



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-R1127** **THRUSH AIRCRAFT S2RT-T34**

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***OPERATOR: AIRTRAC AGRICULTURAL CORPORATION***

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

***DATE OF OCCURRENCE: MARCH 12, 2019***

***PLACE OF OCCURRENCE: BRGY. POBLACION, MAWAB,  
COMPOSTELA VALLEY, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-R1127

Aircraft Make and Model : Thrush Aircraft S2RT-T34

Operator : Airtrac Agricultural Corporation

Address of Operator : AJMR Port, Km 20, Tibungco, Davao City

Place of Occurrence : Brgy. Poblacion, Mawab, Compostella Valley, Philippines

Date/Time of Occurrence : March 12, 2019/0642H

Type of Operation : Aerial Spraying

Phase of Operation : Cruise

Type of Occurrence : Forced landing due to engine failure

**EXECUTIVE SUMMARY**

On March 12, 2019 at about 0642H, an Ayres S2RT-T34 agricultural aircraft with registration no. RP-R1127, sustained substantial damage following a forced landing at Brgy. Poblacion, MAWAB, Compostela Valley. The aircraft is registered, owned and operated by Airtrac Agricultural Corporation holder of Agricultural Aircraft Certificate (AAC) authorized to perform aerial work agricultural operations. The pilot who was the sole occupant sustained fatal injury. Visual Meteorological Conditions (VMC) prevailed at the time of the incident. The pilot was on his 2<sup>nd</sup> load of spraying chemicals and performing his 4<sup>th</sup> swath line when the occurrence happened as recorded on the GPS onboard. One pilot in the area witnessed a flame came out of the right exhaust before the aircraft impacted into the ground. The aircraft came to rest in a banana plantation with last heading of 130 degrees and with coordinates of 7 31.755 N, 125 56.494 E. All of the 3 propeller blades were bent while the main landing gears, wings and fuselage sustained substantial damage due to ground impact. The Pilot was rushed to Davao Regional Medical Center in Tagum City unconscious and succumb to death 4 days later.

## **PROBABLE CAUSE**

The engine power loss was the result of a CT blade fracture and the subsequent secondary damages. The fracture of the primary CT blade #3 (PN 3102401-01) occurred as a result of high cycle fatigue initiating from the airfoil trailing edge.

## **SAFETY RECOMMENDATIONS**

- CAAP-FSIS to ensure that the Operators of the affected engines comply with P&WC S.B. No.1767 and P&WC S.B. No. 1768.
- CAAP-FSIS to ensure that Operators of the affected engines comply with the Transport Canada Airworthiness Directive No. CF-2019-30.

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