

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-R2374
Make and Model	:	Ayres Corp. S2R-G10
Owner/ Operator	:	Lapanday Agricultural & Development Corp.
Date/ Time of Incident	:	March 8, 2010 at 8:06 am
Type of Operation	:	Agricultural Spray
Phase of Operation	:	Take-off
Type of Occurrence	:	Runway excursion
Place of Incident	:	Magcum Aerodrome, New Corella, Davao del Norte

**EXECUTIVE SUMMARY**

At around 0806H on March 8, 2010 RP-R2374 a turbo Thrush (Garett) type of aircraft was loaded with 1,500 liters of chemicals for a scheduled spray operations. The Pilot noticed that a slight tailwind was present, he apparently ignored it and subsequently aligned the aircraft to the runway for takeoff. After applying power the aircraft rolled smoothly, however after reaching almost  $\frac{3}{4}$  of the runway the pilot observed that the indicated airspeed was only 40 knots which is way below then 80 knots lift-off speed. He decided to abort take-off and immediately applied reverse and brakes, the aircraft slowed down but after few seconds it started to veer to the right and went out of the runway, it fell to a canal and came to a complete stop.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was the decision of the pilot to take-off with tail wind component of 8 knots.

## **SAFETY RECOMMENDATIONS**

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

- The pilot to be aware of actual wind component present before take-off as this affects the aircraft performance.
- Limit take-offs with tail wind component especially on runway that has length restriction.

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