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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 29 May 2025

regarding the **aviation accident**

2025-0023

OCCURRENCE NUMBER

Konner s.r.l., Konner K1-S19 ultralight helicopter,
SP-HTMS

Stopin near Sierpc
coordinates: 52° 55' 32.34" N, 19° 43' 49.439" E
10 May 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 10 May 2025 at 16:30 LMT,¹ an accident involving a Konner K1-S19 helicopter with the registration marks SP-HTMS occurred in Stopin near Sierpc. The occurrence took place shortly after take-off from the village of Kępa near Płońsk. During the flight, at an altitude of approximately 1,300 ft,² the pilot heard loud knocks originating from the engine compartment. The instrument panel displayed a low RPM warning, there was a change in the sound coming from the engine compartment, and the helicopter tilted to the right. The pilot found that the engine had shut down, then adjusted the collective pitch lever to the lower position and set the MR RPM³ > 95% and the airspeed to 65 kt.⁴ With these parameters established, the pilot proceeded to an autorotation landing on the selected field, oriented into the wind. The helicopter touched down on both skids. It moved approximately 3 meters across the field until the right skid penetrated the ground, causing it to tilt forward, nose over, and roll to the left side. The pilot and the passenger exited the cabin uninjured.



Fig. 1. SP-HTMS helicopter after landing in a field in Stopin near Sierpc [source: State Fire Service (PSP)]

¹ LMT – Local Mean Time

² Ft – foot

³ MR – main rotor

⁴ Kt – Knots Indicated Airspeed

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	1	1	2	-
TOTAL	1	1	2	-

3. Damage to the Aircraft

The helicopter sustained significant damage due to the capotage. The tail boom was fractured, both the tail rotor and main rotor were destroyed, and the engine was torn from its mount. Additionally, the right-side cabin door, the left-side boot door, and the right-side technical hatch door were all ripped off. The glazing on the left side of the cabin sustained damage.

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, verified the pilot's qualifications, and reviewed the aircraft's documentation. On the day of the occurrence, a visual inspection of the helicopter was performed, and a fuel sample was secured.

Following the transport of the helicopter to the parking area, the investigation team checked the following:

- kinematic continuity of the main rotor and tail rotor drives;
- fuses in the electrical installation.

Based on these checks, no damage was identified that could have contributed to the occurrence.

At the time of the occurrence, the pilot's licence was beyond its expiry date.

The team secured the aircraft components for further analysis.

5. Safety Recommendations

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