



The sole purpose of both the investigation and the Final Report is to prevent aviation accidents and incidents.

The Commission does not apportion blame or liability. The investigation is independent and distinct from any judicial or administrative proceedings.

Any use of this Report for any purpose other than prevention of air accidents and incidents may lead to wrong conclusions and interpretations.

# FINAL REPORT

of the State Commission on Aircraft Accidents

of 29<sup>th</sup> of January 2025

from the investigation of aviation accident

## 2024-0004

OCCURRENCE NUMBER

TECNAM P92 ECHO SUPER, SP-SKNN

Milewo (EPMX), 16<sup>th</sup> of February 2024

LOC-I: Loss of control – in flight

ARC: Incorrect contact with the runway

This Final Report was issued by the State Commission on Aircraft Accidents Investigation on the basis of information available on the date of its issue.

This Final Report presents the circumstances of the aviation occurrence concerned, as well as its causes, contributing factors and safety recommendations, if issued.



Państwowa Komisja Badania Wypadków Lotniczych  
ul. Puławska 125, 02-707 Warszawa



Adres do korespondencji:  
ul. Chałubińskiego 4/6, 00-928 Warszawa



[kontakt@pkbwl.gov.pl](mailto:kontakt@pkbwl.gov.pl)



Telefon alarmowy 24 h: +48 500 233 233



<https://www.pkbwl.gov.pl>

## 1. History of the flight

On 16<sup>th</sup> of February 2024, the pilot of the Tecnam P92 Echo Super airplane, SP-SKNN registration marks, planned a flight from Zator aerodrome (EPZT) to Milewo aerodrome (EPMX). This was going to be the pilot's first flight in his newly purchased plane. In addition to the pilot, there was also a passenger on board. The plane was after engine replacement and scheduled maintenance, ending with an ongoing test and check flight. approx. 30 minutes. During the flight, the new owner and the previous owner were on board and the latter was piloting. After the attempt, before departure, the pilot contacted with aerodrome owner by phone and obtained his permission to land. During the conversation, the pilot was informed that the beginning of the runway RWY18, on a section of approximately 200 m, was wet and unsuitable for touchdown. The take-off from the landing field in Zator took place at approximately 14:00 hrs (LMT=GMT+1) and the planned landing in Milewo occurred at approximately 16:00 hrs LMT. The flight went uneventfully. Upon reaching the destination, the pilot planned an approach to RWY36. However, the appearance of another plane nearby forced a change in the decision regarding the landing direction. Ultimately, the pilot began the approach and landing on RWY18. The aerodrome monitoring camera recorded the final phase of the approach and the occurrence, which resulted in substantial damage to the plane. There was no fire. The pilot turned off the magnetos, the main switch and closed the fuel valves. The pilot and the passenger left the wreckage unaided. Witnesses of the accident called the emergency services.

The firefighters that arrived at the site disconnected and removed the battery from the aircraft's fuselage. Medical services assessed the crew's health condition. The passenger was taken to the hospital in Płońsk. After undergoing medical tests, he was discharged home.



Fig. 1 Tecnam P92 Echo Super, SP-SKNN, after overturn at the aerodrome in Milewo  
[source: aircraft owner]

## 2. Relevant information

### 2.1. Pilot information

Pilot-aircraft commander: aged 56, holder of:

- PPL (A) License, with the permission entered SEP(L), valid to 31<sup>st</sup> of Oktober 2025.
- Aero-medical certificate class 2 with the limitation VDL, valid to 27<sup>th</sup> of September 2024 and LAPL, valid to 29<sup>th</sup> of September 2025;

Flights on the aircraft – 56 hours 18 min, including:

- on type Tecnam 2008 – 54 hours 18 min;
- on type Tecnam P92 Echo Super – 2 hours;

Command flights before the event:

- in the last 24 h: none;
- in the last 7 days: none;
- in the last 90 days: none.

### 2.2. Airplane information.

The airplane was airworthy.

The airplane had all the required airworthiness documents necessary for release to service.

The airplane was insured (civil liability).

### 2.3. The course of the occurrence

To analyze the event, recordings from the monitoring system installed at EPMX were used, witness statements and statements of the event participants were collected.

During the final phase of landing approach, the aircraft maintained its direction and a constant approach angle. However, the deflected flaps in the landing configuration and the pilot's failure to respond with the throttle lever caused a progressive airspeed decrease. After passing the fence of the aerodrome, at an altitude of about 2 meters AGL - suitable for a flare phase, a deep stall occurred. The pilot did not maintain the lateral imbalance due to which the aircraft tilted slightly to the left and at the same time, losing direction, hard touchdown. Damage of the front landing fork and the propeller strike on the grass RWY caused the ground loop.



Fig. 2 The moment of the airplane collision with the ground  
[source: monitoring system at EPMX]

### 3. Conclusions

#### 3.1. Findings

- 1) The pilot had the necessary qualifications to perform the flight, but his aviation experience was limited.
- 2) The airplane was fit for flight and its airworthiness and maintenance was properly documented.
- 3) The plane was insured.
- 4) As a result of stall, the pilot lost control of the lateral balance and the plane collided with the ground and turned over.
- 5) During the occurrence only the passenger suffered minor injuries.
- 6) The plane was substantially damaged.

#### 3.2. Causes and contributing factors

- 1) Lack of speed control during the landing approach.
- 2) Change of landing direction to RWY18, which was not suitable for landing.
- 3) Little general flying experience of the pilot and on this airplane.
- 4) Significant breaks in aircraft piloting (at least 90 days) and flight on the new aircraft type without appropriate preparation.

### 4. Safety recommendation

None.