

PRELIMINARY REPORT



ACCIDENT 2022/1340

State Commission on Aircraft Accidents Investigation (PKBWL)

UL. CHAŁUBIŃSKIEGO 4/6, 00-928 WARSZAWA | DUTY PHONE (+48) 500 233 233

PRELIMINARY REPORT

ACCIDENT

OCCURRENCE NO – 2022/1340

AIRCRAFT – Aeroplane, Aventura II, N27ZX

DATE AND PLACE OF OCCURRENCE– 29 March 2022, Jezioro Kłęckie
(52°38'08.10"N 017°27'23,66"E)

The Report is a document presenting the position of the State Commission on Aircraft Accidents Investigation concerning circumstances of the air occurrence, its causes and safety recommendations. The Report was drawn up on the basis of information available on the date of its completion.

Use of this Report for any purpose other than air accidents and incidents prevention can lead to wrong conclusions and interpretations.

This Report was drawn up in the Polish language. Other language versions may be drawn up for information purposes only.

WARSAW 2022

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General Information

Occurrence reference number:	2022/1340			
Type of occurrence:	ACCIDENT			
Date of occurrence:	29 March 2022			
Place of occurrence:	Jezioro Kłęckie (52°38'08,10"N 017°27'23,66"E)			
Type and model of aircraft:	Aeroplane, Aventura II			
Aircraft registration marks:	N27ZX			
Aircraft user/operator:	Private			
Aircraft commander:	PPL(A)			
Number of victims/injuries:	Fatal	Serious	Minor	None
	1	–	–	–
Domestic and international authorities informed about the occurrence:	Polish Civil Aviation Authority, ICAO, EASA, BFU, NTSB, SIA Austria			
Investigator-in-Charge:	Roman Kamiński			
Investigating Authority:	State Commission on Aircraft Accidents Investigation (PKBWL)			
Accredited Representatives and their advisers:	NTSB			
Document containing results:	Preliminary Report			
Safety recommendations:	NO			
Addressees of the recommendations:	Not applicable			

FACTUAL INFORMATION

1. History of the flight

On 29 March 2022 on Leszno aerodrome (EPLS), the pilot of the Aventura II aircraft, N27ZX registration marks began preparations for a recreational flight with landing on several lakes. CCTV camera recording from EPLS shows that the pilot personally prepared the plane for flight, started the engine, tested it, and then taxied to RWY 23 and at 09:17 hrs UTC took off.

Around 14:20 hrs UTC near Jezioro Kłeckie (lake located in Wielkopolskie Voivodeship), the witnesses noticed a plane that arrived from the south. The plane first made a right turn at a low altitude, then 2-3 small radius turns to the left and around 13:24 hrs, during descent,, it collided with the water surface. The plane overturned and partially submerged (Fig. 1). Several minutes after the collision, the plane sank.

Witnesses notified the emergency services about the accident. After arrival of divers from the State Fire Service, the plane was located inwater at a depth of about 4.5 m, and a pilot with seatbelts was found in the cockpit. After recovery of the pilot, a resuscitation action was undertaken, but it was unsuccessful.

When the wreckage was recovered on 30 March 2022, it was established that it was an Aventura II aircraft with the N27ZX registration marks.

According to the information provided by a witness who spoke to the pilot on the phone on the day of the accident, the pilot, from the take-off time to around 14:00 hrs UTC, landed on 13 lakes.



Fig.1. Wreckage of the N27ZX airplane photographed from a drone at the beginning of the rescue operation [source: internet]

2. Injuries to persons

Injuries	Crew	Passengers	Others	Total
Fatal	1	-	-	1
Serious	-	-	-	-
Minor	-	-	-	-
None	-	-	-	-

3. Damage to aircraft

As a result of the collision with water, the plane was substantially damaged, especially the nose part of the fuselage (Fig. 2) which separated from the fuselage (Fig. 3), together with the door and the left float.



Fig.2 Nose part of the fuselage in an inverted position after the occurrence [source: PKBWL]



Fig.3 Detached lower part of the fuselage [source: PKBWL]

4. Crew data

Pilot: Male, aged 55, holder of the PPL(A) with ratings:

- SEP(L) (valid until 31 May 2023);
- SEP(S) (valid until 31 August 2023).

5. Aircraft information

The sport amphibious airplane „Aventura II” is produced by Aero Adventure Aviation in the United States of America and sold as a kit for amateur-built aircraft..

Construction:

Two-seat high wing airplane has a mixed, metal-composite structure.

The truss structure wing is made of aluminium , covered with fabric (Dacron). The wingtip floats are made of polyethylene.

The boat-shaped fuselage is made of fiberglass.

Classic landing gear, retractable in flight. The aircraft is equipped with a Rotax 912ULS engine with 74 kW (100 HP) and a three-bladed push propeller.

