



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-R2998 **THRUSH AIRCRAFT INC., S2R-T34**

OPERATOR: AIRTRAC AGRICULTURAL CORPORATION

TYPE OF OPERATION: AGRICULTURAL APPLICATION, (PCAR PART 11)

DATE OF OCCURRENCE APRIL 13, 2019

***PLACE OF OCCURRENCE: PARCEL 5, LOT 24C, G CODE 526,
MAWAB, COMPOSTELA VALLEY, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-R2998

Aircraft Type/Model : Thrush Aircraft Inc./S2R-T34

Operator : Airtrac Agricultural Corporation

Address of Operator : Km 20 Buhisan, Tibungo, Davao City, Davao, Philippines

Place of Occurrence : Parcel 5, Lot 24C, G Code 526, MAWAB,
Compostela Valley, Philippines

Date/Time of Occurrence : April 13, 2019 at about 0840H/0040 UTC

Type of Operation : Agricultural Application (PCAR Part 11)

Phase of Flight : Cruise

Type of Occurrence : Wire Strike

EXECUTIVE SUMMARY

On or about 0840H, April 13, 2019, an Ayres Thrush S2R-T34 type of aircraft with Registry Number RP-R2998 sustained substantial damage after colliding with the guy wires of a vertical communication antenna. It resulted in a loss of control and a subsequent ground impact at Parcel 5, Lot 24C, G Code 526, MAWAB, Compostela Valley. The aircraft is being operated by Airtrac Agricultural Corporation under PCAR Part 11. The pilot on board suffered a minor injury to his right leg. Visual meteorological conditions prevailed at the time of the accident. The flight originated at Mawab airstrip about 0835H for a routine agricultural spraying flight.

The aircraft was loaded for the pilot's final spray run and took off at about 0835H local time. Upon arrival in the area, the pilot sprayed his first run on the designated area of spray, then turned 180 degrees to the left to make an approach for the second swath run as indicated on his GPS. As the pilot began his approach, he was dazzled by the sun and felt a strong impact on his right wing. The aircraft was out of control and subsequently came into contact with the ground. The aircraft came to a complete stop with a heading of 270 degrees and coordinates of 7.524994 N, 125.938321 E (Figure 1). The pilot evacuated safely from the aircraft with the help of plantation personnel. No post-impact fire was noted during the onsite investigation.

PROBABLE CAUSE

- **Primary Cause Factor**

The pilot's failure in identifying obstructions along the designated area of spray operation that resulted to wire strike. (Human Factor).

- **Contributory Cause Factors:**

The pilot's complacency in flight planning (Human Factor).

SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the Operator:

- a. Include in their operations manual the procedures to conduct risk assessment survey before operating in an area where obstructions like structures, trees and wires are present.
- b. Identify flight obstructions such as trees, wires, or unfavorable terrain present in the aerial spraying operating area and come up with a hazard map to guide pilots.
- c. Include in the regular company safety meetings topics regarding the hazards caused by obstructions identified while conducting aerial spraying operation and adherence to standard flight planning practices to ensure highest level of safety.
- d. Include in their pilot recurrency wire strike avoidance training.

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