



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-R1730 **S2RT-TURBO THRUSH**

OPERATOR: AIRWOLF AVIATION CORPORATION

TYPE OF OPERATION: AGRILCUTURAL SPRAYING

DATE OF OCCURRENCE DECEMBER 12, 2017

***PLACE OF OCCURRENCE: BRGY. MAUSWAGON, MARAGUSAN
COMPOSTELA VALLEY, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-R1730

Aircraft Type/Model : Thrush Aircraft, Inc / S2RT-Turbo Thrush

Operator : Airwolf Aviation Corporation

Address of Operator : Corner Maryknoll Drive, J.P. Laurel Ave.
Lanang Davao City Philippines

Place of Occurrence : Brgy. Mauswagon, Maragusan Compostela
Valley, Philippines

Date/Time of Occurrence : December 12, 2017/1035H

Type of Operation : Agricultural Spraying

Phase of Flight : Cruise

Type of Occurrence : Forced landing

EXECUTIVE SUMMARY

On December 12, 2017, about 1035H, a Thrush Aircraft S2RT-Turbo Thrush with registration number RP-R1730, sustained substantial damage following a forced landing due to loss of engine power while on a swath run at Brgy. Mauswagon, Maragusan, Compostela Valley. The aircraft is being operated by Airwolf Aviation authorized to perform aerial work agricultural operations. The pilot who was the sole occupant did not sustain any injuries. Visual Meteorological Conditions (VMC) prevailed at the time of the accident.

The pilot was on the middle of his 5th load about 800 liters of chemicals remaining when he experienced loss of engine power. The pilot immediately dumped the remaining chemicals and elected to force land the aircraft. The aircraft collided with durian trees before ground contact and came to complete stop with last heading of 320 degrees and with coordinates of 7 18.644N, 126 07.354E. The Pilot stated that before the engine failure, he heard an explosion coming from the engine compartment followed by rapid increase of interstage turbine temperature (ITT). An engine restart was initiated but it was unsuccessful.

PROBABLE CAUSE

- a.** The result of the engine and propeller examinations suggest that the engine was running in a very low power during impact. Additionally, the Fuel Control Unit and Fuel Pump functional test confirmed that all characteristics are within limits. However, according to the result of the engine teardown inspection, there is no evidence of engine malfunction noted in the engine.

SAFETY RECOMMENDATIONS

The engine, propeller examination and engine accessories test conducted could not confirm the root cause of the engine malfunction. In this case, no safety recommendation is being proposed related to the said event.

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