„Aventura II” airplane technical data:

- | | |
|-------------------------|-------------|
| – wingspan | 9,34 m; |
| – empty mass | 386 kg; |
| – payload mass | 263 kg; |
| – maximum take-off mass | 649 kg. |
| – cruise speed | 137 km/h; |
| – stall speed | 48-68 km/h; |
| – climb rate | 6,1 m/s. |

Serial number:	AA2A0105
Date of manufacture:	25 January 2006
Manufacturer:	Aero Adventure Aviation

6. Meteorological information

EPPO METAR

METAR EPPO 291430Z 35007KT 9999 BKN041 09/M01 Q1007=

EPBY METAR

METAR EPBY 291430Z 28011KT 240V300 9999 SCT045 09/M04 Q1006=

Based on the preliminary analysis, meteorological conditions could have influenced the course of the occurrence.

7. Place of occurrence information

The accident occurred on Jezioro Kleckie (Kleckie lake) (52°38'08.10"N 017°27'23,66"E).

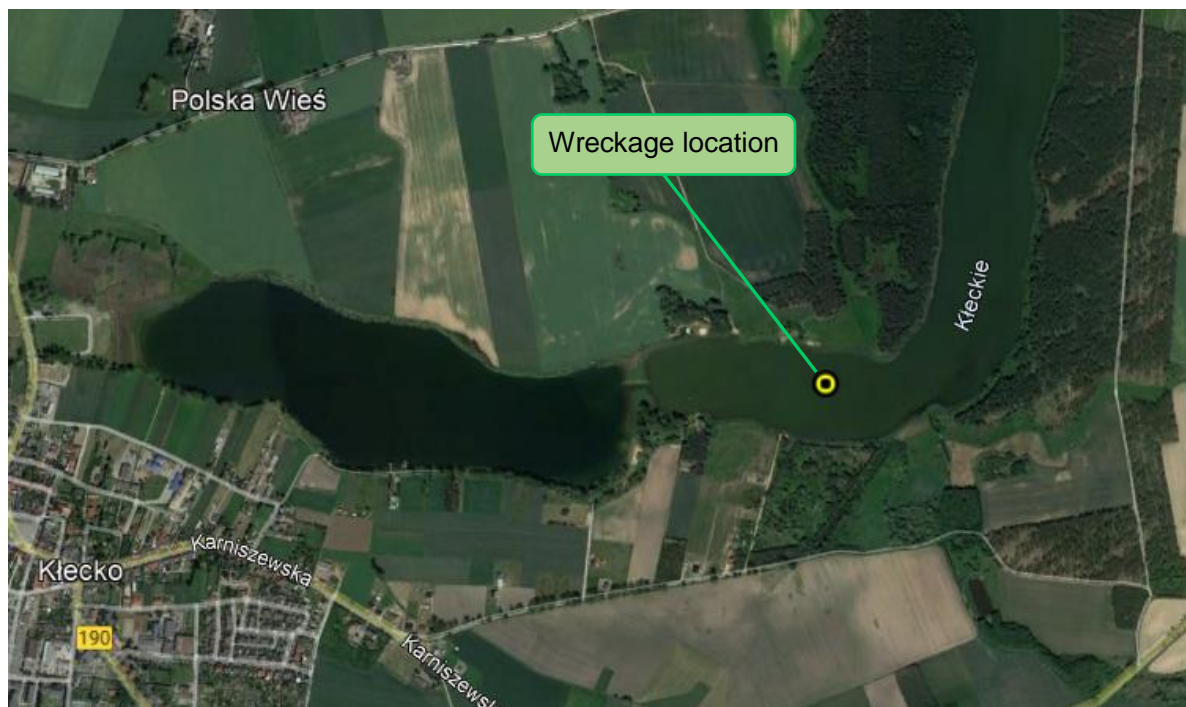


Fig. 4. Place of occurrence [source: internet, PKBWL]

8. Wreckage and impact information

The exact location of the wreck was determined with the use of the Police and State Fire Service sonars. The wreckage was found at the bottom of the lake in an inverted position in the place shown in Fig. 4 (the fuselage was facing south).

In addition, the lower laminate fuselage part and the left float were recovered from the water. The right float detached from the wing during the rescue operation.

During recovery of the wreckage, the empennage was damaged and the engine rotated around its transverse axis.

Preliminary findings show that the nose part of the fuselage and the left wing collided with the water, with a negative pitch angle.

9. Survival aspects

As a result of colliding with the water surface the pilot died on the spot.

10. Planned actions

- 1) Recreation of the aircraft flight path.
- 2) Collecting additional statements from witnesses of the occurrence.
- 3) Analysis of the weather conditions along the flight route and in the accident area.
- 4) Cooperation with NTSB and BFU to obtain documents related to operation and maintenance of the aircraft, and the pilot qualifications.

THE END

Investigator-in-Charge

Signature on original

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