



State Commission on Aircraft Accidents Investigation
SERIOUS INCIDENT 2021/3431
RESOLUTION
of 27th February 2023

Type and model of aircraft:	Cessna 172M
Registration marks:	SP-FYE
Date of occurrence:	4 th September 2021
Place of occurrence:	EPKA

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 135 of the Act of 3rd July 2002, as amended, and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On 4 Sep 2021, the student pilot (hereafter referred to as "the student") was planned to perform a flight (as part of the training for the PPL(A)) of a minimum distance of 150 NM, along the route EPPT-EPRU-EPKA-EPPT, with Cessna 172M aeroplane, SP-FYE registration marks.

After ground preparation and checking the weather on the route, at around 07:36 hrs¹, the aircraft took off from EPPT aerodrome and landed on EPRU at approximately 08:04 hrs. After the landing, the student received its confirmation.

Take-off from EPRU aerodrome took place at 08:29 hrs. When approaching KILO waypoint of EPKA airfield (entry point to EPKA ATZ from the west), the student listened to radio communication of other crews talking about deteriorating weather, which led him to ask EPKA FIS about the weather forecast for this aerodrome. The FIS officer advised that the weather was good with a possibility of deterioration (on that day the student had already turned back to EPPT due to deteriorating weather).

This time the student continued the flight towards EPKA, then shifted frequency from FIS Kraków to Kielce (EPKA) Radio, and transmitted his position and intentions. In response, he received information about traffic in the area of the aerodrome and information for landing.

¹ Time in the Resolution is expressed in LMT = UTC + 2 h.

In the course of a straight-in approach to RWY 11R of EPKA, based on the weather data obtained, the student changed his plan and instead of making a normal landing, he decided to make a TOUCH&GO maneuver.

After a correct approach, when the main landing gear touched the runway, the student wanted to take off immediately, therefore, he pitched up the aircraft nose, did not retract flaps and applied full throttle rapidly, which produced a yaw moment. During take-off run, due to the yaw moment, the aircraft veered to the left, which the student did not counteract effectively. As a result the aircraft went off the runway onto a grass area.

At that moment, the student began braking suddenly, which, after rolling onto the grass, caused the nose landing gear to break down. The front part of the fuselage fell on the ground and the aircraft, losing speed, lifted the tail up (the fuselage was positioned almost vertically).

The aircraft did not turned over, when falling it rested on the left wing, and then fell on the main landing gear. The student left the cockpit on his own.

2. Cause of the occurrence:

Pilot error consisting in incorrect execution of the TOUCH&GO maneuver.

3. Contributing factors:

- 1) The student's task-oriented attitude
- 2) Little experience of the student

4. The Commission accepted the following preventive measures proposed / by the investigating entity:

The event was discussed in detail with the student.

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

Not formulated.

Investigator-in-Charge

SCAAI Chairman

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(signature on original)

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(signature on original)