

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-R9908
Aircraft Type/Model	:	Grumman Agcat G-164A
Owner/Operator	:	Mindanao Rainbow Agricultural Development Services, Inc.
Address of Owner	:	Solidwood Hangar, Old Airport, Davao City
Date/Time of Accident	:	July 11, 2013 /1600H
Type of Operation	:	Agricultural Spraying
Type of Occurrence	:	Runway excursion
Place of Accident	:	Bislig Airport, Bislig 8311, Surigao del Sur

EXECUTIVE SUMMARY

An AGCAT G-164A type of aircraft registered as RP-C9908, departed from the Bislig National Airport in Surigao Del Sur to perform aerial spraying on the morning of 11 July 2013.

During its climb, the aircraft encountered engine malfunction. The pilot immediately aborted the mission and returned to the airport. The approved maintenance organization (AMO) performed corrective measures by removing and replacing its 7th Cylinder. Engine run-up was performed and found satisfactory. Thus, the aircraft was released for test flight.

The pilot performed test flight and took off at runway 23. The aircraft made traffic pattern over the airfield at 1,000 feet. After 30 minutes of flying, the pilot found nothing unusual on the engine parameters which lead him to decide to terminate the test flight.

Prior to landing, the pilot checked the wind condition by using the wind cone as reference and landed at Runway 05. During its final approach and prior to touchdown, the aircraft encountered gusty winds and a tail wind crossing from the left at approximately 20 knots.

The aircraft drifted to the right and the pilot gave corrective actions by stepping on the left rudder pedal to align with the runway centerline. The airplane made a hard landing and bounced. The pilot applied back pressure at the control stick and left rudder pedal, added little power to align the aircraft at the runway centerline, and tried to make a three point landing. However, the aircraft continued veering to the right towards the grassy portion of the runway. The pilot chopped the power to slow down the aircraft and made a complete stop 12 meters from the right edge of the runway.

The pilot performed emergency shutdown procedures and egressed the aircraft safely and without injury. The aircraft slid down and settled on a nose down attitude almost at vertical position. Both engine and propeller were submerged into the swamp.

PROBABLE CAUSE

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

- Human Factor - poor judgment of the pilot in making a Go-Around Procedure.

SAFETY RECOMMENDATIONS

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

- The Flight Operations and the Chief Pilot of the Air Operator Certificate (AOC) holder must establish a standard especially for continuing proficiency training to all company-employed pilots.
- CAAP check pilot shall strictly enforce all emergency events and recovery procedures during Annual proficiency checks especially during take-off and landing.