

PRELIMINARY REPORT

ACCIDENT 2021/1037

Państwowa Komisja Badania Wypadków Lotniczych

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PRELIMINARY REPORT

ACCIDENT

OCCURRENCE No – 1037/2021

AIRCRAFT – ultralight airplane Tecnam Astore, I-C326

OCCURRENCE DATE AND PLACE – 9 May 2021, EPZP



This Report is a document presenting the findings of the State Commission on Aircraft Accidents Investigation regarding the circumstances of the air occurrence, its causes and safety recommendations, which was prepared based on information known on the day of its completion.

Use of the Report for purposes other than aviation accident and incident prevention may lead to wrong conclusions and interpretations.

The report was drawn up in the Polish language. Other language versions have been drawn up for information purposes only.

WARSAW, 2021

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General information

Occurrence reference numer:	1037/2021			
Type of occurrence:	ACCIDENT			
Date of occurrence:	9 May 2021			
Place of occurrence:	EPZP			
Type and model of aircraft:	Tecnam Astore ultralight airplane			
Registration marks:	I-C326			
Aircraft User/Operator:	Private			
Aircrtaft Commander:	PPL(A)			
Number of victims/injuries:	Fatal	Serious	Minor	None
	1	–	–	–
Domestic and international authorities informed about the occurrence:	ULC, ICAO, EASA, SIA Italy, SIA Austria			
Investigating Authority:	State Commission on Aircraft Accidents Investigation (PKBWL)			
Accredited Representatives and their advisors:	Accredited Representative from Italy and Austria			
Document containing results:	PRELIMINARY REPORT			
Safety recommendations:	None			
Recommendations addressees:	Not applicable			

1. History of flight

On 9 May 2021, around 9:08 hrs UTC, a pilot of the Tecnam Astore aircraft, registration marks I-C326, reported the engine start, conducted its test and after a take-off run of about 150 m, around 9:15 hrs UTC, began a climb.

The recordings of CCTV cameras located within the aerodrome boundaries and witness statements indicated that in that phase of the flight there were no noticeable problems with the take-off process. When about 40 m AGL, during initial climb, approximately halfway of the runway, pilot reported an engine problem (without any details) and his intention to perform a downwind landing. Then the pilot slightly reduced the climb rate and after a while began the left turn with the intention to return to RWY 06.

The pilot was making a low-altitude turn with increasing bank angle, which led to a drop in speed and a stall. Being in the first phase of the spin, the plane hit the ground with the left wing and the propeller, bounced and moved a few meters in the direction of flight, and then burst into flames. The plane was fully fueled. The firefighting action started immediately with the use of fire extinguishers located on the aerodrome and then was continued by the professional firefighters. The pilot died on the spot.

2. Injuries to persons

Injuries	Crew	Passengers	Other
Fatal	1	-	-
Serious	-	-	-
Minor	-	-	-

3. Damage to aircraft

As a result of the collision with the ground and the fire, the plane was destroyed. Most of the airframe structures were burnt, except for structure parts and some elements in the cabin mounted on the firewall. Components installed on the engine were deformed and partially burned, while the engine body was only slightly damaged.

4. Flight crew information

Male, aged 71, holder of PPL(A), total flight time around 1200 FH, flight time on type not determined.

The pilot had Class 2 medical certificate valid until 12 Aug 2021 and LAPL valid until 12 Aug 2022 with VNL limitation.

5. Aircraft information

The Tecnam Astore is a single-engine, two-seat, low-wing aircraft with a tricycle landing gear with a nose wheel. The structure is mostly metal, with fairings made of carbon and glass fibers. The accident plane was equipped with a standard ROTAX 912ULS engine and a two-blade Sensenich fixed pitch propeller of a wood-composite structure.

Year of manufacture	Manufacturer	Airframe serial number	Registration marks	Register date
2015	C.A.TECNAM S.R.L	044	I-C326	4.12.2015

The accident aircraft was registered as ultralight in Italy on 4 December, 2015 and entered in the Polish CAA's register with the number 5/2016 on 16 March, 2016.

ROTAX 912ULS engine

Year of manufacture	Manufacturer	Serial number
2015	BRP- Powertrain GmbH&CO KG	6784767

Rotax 912ULS is a piston engine, 4-cylinder, 4-stroke, horizontally opposed, liquid-cooled cylinder heads, air-cooled cylinders, dry sump lubrication system with separate oil reservoir, hydraulic lifters, 2 constant depression carburetors, dual electronic ignition system, electric starter, integrated propeller gearbox.

Date of the engine installation on the airframe: 2 Feb 2016;

Take-off power: 80 HP;

Engine operating time since new: 239 hours.

6. Meteorological information

The accident flight was performed in daylight, in VMC with good visibility.

METAR EPZG 090900Z 18008KT 130V210 CAVOK 19/05 Q1014

METAR EPZG 090930Z 18009KT 140V210 CAVOK 19/05 Q1013

7. Place of occurrence information

The accident occurred on EPZP aerodrome.

Status – aerodrome, CAA register: 17;

Coordinates – N51°58'46.3" E15°27'50.6";

Elevation – 253 ft;

RWY – 062/242 (06/24), 720 x 180 m (1110 x 180 m), N51°58'46.3" E15°27'50.6".

8. On site activities

The scene of the accident was inspected, photographic documentation of damaged aircraft was made, recordings from CCTV cameras and radio correspondence were secured.

9. Survival factors

As a result of the collision with the ground and fire, the pilot died on the spot. Seat belts were broken and burned.

10. PKBWL planned activities

PKBWL is analyzing available documentation as well as awaiting additional documents from ANSV Italy and the aircraft owner. The ROTAX 912ULS engine was secured for further testing. A detailed flight analysis is made on the basis of the available materials.

THE END

Investigator in Charge

Signature on the original