

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

**BASIC INFORMATION**

Aircraft Registration	:	RP-R1750
Aircraft Type/Model	:	Turbo Thrush S2RT
Owner/Operator	:	Stanfilco-A Division of Dole Philippines/ Airwolf Aviation Corporation
Address of Owner	:	Doña Socorro St. Belisario Heights Lanang Davao City
Date/Time of Accident	:	February 6, 2014 on or about 0850H (Local Time)
Type of Operation	:	Agricultural Spraying
Phase of Operation	:	Landing Roll
Type of Occurrence	:	Runway Excursion during landing
Place of Accident	:	Dapco Airstrip, Panabo, Davao Del Norte

**EXECUTIVE SUMMARY**

On or about 0809H (Local Time)/0009Z UTC, 06 February 2014, a Turbo Thrush S2RT Agricultural Sprayer Aircraft with Registry Number RP-R1750, owned by Stanfilco—a Division of Dole Philippines and operated by Airwolf Aviation Corporation, took-off from Dapco Aerodrome, Panabo, Davao Del Norte for Aerial Spraying Operation with one (1) Pilot-in-Command on board. The swathing operation was conducted with both the flight controls and engine instruments within its normal condition. The fifth and last swathing operation was conducted at Almacea area and after completion, on or about 0842H/0042Z UTC, the pilot headed back to the airstrip for landing. The pilot made a parallel flight pattern near Dapco Aerodrome to determine the wind condition thru visual contact with the wind cone as reference. The wind condition during that period was variable and the pilot decided to use runway 18 for the final approach for landing. Everything was normal during the landing phase, however, as both the right and left main landing gears made a normal smooth touchdown 100 meters from the threshold, the aircraft continued rolling at the center of the runway with the tail wheel still up due to the abrupt change in wind condition from wind calm to tailwind. This event made the Pilot-In-Command (PIC) decide to commence reversing the propeller with the primary intention of settling down the tail wheel to the ground and thereby attaining aircraft control. However, the aircraft just continued rolling, consuming almost 800 meters of the runway length as the wind condition shifted abruptly from right crosswind to a very strong gusty tail wind wherein the pilot seemed unable to maintain aircraft control. As a consequence, the pilot virtually lost directional control and wildly swerved from the center of the active runway to the left side adjacent a runway canal and perimeter fence located near the 900 meter marker. As a result, the aircraft sustained major damage while, the pilot egressed safely and incurred no injuries.

## **PROBABLE CAUSE**

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

### **Primary Factor: Human Failure**

Pilot's Error:

- The Pilot-in-Command was not able to maintain aircraft control with his failure to apply more rudder input needed to maintain directional control, when the aircraft encountered a strong and gusty tail wind.

### **Contributory Factor:**

- No Company ground personnel assumed and acted as controller to assist/ facilitate the dissemination of key and available wind information during take-offs and landings.
- Complacency and over confidence on the part of the pilot due to his failure to follow basic and fundamental procedures to take-off and land headwind at all times.

## **SAFETY RECOMMENDATIONS**

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

- CAAP-FSIS shall conduct and review the Operators training program regarding pilot's actions, runway selection and use; crosswind and gusty tailwind training proficiency.
- CAAP-FSIS shall require all agricultural aerial spraying companies to establish a duty detail designating a daily ground controller to assist the pilots in order to provide real time wind condition information during take-offs and landings.
- CAAP-FSIS shall require all pilots involved in accidents/serious incidents to submit themselves and undergo immediate medical drug and liquor test to the nearest available medical facility, recognized and accredited by the CAAP Medical Board.
- CAAP-FSIS shall require all agricultural aerial spraying companies to designate a flight safety officer to be responsible in the conduct of flight safety rules and regulations as well as to formulate and enforce annual safety programs for their respective operations.