

PRELIMINARY REPORT



ACCIDENT 2022/5134

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 – 2022/5134

AIRCRAFT – Aeroplane SKYVAN SC-7 3 Variant 100, SP-HIP

DATE AND PLACE OF OCCURRENCE – 3 SEP 2022, Glina n. EPPT

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:	2022/5134			
Type of occurrence:	ACCIDENT			
Date of occurrence:	3 September 2022			
Place of occurrence:	Glina n. EPPT			
Type and model of aircraft:	Aeroplane, SKYVAN SC-7 3 VARIANT 100			
Aircraft registration marks:	SP-HIP			
Aircraft user/operator:	Skyvan Service Piotr Wojciech Jafernik			
Aircraft commander:	CPL(A)			
Number of victims/injuries:	Fatal	Serious	Minor	None
	2	–	–	–
Domestic and international authorities informed about the occurrence:	ULC, ICAO, EASA, EC, NTSB, TSB			
Investigating Authority:	State Commission on Aircraft Accidents Investigation (PKBWL)			
Accredited Representatives and their advisers:	EASA, NTSB, TSB,			
Document containing results:	Preliminary Report			
Safety recommendations:	NONE			
Addressees of the recommendations:	Not applicable			

FACTUAL INFORMATION

1. History of the flight

On 3 September 2022, parachute operations with SKYVAN SC-7 aircraft were organised by SKYVAN SERVICE at EPPT aerodrome. In the 12th flight on that day, after dropping skydivers, the plane began to descend for landing. On landing final, the pilot reported one and a half minutes to the threshold of RWY 03. The flight coordinator issued a clearance for landing, which was acknowledged by the pilot.

Around 14:16 hrs (LMT), the plane started to climb, then slowed down, and, changing direction, entered a dive and collided with the ground near the aerodrome (Fig. 1). As a result of the collision, the pilot and passenger died on the spot, and the plane was destroyed.

A pilot of a TECNAM 2008 SP-LFH aeroplane flying along an aerodrome traffic circuit behind SKYVAN, passed information about the accident via radio.



Fig. 1. Accident site location [source: PKBWL]

2. Injuries to persons

Injuries	Crew	Passengers	Others	Total
Fatal	1	1	-	2
Serious	-	-	-	-
Minor	-	-	-	-
None	-	-	-	-

3. Damage to aircraft

As a result of the collision with the ground, the airplane was destroyed (Fig. 2).



Fig. 2. Aircraft wreckage at the accident site [source: PKBWL]

4. Crew data

Pilot: Male, aged 44, holder of:

- CPL(A);
- SPL;

- skydiving licence;
- class 1 and 2 aero-medical certificate;
- valid LAPL.

Flight experience:

- total on aeroplanes - 1200 FH;
- on accident type (SKYVAN) - 150 FH;
- on sailplanes - 1500 FH.

5. Aircraft information

SKYVAN SC-7 is a light transport twin-engine, all-metal, high-wing monoplane, with a braced wing and an unpressurised, square-section fuselage with twin fins and rudders and a three-point landing gear with a nose wheel. The aircraft is designed to be operated from unpaved aerodromes and controlled by one pilot. Access to the cargo space is via a ramp at the rear part of the fuselage. The plane is equipped with a dual control system.



Fig. 3. SP-HIP prior to the accident [source: Internet]

Serial number:	SH.1962
Year of manufacture:	1978
Manufacturer:	Short Brothers PLC
Airworthiness Review Certificate	Valid until 17 September 2022

Registration certificate was issued on 7 October 2019.

Certificate of airworthiness was issued on 17 October 2020.

Noise certificate was issued on 29 May 2020.

Engine No 1:

Garet Airesearch TPE 331-2-201A nr P90189

Engine No 2:

Garet Airesearch TPE 331-2-201A nr P90019

Propellers Type:

MT-Propeller MTV-27-1-E-C-F-R(G)/CFR235-55

6. Meteorological information

General Aviation Meteorological Information (GAMET):

FAPL24 OKEC 030900

EPWW GAMET VALID 031000/031600 EPWAEPWW

WARSAW FIR/A4 BLW FL100

SECN I

HAZARDOUS WX NIL

SECN II

PSYS: 12 RIDGE OF HIGH OVER POLAND STNR NC

UPPER TROUGH OVER NE POLAND STNR NC

UPPER LOW OVER W UKRAINE MOV E NC

SFC WIND: 10/16 080/06KT

WIND/T: 10/16

1000FT AMSL 090/10KT PS17

2000FT AMSL 090/10KT PS15

3300FT AMSL 100/10KT PS11

5000FT AMSL 100/10KT PS06

10000FT AMSL 120/05KT LCA VRB/05KT 0000

CLD: 10/16 LCA FEW/SCT CU 4000/7000FT AMSL

FZLVL: 10/16 FM NE PART 8000FT AMSL TO SW PART 10000FT AMSL

CHECK AIRMET AND SIGMET INFORMATION

7. Place of occurrence information

The accident occurred approximately 2km south of the threshold of EPPT RWY 03 (Fig. 1).

8. Wreckage and impact information

The airplane collided with the ground in a nose down pitch and right wing roll attitude (Fig. 4 and Fig. 5).



Fig. 3. Last phase of the flight path recorded by the aerodrome CCTV camera - time-lapse photos combined into one image [source: Aeroklub Ziemi Piotrkowskiej]



Fig. 4. Last phase of the flight path recorded with a private property CCTV camera near the accident site [source: Internet]

The wreckage of the aircraft was scattered over a small area. The airplane rested on its left side. All elements of the control system (elevator, rudder, ailerons, flaps) were within the wreckage area and in their immediate vicinity. The right wing was broken about 1 m from the engine and detached with its brace. The right engine detached from the wing during the collision and was located next to the nose part of the fuselage. The root of the left wing together with the engine was located under the fuselage. The rest of the wing with the brace was next to the fuselage. There was a fuel leak after the collision. The fire brigade protected the wreckage against fire with foam.

9. Survival aspects

The pilot and passenger had their seat belts fastened correctly. Fire did not occur during the accident. The nature of the accident excluded the chances of the pilot and the passenger to survive.

PKBWL ACTIONS

1. Taken actions

PKBWL received a telephone notification of the accident and a go-team was sent to the accident site. The following actions were carried out at the site:

- visual inspection of the accident site;
- photographic documentation of the accident site;
- collecting the witnesses' statements;
- copying part of the aircraft available records;
- acquiring a part of the pilot's documentation;
- acquiring and preliminary analysis of the radar recordings;

- familiarization of the Investigation Team with the pilot actions carried out during flying the accident aircraft type.

2. Planned actions

The scope of the investigation and the actions undertaken will depend on the results of the analysis of the collected materials and the findings made. With the current state of knowledge, the following activities are planned:

- Analysis of the collected material and verification of the Investigation Plan;
- Coordination of the Investigation Plan with the interested parties;
- Selection of aircraft components and parts for testing;
- Analysis of impact of the human factor on the occurrence;
- Analysis of the airplane flight trajectory and the traffic situation in the aerodrome area;
- Development of the Draft Final Report and sending it to interested parties for their comments;
- Analysis of comments received from interested parties and issuance of Final Report;
- Publication of the Final Report.

THE END

Investigator-in-Charge

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Signature on original