



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-R8856**  
**AGCAT G164A**

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***OPERATOR: NADER & EBRAHIM S/O HASSAN PHIL. INC.***

***TYPE OF OPERATION: AGRICULTURAL SPRAYING***

***DATE OF OCCURRENCE: SEPTEMBER 23, 2015***

***PLACE OF OCCURRENCE: BRGY. TAGNANAN, MABINI,  
COMPOSTELA VALLEY, PHILIPPINES***



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## **BASIC INFORMATION**

Aircraft Registration	:	RP-R8856
Aircraft Type/Model	:	Ag-Cat G164A
Owner/Operator	:	Nader & Ebrahim S/O Hassan Phil. Inc. DANA Farms
Date/Time of Accident	:	23 September 2015/ 0830H
Type of Operation	:	Agricultural Spraying
Phase of Operation	:	Landing (Touch & Go)
Type of Occurrence	:	Runway Excursion
Place of Accident	:	Brgy. Tagnanan, Mabini, Compostela Valley

## **EXECUTIVE SUMMARY**

On September 23, 2015 at about 0800H, an Ag-Cat G164 type of aircraft with registry number RP-R8856 took-off at runway 14 of Nova Vista management and Development Aerodrome located at Barangay Tagnanan, Mabini, Compostela Valley to perform a take-off and landing operations to build up time. Prior to the accident, the pilot has already performed the touch and go maneuvers twice and was successfully accomplished and continued for the third landing. While approaching runway 32, the pilot established a landing speed and with a carry-on power. During landing, the aircraft passed over the runway threshold higher than 50 feet and touched down at no. 6 distance to-go-marker with a remaining runway length of 600 meters. Upon touched down, the pilot did not reduced or chopped the engine power and did not apply brakes to decelerate the aircraft, but instead, the pilot still maintained a carry- on power until reaching the 200 meter remaining runway length. Afterwards, the pilot experienced cross-tailwind of 14 knots components at 130° degrees. As a result, the aircraft lifted from the ground and drifted towards the right side. The pilot instinctively added power and tried to control the aircraft back to the runway centreline to avoid a residential house located at the right-side end of the runway. The aircraft continued its roll until the right main landing gear struck a mound of soil at the stopway. Due to hard impact, the right main landing gear was detached and the aircraft swerved to the left with the lower left wing hit the ground causing the aircraft to make 180° turn and came to a complete stop at approximately 150 meters from the runway end. The aircraft sustained substantial damage and the pilot egressed the aircraft safely with minor bruises and hematoma at the left side of the abdomen and left knee.

During the on-site investigation conducted by the AAIIB investigators, the pilot was advised to undergo medical examination at OPSAM, CAAP as a standard operating procedure after an accident.

## **PROBABLE CAUSE**

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

### **Primary Cause Factor (Human Error)**

- The pilot failed to establish a safe landing spot and did not chop the engine power outright to decelerate the landing speed but instead continued a carry-on power that resulted to runway excursion.

## **SAFETY RECOMMENDATIONS**

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

- **CAAP-FSIS** shall ensure to DANA FARMS that additional 10 hours of instructional flying time to the pilot must be conducted with a flight Instructor (F/I) and subject for another CAAP check ride.
- **CAAP-FSIS** to require DANA FARMS to acquire its own dual seat aircraft that can be used for training.

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