



**State Commission
on Aircraft Accidents Investigation (PKBWL)**

Warsaw, 13 August 2021

**Interim Statement of the State Commission on Aircraft Accidents Investigation
related to the investigation of the aircraft accident
SCAAI reference No 2020/2362**

Acting in accordance with Article 16.7 of the **Regulation (EU) No 996/2010 of the European Parliament and the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in the civil aviation and repealing Directive 94/56/EC** (Journal UE. L. 2010.295.25) as well as following the standards provided in Annex 13 to the Convention on International Civil Aviation, the State Commission on Aircraft Accidents Investigation presents the following Interim Statement related to the accident to the Robinson R44 Raven II, registration SP-SVW, which occurred on 13 August 2020.

The Interim Statement is a document detailing the progress of the investigation and any safety issues raised.

The Commission does not apportion blame or liability.

The Statement has been drawn up in the Polish language. Other language versions may be drawn up for information purposes only.

History of the flight

On 13 August 2020, a familiarization flight with the applicant for flight training was scheduled to demonstrate performance of R44 helicopter. At 13:15 LMT the helicopter took off from EPMO aerodrome. The pilot performed a low-altitude flight with landing on random area.

Then, about 1,300 ft AGL, the pilot allowed the applicant to take control of the helicopter. The candidate decided to take over the cyclic only, without touching the collective or pedals. It lasted

several minutes. At that time, the pilot kept his hands close to the cyclic and corrected the helicopter attitude as needed.

Then the pilot, flying westwards, after crossing the bridge over the Vistula River, began descending, which ended in a collision with the river water. As a result, the pilot and the candidate suffered serious injuries but were rescued by emergency services and then taken to hospital.

In course of the investigation analyses were carried out in the following fields:

- helicopter documentation;
- technical issues, history of the aircraft operation and maintenance;
- human factor;
- rescue and firefighting operation.

In addition, a test flights were carried out on a helicopter of the same type, in conditions and with flight parameters similar to those that, according to the pilot's testimony, prevailed at the time of the accident.

Based on the analysis of the collected materials (the investigation has not been completed yet), the State Commission on Aircraft Accidents Investigation has determined that:

- 1) The pilot was qualified for the flight;
- 2) The pilot had a valid aero-medical certificate;
- 3) The pilot was rested and was not under the influence of alcohol;
- 4) No physical factors acting on the pilot were found that could affect the occurrence;
- 5) The pilot did not provide the applicant with any emergency instructions;
- 6) The pilot and the candidate had their seat belts correctly fastened;
- 7) The helicopter was airworthy;
- 8) The weight and balance of the helicopter were within limits specified in the Flight Manual;
- 9) The helicopter was maintained by a certified maintenance organization;
- 10) Documentation of the helicopter was properly maintained;
- 11) No helicopter malfunction was found, which could affect the occurrence;
- 12) Meteorological conditions did not affect the occurrence;

- 13) In the final phase of the flight, just before the collision with the water surface, the pilot descended below the minimum safe height;
- 14) After the collision with the water surface, the helicopter turned over and its cockpit part was destroyed;
- 15) Emergency services acted properly and efficiently;
- 16) The fact that the collective was stuck in flight (what happened according to the pilot's statement) should be considered extremely unlikely;
- 17) During four flight tests on a helicopter of the same type along flight profile following the accident flight path, it was found that even without the use of the collective, using exclusively the cyclic the pilot could bring the helicopter to climb and the helicopter remained fully maneuverable;

Currently, the SCAAI Investigating Team is developing Draft Final Report on the accident investigation.

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