



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-R8278
AT - 504

OPERATOR: DAVAO AGRITECH INCORPORATED (DAI)

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: NOVEMBER 8, 2021

***PLACE OF OCCURRENCE: LOT 66C, FARM 5, TADECO, BO. AO
FLORENDO, PANABO CITY, DAVAO DEL NORTE***



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BASIC INFORMATION

Aircraft Registration No. : RP-R8278

Make and Model : Air Tractor Inc./ AT-504

Operator : Davao Agritech Incorporated (DAI)

Address of Operator : Bo. AO Florendo, Panabo City, Davao del Norte

Date/Time of Occurrence : 08 November 2021/ 0825H/0025 UTC

Type of Operation : Agricultural Spraying

Phase of Operation : Aerial Spray

Type of Occurrence : Collision with terrain

Place of Occurrence : Lot 66C, Farm 5, TADECO, Bo. AO Florendo, Panabo City, Davao del Norte

EXECUTIVE SUMMARY

On November 08, 2021 at about 0825H, an Air Tractor, AT-504 type of aircraft, with registry number RP-R8278 was substantially damaged after it impacted with terrain during an aerial spray application of banana plantation at Lot 66C, Farm 5 TADECO, Bo. AO Florendo, Panabo City, Davao del Norte. The pilot and a newly hired pilot as passenger on an observation flight of the area were fatally injured. The aircraft is being operated by Davao Agritech Incorporated (DAI).

The pilot was on his first line of aerial swath after transferring to a new location of the ninth load, when witnesses saw the aircraft moving upwards and dive towards the ground. The aircraft came to stop after ground impact with the nose in a downward position. There were no ground scars leading towards the wreckage. The aircraft's last heading was 233 degrees with coordinates of 07.405751N,125.573195E (Figure 1). Both occupants were still restrained by their seat belts when the company rescue team arrived in the area. They were brought to the nearest hospital but was declared dead on arrival (DOA). There was no post-crash fire noted and visual meteorological condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause**

- a. The pilot's failure to manage the bank angle while maneuvering the aircraft at low altitude.

- **Contributory Cause**

- a. Failure of the Student pilot to execute go-around during the initial bounce. Inadequate height available for the pilot to recover from stall during the aerial swath operations.

SAFETY RECOMMENDATIONS

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

- a. Does not allow Passenger to be onboard during actual spraying activity.
- b. Only allow newly hired pilot as observer during actual spraying activity after the particular aircraft type rating is already attained.
- c. Strictly adhere to the Operating Limitations and Performance particularly on bank angle limitations while operating an AT-504 type of aircraft.

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