



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-R8759 **THRUSH S2R**

OPERATOR: MINDANAO RAINBOW AGRICULTURAL DEVELOPMENT SERVICES, INC.

TYPE OF OPERATION: AGRILCUTURAL SPRAYING

DATE OF OCCURRENCE MARCH 7, 2017

PLACE OF OCCURRENCE: TADECO II AIRSTRIP, PANABO CITY, DAVAO DEL NORTE, PHILIPPINES



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BASIC INFORMATION

Aircraft Registration No. : RP-R8759

Aircraft Type/Model : Thrush S2R

Operator : Mindanao Rainbow Agricultural Development Services, Inc.

Address of Operator : Solidwood Hangar, General Aviation Area,
Davao International Old Airport, Sasa, Davao City

Place of Occurrence : Tadeco II Airstrip, Panabo City, Davao Del Norte Philippines

Date/Time of Occurrence : March 7, 2017/ 0720H

Type of Operation : Agricultural Spraying

Phase of Flight : Landing

Type of Occurrence : Runway excursion during landing

EXECUTIVE SUMMARY

On March 7, 2017 at around 0540H local time, RP-R8759, a Thrush S2R type of aircraft departed from TADECO II Aerodrome located in Panabo City Davao del Norte for an aerial spraying flight. The first up to the third loads were uneventful and the flights lasted for 1 hour and 20 minutes. At around 0600H, the aircraft took off for the fourth load and proceeded to the assigned area. The chemicals were successfully delivered, however during upon landing at runway 18, while the aircraft was on landing roll it suddenly swerved to the right and subsequently went off the side of the runway.

The Pilot lost directional control of the aircraft as it continued to travel for another 82 meters and came to complete stop in a mound with last heading of 304 degrees (magnetic). The final resting point was located about 70 meters before marker no. 2 or 130 meters after marker no. 4. The aircraft sustained damage on the leading edge of its right hand (RH) wing while the three (3) propeller blades were bent almost at mid span following a propeller strike. The Pilot who was the sole occupant was able to evacuate the aircraft uninjured. Visual meteorological conditions prevailed at the time of the accident.

PROBABLE CAUSE

- **Primary Cause**

- a. The pilot's failure to maintain directional control of the aircraft during landing roll that resulted in runway lateral excursion.

SAFETY RECOMMENDATIONS

Following the occurrence, the Pilot was subjected to proficiency check ride by CAAP designated Flight Examiner last November 18, 2017 before he was released back to flying. The proficiency check ride assessment yielded standard result.

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

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