



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-R5838
AGCAT G-164A

OPERATOR: AEROWURKZ AERIAL SPRAYING SERVICES

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: FEBRUARY 2, 2021

PLACE OF OCCURRENCE: KASILAK, PANABO, DAVAO DEL NORTE



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BASIC INFORMATION

Aircraft Registration No. : RP-R5837

Aircraft Type/Model : Allied AG CAT Production Inc./ AGCAT G-164A

Operator : Aerowurkz Aerial Spraying Services

Address of Operator : Gen. Aviation Group Area, Old Airport Rd, Sasa,
Davao City

Place of Occurrence : Kasilak, Panabo, Davao del Norte

Date/Time of Occurrence : February 2, 2021 / 0700H/2300 UTC

Type of Operation : Agricultural Spraying

Phase of Operation : Cruise

Type of Occurrence : Fuel Starvation

EXECUTIVE SUMMARY

On February 2, 2021 at about 0700H, an Allied AGCAT G-164A type of aircraft, with registry number RP-R5837 sustained substantial damage following a forced landing after experiencing a loss of power while on aerial chemical spraying operation at Kasilak, Panabo, Davao del Norte. The pilot who was the sole occupant did not sustain any injury. The aircraft is being operated by Aerowurkz Aerial Spraying Services.

It was during first pass of the fourth (4th) load of aerial chemical spray in the area, when the engine experienced loss of power. The pilot immediately checked the fuel selector valve, mixture lever and magneto switches are on correct position and jettisoned the remaining chemicals to gain altitude. A distress call was then made and the aircraft forced landed in the banana plantation. Upon touched down, it continued to move forward for another fifty (50) feet, colliding with cable wires, guy wires and 30 banana plants before the main landing gears fell into a canal almost three (3) feet deep and five (5) feet wide. The aircraft flipped over and came to a full stop with a heading of 230 degrees and coordinates of 07°23.22" N, 125°36.52" E. The pilot egress safely after performing engine shutdown. Visual Meteorological Condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause Factor**

Carburetor fuel filter contaminated with water and particulates leading to engine low power.

- **Contributory Cause Factors:**

Lack of documented company fueling procedures.

SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the operator:

- a. Include in the Company Operations Manual the detailed company fueling procedures, including inspection and maintenance of under-ground fuel tanks.
- b. Conduct training to Pilots and Maintenance personnel on the established company fueling procedures.
- c. Include discussion on hazards associated with improper refueling procedures during regular safety meetings so that everyone involved in the operation will be fully aware of the potential risks.

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