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

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

PRELIMINARY REPORT

of the State Commission on Aircraft Accidents
Investigation

of 8 May 2025

regarding the **aviation accident**

2025-0015

OCCURRENCE NUMBER

Reims Aviation S.A., Cessna F150M, SP-PIA

Gliwice-Trynek Airport (EPGL)
coordinates: 50° 16' 11.8" N, 18° 40' 20.6" E
16 April 2025

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

The Report presents solely the facts regarding the circumstances in which the aviation occurrence arose and developed, along with, where relevant, ad hoc safety recommendations.



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1. Flight History

On 16 April 2025, an accident involving a Cessna F150M aeroplane with the registration marks SP-PIA occurred during a series of circuit flights at Gliwice-Trynek Airport (EPGL). After completing the fourth circle, at around 18:43 LMT, there was a sudden loss of engine power at low altitude during a touch-and-go operation. The instructor took over the controls and directed the aeroplane to land at the end of runway 08R. After touching down and determining that the landing would result in striking the airfield fence and that the engine was still running, the instructor moved the throttle lever to the fully open position. Initially, the engine responded correctly, and the instructor lifted off to guide the aeroplane over the fence towards the farm field beyond the runway. As the aeroplane flew over the fence, the engine lost power once more. Due to the trees along the centreline of the runway, the instructor steered the aeroplane to the left, towards the obstacle-free field area. Before touchdown, the instructor transitioned the aeroplane out of the turn into a horizontal glide and released the 20° flaps. The aeroplane descended rapidly and executed a three-point landing from an altitude of approximately two meters. It bounced and, after stuck and breaking the landing gear strut in soft ground (arable land), and capotaged. The student pilot and the instructor left the cabin uninjured.



Fig. 1. SP-PIA aeroplane after landing in a field behind Gliwice-Trynek Airport
[source: PKBWL]

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	2	-	2	-
TOTAL	2	-	2	-

3. Damage to the Aircraft

The aeroplane sustained significant damage. The following damage was found: broken landing gear strut, damaged vertical stabiliser and rudder, deformed propeller, damaged engine mount and bent engine cowling.

4. Actions Taken by the Investigation Team of the State Commission on Aircraft Accidents Investigation (PKBWL)

The investigation team gathered statements from the participants in the accident and reviewed the documentation of the Declared Training Organization and the documentation of the aircraft. In addition, CCTV footage from the airport has been secured. A visual inspection of the aeroplane was carried out on the day of the occurrence. The next day after the occurrence, the aeroplane was put back on its wheels. Assisted by a member of the Commission and the owner of the aeroplane, a licensed mechanic (with qualifications appropriate for the maintenance of this type of aircraft) performed the following:

- checking (visually) for leaks in the fuel system;
- checking the amount of fuel in both tanks and the carburettor;
- checking that the engine control unit is operating correctly;
- checking the oil level in the engine;
- measuring cylinder leakage;
- verifying the condition of the spark plugs;
- verifying damage to engine components other than that caused during the nose over.

Approximately 6 litres of fuel (about 5 litres from the right tank, and about 1 litre from the left tank) were drained from the aeroplane's tanks the day after the occurrence. There was fuel in the float chamber of the carburettor. There were no

signs of uncontrolled fuel leakage from the aeroplane after the capotage, nor of a fuel system leak prior to the occurrence.

The team secured a fuel sample and magnetos removed from the aeroplane for further investigation.

5. Safety Recommendations

As of the release of this Preliminary Report, the Commission has not made any safety recommendations.