



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** **AIR TRACTOR INC. AT-504**

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***OPERATOR: DAVAO AGRITECH INCORPORATED***

***TYPE OF OPERATION: AERIAL SPRAYING***

***DATE OF OCCURRENCE: FEBRUARY 21, 2019***

***PLACE OF OCCURRENCE: TADECO I AERODROME BO. A.O.  
FLOREINDO, PANABO CITY, DAVAO DEL NORTE, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-R8278

Make and Model : Air Tractor Inc. AT-504

Owner/Operator : Davao Agritech Incorporated

Address of Operator : Bo. A.O. Floreindo, Panabo City, Davao Del Norte

Date/Time of Occurrence : February 21, 2019/0730H

Place of Occurrence : TADECO 1 Aerodome Bo. A.O. Floreindo, Panabo City, Davao Del Norte, Philippines

Type of Operation : Aerial spraying

Phase of Operation : Landing

Type of Occurrence : Runway excursion upon landing

**EXECUTIVE SUMMARY**

On February 21, 2019 at about 0730H, an Air Tractor AT-504 agricultural aircraft with registration no. RP-R8278, sustained minor damage following a runway excursion upon landing at runway 18 of Tadeco I Aerodrome, Panabo City Davao Del Norte. The aircraft is registered, owned and operated by Davao Agritech Incorporated holder of Agricultural Aircraft Certificate (AAC) authorized to perform aerial work agricultural operations. The pilot who was accompanied by an observer pilot did not sustain any injuries. Visual Meteorological Conditions (VMC) prevailed at the time of the incident.

The pilot has just completed his 5th load of chemicals. During landing roll after the tail wheel settled into the ground, the aircraft started to swerve on the right side of the runway. The aircraft continued to roll for 110 meters and came to a complete stop on a canal at the right side of the runway with last heading of 280 degrees and with coordinates of 7 23.180 N, 125 34.310 E. The aircraft's two of the tri-bladed propeller were bent approximately 1 ½ feet from the tip, the tail wheel assembly was distorted and damaged while the right-wing leading edge and left-wing trailing edge sustained dents respectively after it came in contact with the ground and several banana trees.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

- a. The pilot's failure to maintain directional control during the landing roll that resulted in runway lateral excursion.

- **Contributory Factor**

- a. Non-adherence to landing checklist specified in the Airplane Flight Manual.

## **SAFETY RECOMMENDATIONS**

- **Actions taken by the Operator**

Following the occurrence, DAAI initiated the following safety corrective actions:

- a. The Pilot involved in the incident has undergone refresher on the standards of flight safety, and was subjected to proficiency check ride conducted by CAAP Flight Examiner (App A).
- b. A memorandum was issued to all DAAI Agri-Pilots reiterating strict adherence to the landing checklist specifically the requirements to lock the tailwheel before landing (App B).

The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.

**-END-**