



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-R8306 **ALLIED AGCAT PRODUCTION INC** **G164A-34T**

OPERATOR: AIRTRAC AGRICULTURAL CORPORATION

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: MARCH 12, 2019

***PLACE OF OCCURRENCE: BRGY. POBLACION, MAWAB,
COMPOSTELA VALLEY, PHILIPPINES***



BASIC INFORMATION

Aircraft Registration No.	:	RP-R8306
Make and Model	:	Allied AG CAT Production Inc./G164A-34T
Owner/Operator	:	Davao Agritech Incorporated
Address of Operator	:	Bo. A.O. Floreindo, Panabo City, Davao Del Norte
Date/Time of Incident	:	January 10, 2019/0630H
Place of Incident	:	Bo. A.O. Floreindo, Panabo City, Davao Del Norte, Philippines
Type of Operation	:	Aerial spraying
Phase of Operation	:	Landing
Type of Occurrence	:	Propeller strike upon landing

EXECUTIVE SUMMARY

On January 10, 2019 at about 0630H, an Allied Ag Cat Productions, Inc G-164A-34T agricultural aircraft with registration no. RP-R8306, sustained minor damage following a propeller strike upon landing at runway 18 of Tadeco I Aerodrome, Panabo City, Davao Del Norte. The aircraft is owned and operated by Davao Agritech Incorporated holder of Agricultural Aircraft Certificate (AAC) 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 incident.

The pilot who has just completed his 2nd load of chemicals and returned to the aerodrome for another load. However, upon touchdown and during initial roll out, the aircraft momentary tilted forward that resulted to 22 propeller strikes covering about 15 meters distance on the ground. The aircraft veered to the right and continued to roll for another 20 meters. The aircraft came to complete stop at the side of the runway with last heading of 220 degrees and with coordinates of 7 23.445 N, 125 34.319 E.

PROBABLE CAUSE

- **Primary Cause Factor**

The Pilot's decision to continue the landing even with the presence of another aircraft in the runway.

- **Contributory Factor**

The decision of the Pilot of the taxiing aircraft to clear the landing aircraft even without established visual contact with the aircraft being controlled.

SAFETY RECOMMENDATIONS

As a result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendation: Following the occurrence, DAAI initiated the following safety corrective actions:

- a.** The Pilot involved in the incident has undergone refresher on the standards of flight safety, 10 hours of in-house proficiency flights and was subjected to proficiency check ride conducted by CAAP Flight Examiner.
- b.** A memorandum was issued reminding all DAAI Agri-Pilots to ensure that the runway is clear before issuing clearance to the aircraft they are handling.

The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.

-----END-----