



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-R2508
AGCAT G-164A

OPERATOR: SOUTH PACIFIC AERIAL SPRAYING SERVICES

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: SEPTEMBER 23, 2021

PLACE OF OCCURRENCE: COLLISION WITH TREE



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BASIC INFORMATION

Aircraft Registration No. : RP-R2508

Make and Model : Allied AG CAT Production Inc./ AGCAT G-164A

Operator : South Pacific Aerial Spraying Services

Address of Operator : Old Airport Rd, Sasa, Davao City

Date/Time of Occurrence : September 23, 2021/ 0615H/2215 UTC

Type of Operation : Agricultural Spraying

Place of Occurrence : Lower Maumbog, Tibagon, Pantukan, Davao de Oro

Phase of Flight : Cruise

Type of Occurrence : Collision with tree

EXECUTIVE SUMMARY

On September 23, 2021 at about 0630H, an Allied AGCAT G-164A type of aircraft, with registry number RP-R2508 sustained substantial damage after colliding with a falcata tree while cruising for an aerial chemical spraying operation at Lower Maumbog, Tibagon, Pantukan, Davao de Oro. The pilot who was the sole occupant did not sustain any injury. The aircraft is being operated by South Pacific Aerial Spraying Services.

The pilot was on his way for his third (3rd) load of aerial chemical spray in the area, when the left-wing tip collided with a falcata tree causing the pilot to forced land on a nearby open area. The aircraft landed in upright position with a heading of 330 degrees and coordinates of 07°24.19” N, 125°87.45” E. The pilot egress safely after performing engine shutdown. Visual Meteorological Condition (VMC) prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause Factor**

The pilot failed to observe the safe Visual Flight Rule (VFR) altitude enroute that resulted to the collision with a tree.

SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the operator:
 - a. Reiterate to their pilots to observe the Visual Flight Rule (VFR) altitude during enroute.
 - b. Include in their Company regular safety meetings with Pilots the hazards of flying below the VFR altitude as a reminder to ensure that they are fully aware of such potential risks.

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