

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

BASIC INFORMATION

Aircraft Registration	:	RP-R2505
Aircraft Type/Model	:	Ayres Turbo Thrush S2R-T
Owner/Operator	:	Airwolf Aviation Corporation
Date/Time of Accident	:	October 23, 2014 / 0030UTC/0830H
Type of Operation	:	Aerial Application
Phase of Operation	:	Climb
Type of Occurrence	:	Loss of aircraft control during swathing maneuver
Place of Accident	:	Barangay Tag-ugpo, Maragusan, Compostela Valley, Davao, Philippines

EXECUTIVE SUMMARY

At about 0825H/0025UTC October 23 2014, RP-R2505 an Ayres Turbo Thrush S2R-T type of aircraft owned and operated by Airwolf Aviation Corporation took off from Maragusan Aerodrome station on its 5th load for a routine aerial spraying operation. The aircraft was loaded with 1,400 liters of water based chemical for spraying operation at Barangay Tag-ugpo, located approximately 4 miles SW of the aerodrome. The aircraft climbed normally and turned 180 degrees to hurdle a 3,000 feet mountain. The Pilot stated that when he was continuing the climb, he did not notice the adverse wind condition accumulated just after take-off. While climbing he was caught on the down draft 1 mile before clearing the mountain. There was no room to execute and evasive maneuver since the area was a cove like confined mountain range and the only way out was to climb. RP-R2505 airspeed deteriorated to stall limits so the pilot immediately dumped all his load and pushed full throttle, but to no avail. The aircraft stalled and contacted a tree and crashed onto the ground. Witnesses stated that the aircraft went inside the greens after which they saw a huge white smoke then it became silent after a while, then a thick black smoke appeared. The aircraft caught fire and burned, located at coordinates about 7^o 16' 30''N 126^o 5' 47''E with aircraft heading 260^o, roughly 3.5 Nautical Miles SW of the aerodrome. The pilot hurt his right knee and forehead when getting out of the aircraft. He reported that no mechanical failure was noticed that is related to the accident. Local authorities who observed the fire went to the site to help the pilot and secured the area. The pilot was taken to nearby hospital for further observation.

PROBABLE CAUSE

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

- **Primary Cause Factor**

The failure of the pilot to maintain situational awareness during the climb (Human Factor) in order to provide adequate altitude and enough airspeed to clear the terrain.

- **Contributory Factor**

- a. The 3,000 feet mountain range that is frequent to adverse weather condition in which the pilot has to consider in every flight relative to aircraft performance. (Human Factor)
- b. The collective failure of inadequate flight planning and weather monitoring to any unusual changes in the atmospheric condition could be traced to the non-adherence to procedures like flight briefing. (Human Factor)

SAFETY RECOMMENDATIONS

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

- **CAAP shall conduct one time inspection:**

On maintenance standards of involved service provider and AMO to find out compliance or non-compliance to maintenance safety standards and implement corrective actions to re-affirm quality of maintenance.

- CAAP-FSIS shall ensure that pilot's responsibility & skills for pre-flight and post-flight inspection are adequately highlighted during every scheduled flight (FOD).
- That the CAAP-ALD Check pilot shall strictly enforce all emergency events and upset recovery procedures during annual proficiency checks especially on take-off and landing.
- That the CAAP-FOD shall ensure that the aircraft owner/operator review certain provisions of Crewmember Flight Training Requirements and its Aircraft Operating Limitations to avoid another accident of this kind.