

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

**BASIC INFORMATION**

Aircraft Registration No. : RP – R2618

Make and Model : Turbo Thrush S2R – T34

Owner/Operator : Airtrac Agricultural Corp.

Address of Operator : Door No. 9 Airport View Hotel  
Buhangin, Davao City

Date/Time of Accident : May 12, 2012 o/a 8:04 AM

Type of Operation : Crop Dusting (Aerial Application)

Phase of Operation : Cruising

Type of Occurrence : Uncontrolled Flight into Terrain (UFIT)

Place of Accident : Purok 7, La Filipina, Tagum, Davao Del Norte

**EXECUTIVE SUMMARY**

On May 12, 2012, at around 0805H local time, an Ayres Turbo Thrush S2R – R3S type of aircraft with registry no. RP-R2618 collided with trees during aerial spraying operation at Purok 7, La Filipina, Tagum, Davao del Norte. The flight was the pilot's 1<sup>st</sup> load of the day to his assigned area. Visual meteorological conditions prevailed at the time of the accident.

The airplane sustained structural damage to the airframe, wings and landing gears. The pilot who was the sole occupant was fatally injured. The flight originated from La Filipina Aerodrome about 2.8 kilometers south-east of the crash site.

An examination of the accident site revealed presence of the tall trees in the area. The aircraft impacted on three (3) trees about 30 feet tall above the hill 125 feet Above Sea Level (ASL) before colliding on the ground. Chemicals scattered around the wreckage indicated that the pilot failed to dump before impact. Position of the throttle lever suggested that the aircraft was on cruising power upon impact.

## **PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was the pilot lost control of the aircraft after collision with tree tops.

## **SAFETY RECOMMENDATIONS**

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

- For the company to strictly monitor rest period of all their pilots and to make sure that all pilots are well rested and fit to fly the following morning.
- For the company Chief Pilot to make sure that all pilots who are scheduled to fly on that day are physically and mentally fit.