

PRELIMINARY REPORT



ACCIDENT 2021/0572

Państwowa Komisja Badania Wypadków Lotniczych

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PRELIMINARY REPORT

ACCIDENT

OCCURRENCE No – 2021/0572

AIRCRAFT – 1 - Airplane VULCANAIR P68 OBSERVER 2, SP-FPM;
2 - Airplane SAAB-340 A, SP-KPU

OCCURRENCE DATE AND SITE – 23 March 2021, EPGD



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:	2021/0572			
Type of occurrence:	ACCIDENT			
Date of occurrence:	23 March 2021			
Place of occurrence:	Gdańsk Airport (EPGD)			
Type and model of aircraft:	1 - Airplane VULCANAIR P68 OBSERVER 2, 2 - Airplane SAAB-340A			
Registration marks:	1 - SP-FPM 2 - SP-KPU			
Aircraft User/Operator:	1 - MGGP Aero, 2 - SPRINT AIR			
Aircrtaft Commander:	CPL(A)			
Number of victims/injuries:	Fatal	Serious	Minor	None
	–	–	1	–
Domestic and international authorities informed about the occurrence:	ULC, ICAO, EASA, SIA Italy, SIA Sweden			
Investigating Authority:	State Commission on Aircraft Accidents Investigation (PKBWL)			
Accredited Representatives and their advisors:	Accredited Representative from Sweden			
Document containing results:	PRELIMINARY REPORT			
Safety recommendations:	None			
Recommendations addressees:	Not applicable			

1. History of flight

On 23 March 2021 in the morning, the pilot of the VULCANAIR P68, SP-FPM airplane performed a photogrammetric flight over the Baltic Sea north of the town of Jastarnia, and then he was planned to make a return flight to its home aerodrome (EPRZ). After completing the photogrammetric flight and landing on EPGD aerodrome, the airplane was parked on apron 1, stand No 1.

Due to the planned return flight, the pilot submitted the flight plan and then he was waiting for a decision of his operations office. In the meantime he inspected the airplane, checked the fuel and oil quantity, and, among other things, the presence of chokes under the nose landing gear. Then he stayed in the cockpit and after about 40 minutes the pilot received the decision to return to EPRZ alone.

The pilot performed the preflight procedure, started the engines, checked their operating parameters and asked the TWR for clearance to taxi to runway in use. Having received the clearance, the pilot increased the engines speed, but the airplane did not move. The pilot realized that he had not removed the chokes and left the cockpit with the engines running to remove the chokes. The pilot did not remember whether he had pulled the parking brake lever before leaving the cockpit.

Having left the cockpit, the pilot moved to the area of the nose landing gear and removed the chokes, and at that point the airplane began to move. The pilot tried to stop the airplane, but tripped over the previously removed chokes and fell down. The airplane has taxied over the pilot and was moving towards the taxiway "L". The pilot tried to catch up with the moving airplane, but failed to do so. The VULCANAIR P68 SP-FPM airplane crossed the taxiway "L" and hit the rear part of the SAAB-340A, SP-KPU, parked at stand number 32. As a result of the collision, both airplanes were substantially damaged (see section 3).

2. Injuries to persons

Injuries	Crew	Passengers	Other	TOTAL
Fatal	0	-	-	0
Serious	0	-	-	0
Minor	1	-	-	1
None	0	-	-	0

3. Damage to aircraft

As a result of the collision, both aircraft were substantially damaged.

VULCANAIR P68 airplane damages description

The aircraft sustained a substantial damage, mainly to its nose part, propellers and engines, i.e. the areas that collided with the other aircraft. The cockpit was severely damaged in its upper part from the nose of the aircraft to the center wing section. The glazing of the cabin on both sides cracked and its elements were pushed inside. On the right side, elements of the wing and the powerplant were damaged. On the left side, there was less damage to the powerplant and the wing was damaged.



Fig. 1. VULCANAIR P68 airplane: damaged cockpit glazing (left photo) and damaged RH propeller blade (right photo) [source: PKBWL]



Fig. 2. VULCANAIR P68 airplane: damaged RH engine cowling (left photo) and damaged LH wing (right photo) [source: PKBWL]

SAAB-340A airplane damage description

The aircraft was substantially damaged, mainly the left rear part of the fuselage, the left wing flap and the rear part of the left engine nacelle along with the exhaust pipe. The damage was deep and involved both the skin and the structure of the airframe.

Most of the damage was caused by the rotating propeller of the VULCANAIR P68 airplane. The following parts of the airplane were damaged:

- AFT shroud nacelle section;
- LH engine exhaust pipe;
- LH wing flap;
- tail cone skin, frames and stringers;
- tail cone electrical route;
- tail cone elevator control pushrods;
- LH ventral fin and both installation angles;
- tail cone detachable;
- fitting tail stand;
- air conditioning service tail cone doors;
- rear fuselage skin (FWD), bottom panel, stringers, frames;
- Cabin skin, rear bottom panel bonded assy, frames, stringers
- LH electrical power service door.



Fig. 3. SAAB-340A airplane rear fuselage part damages [source: Gdańsk Airport]



Fig. 4. SAAB-340A airplane: L/H engine and L/H wing flap damages (photo at left) and lower fuselage part (photo at right) [source: Gdańsk Airport]

4. Pilot of VULCANAIR P68 information

Male, aged 59, holder of CPL(A) with valid ratings: SEP(L), MEP(L), IR, FI, total flight experience over 9700 FH, multi-engines MEP(L) airplanes over 6200 FH.

The pilot had a valid Class 1 aviation medical certificate.

After the accident, the pilot was tested for alcohol content – with the result 0.00‰.

5. Aircraft information

Aircraft type	VULCANAIR P68 TC „Observer 2”	SAAB SF-340A
Serial No	420-20/OB2	145
Year of manufacturing	2002	1989

6. Meteorological information

The accident occurred in daylight, in good visibility conditions.

7. Place of occurrence information

The accident occurred on Gdańsk international airport (EPGD), situated 12 km west of the Gdańsk city.

8. Wreckage and impact information

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

9. Survival factors

The pilot suffered minor injuries as a result of the accident.

10. PKBWL planned activities

PKBWL is analyzing the airport's operational documentation, especially with regard to departing aircraft and is awaiting for the report on tests of the SP-FPM braking system, particularly the parking brake system.

THE END

Investigator in Charge

Signature on the original