

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

BASIC INFORMATION

Aircraft Registration No. : RP-R4169 & RP-R3029

Aircraft Type/Model : Allied AgCat G-164B & Thrush Aircraft S2R

Owner/Operator : Sumifru Philippines Corporation & Mindanao
Rainbow Agricultural Development Services Inc.
(MRADS)

Address of Operator : KM.20, Brgy. Buhisan, Davao City/Mactan Aviation
Hangar, Davao International Airport, Davao City

Date/Time of Accident : May 19, 2017/1610H

Type of Operation : Agricultural Spraying

Phase of Operation : Take-off roll/Landing roll

Type of Occurrence : Ground collision

Place of Accident : Mindanao Agricultural Training Center Airstrip
(MATC), Sampao, Kapalong, Davao del Norte

EXECUTIVE SUMMARY

On May 19, 2017 at about 0620H, a Thrush Aircraft S2R type of aircraft with registry number RP-R3029, owned and operated by MRADS landed on runway 36 of MATC airstrip after a scheduled aerial spraying at Sampao area with a lone pilot on board. Another aircraft, RP-R4169, an Allied Agcat G-164B type of aircraft operated by Sumifru Philippines Corporation also with lone pilot on board was positioned and ready for departure at the end of runway 18 of the same airstrip. While RP-R3029 was taxiing his aircraft approximately 250 meters before the end of runway 36 towards their hangar on the right side of the runway 36, RP-R4169 rolled out for take-off. As RP-R4169 continued the take off-roll, RP-R3029 steered the aircraft to the left as an evasive maneuver for a possible head on collision with RP-R4169. While RP-R3029 was steering the aircraft to the left, right wing of RP-R4169 aircraft collided with the right wing of RP-R3029 aircraft. RP-R3029 came to a complete stop about 230 meters from the runway end of RWY 36 with grid coordinates of 7° 34' 21" N ; 125° 38' 2" E while RP-R4169 settled at grid coordinates of 7° 34' 19" N ; 125° 38' 2" E, 35 meters away from RP-R3029.

Both Pilots egress safely without injury after performing engine shutdown however, both aircraft were substantially damaged. The weather at the time of the accident was wind calm and clear visibility.

PROBABLE CAUSE

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

- **Primary Cause factor**
 - a. Both pilots failed to adhere to the basic flight safety practices and procedures while operating in uncontrolled aerodrome.

- **Contributory factor**

- a. Both pilots failed to anticipate and identify potential hazards in uncontrolled airstrip area where foresight and pre-cautionary measures would have been considered.

SAFETY RECOMMENDATIONS

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

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

- a. Both aircraft operators operating in MATC Airstrip conducts safety seminar emphasizing the adherence by their pilots to the basic flight safety practices and procedures while operating in uncontrolled aerodrome that include but not limited to:
 - Collision avoidance procedures.
 - Proper scanning technique and clearing procedures.
 - Clear communications.
 - Enhanced situational awareness during airport surface operations.
- b. Both aircraft operators to developed and agree on procedures for approach, landing and take-off at MATC aerodrome taking into consideration the hazards associated when operating in uncontrolled aerodrome.