



**State Commission on Aircraft Accidents Investigation**

**ACCIDENT 2022/6569**

**RESOLUTION**

**of 14<sup>th</sup> April 2023**

<b>Type and model of aircraft:</b>	Ultralight aeroplane, TL-3000 „Sirius”
<b>Registration marks:</b>	OK UUA 92
<b>Date of occurrence:</b>	11 <sup>th</sup> November 2022
<b>Place of occurrence:</b>	Ustarbowo, Poland

After reviewing the investigation Final Report provided by PKBWL Member, pursuant to Article 138 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 16 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, the State Commission on Aircraft Accidents Investigation determined that:

**1. The course of the occurrence was as follows:**

On the day of 11 November 2022 the pilot and his passenger on ultralight aeroplane TL- 000 „Sirius” were performing flights from a place not listed in the register of airstrips, near Wejherowo. In the first two flights the pilot had to make immediate unplanned landings due to the temperature of the fluid in the engine cooling system rising rapidly and above permissible values. Despite the failure indications, the pilot decided on a third take-off and flew away from the landing site. The engine control system, once again, indicated a rapid increase of the coolant temperature, so the pilot turned back to the take-off place. About 2 minutes after the take-off, the engine stopped in flight. The pilot went for an emergency landing in a random terrain. The hard touchdown combined with a side skid caused substantial damage to the aircraft. The pilot and his passenger did not suffer any injuries.

**2. Causes of the occurrence:**

- 1) Emergency landing done improperly – touchdown at a too high speed and sinking rate with a side skid.
- 2) The primary cause of the occurrence was the engine stoppage in flight.

**3. Contributing factors:**

- 1) The pilot's decision to perform the next flight despite engine coolant temperature exceedance in the two previous flights.
- 2) Landing without flaps with tail-side wind.
- 3) Soft terrain selected as an emergency landing site.
- 4) Pilot's stress due to emergency landing and time deficit.
- 5) Exceeded MTOM of the aircraft due to a passenger on board.

**4. The Commission accepted the following preventive measures proposed by the operator:**

Not formulated.

**5. In addition, the Commission has proposed the following safety recommendations:**

Not formulated.

**Investigator-in-Charge**

**PKBWL Chairman**

*Signatures on original only*