributory Factors:**

  a. Lack of pre-flight planning and preparation by the pilot.
  b. The use of mogas containing ethanol has contributory factors to the choking of the engines.

SAFETY RECOMMENDATIONS

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

- That CAAP-FSIS shall strictly enforce all emergency and recovery procedures during annual proficiency checks especially on take-off and landing.

- That CAAP-FSIS should require the aircraft owner/operator to review certain provisions of PCAR Part 11.2 and PCAR Part 8 regarding the Crew Member Flight Training Requirements and its Aircraft Operating Limitations to avoid recurrence of similar accident.

- That CAAP-FSIS should conduct surveillance and include in their inspection that Aircraft Mechanics are knowledgeable and adequately equipped with aerial operational work pertaining to aircraft instruments and equipment list.

- That the use of mogas must be approved by CAAP prior to operation and must be formed part of the requirements in the approval/issuance of Certificate of Airworthiness (STC).

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