

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-R5788
Make and Model	:	Grumman Ag Cat G-164A
Owner/Operator	:	Aerowurkz Aerial Spraying Services
Address of Operator	:	Solidwood Hangar Old Airport Sasa, Davao City
Place of Accident	:	MD Panabo Agri-Ventures Aerodrome, Bgy. Kasilak, Panabo, Davao Del Norte
Date/Time of Accident	:	June 27, 2013 0630H/ 2330UTC
Type of Operation	:	Agricultural (Spraying Operation)
Phase of Operation	:	Take-Off
Type of Occurrence	:	Crashed landing

**EXECUTIVE SUMMARY**

On June 27, 2013 on or about 0630H/ 2330 UTC, an AGCAT G-164A type of aircraft with Registry No. RP-R5788 took off at RWY 04 of MD Panabo Agri-Venture Aerodrome, Bgy. Kasilak to perform functional check flight where adjustment on the magneto re-timing was done. After airborne and climbing at 200 feet, the engine started to sputter or backfire, in which the pilot immediately turned the aircraft to the right heading runway 22. While doing the maneuvers, the engine stopped operating. The aircraft lost power and eventually lost its altitude. The aircraft landed on the banana plantation at approximately 100-150 meters from the runway and the aircraft sustained major damage. The pilot egressed the aircraft safely without injury.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable causes of this accident are the following:

- Primary: Material Failure

The Magneto Cable Assembly broke and loose stranded wires produced intermittent flow of current from the master ignition switch going to both magnetos causing the engine to stop running

## **SAFETY RECOMMENDATIONS**

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

- **CAAP-FSIS** must conduct a follow-up audit regarding the quality assurance and maintenance standards of the Approved Maintenance Organization (AMO).
- **CAAP-FSIS** to require operators involved in aerial spraying operations to designate test pilot for every type of aircraft to conduct all test flights after major maintenance activity. The training and qualification of test pilots must be checked by CAAP's Pilot Proficiency Check ride in a dual seat of the same type of aircraft.