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PRELIMINARY REPORT

of the State Commission on Aircraft Accidents
Investigation

of [Click here to select the date of the resolution](#)
regarding the **aviation accident**

2025-0050

OCCURRENCE NUMBER

Helicopter R44, SP-SIM

29 June 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 29 June 2025, the pilot, owner of helicopter R44 Raven II, registration mark SP-SIM, planned a private flight on the following route: from Rybno, near Sochaczew, to hotel Warchoły, near Szczytno. Using available applications, the pilot looked at the weather conditions and concluded that the conditions allowed them to conduct the flight.

At around 1:30 P.M.,¹ in line with the checklist, the pilot conducted a pre-flight inspection of the helicopter, and had no reservations.

Having moved the helicopter from the hangar, the pilot filled up the tank of the helicopter with Avgas 100 LL fuel to ca. 115 litres. The pilot ran up the engine (no reservations), and around 2:30 P.M. left on their planned route. There were three passengers on board. The flight went according to plan, and the operating parameters of the power unit were kept within the range recommended by the manufacturer. After around 50 minutes in flight, having the helideck at hotel Warchoły in sight, the pilot intended to inspect the helideck and approach.

The pilot decreased the helicopter's speed to around 50 kt and at the same time turned right to a downwind position; at that time, the helicopter started losing altitude and changing its flight direction. Trying to adjust the direction and drift-down, the pilot energetically moved the collective pitch control to the highest position possible. A moment after that, the warning system showed that the engine was being used at maximum power. A few (three to five) seconds later, the pilot heard an aural signal and saw a warning that the main rotor was slowing down. The pilot decided not to inspect the helideck and decided to conduct a precautionary landing near the shoreline of Lake Świętajno. There was a hard landing, with the skid landing gear touching down and the aircraft having a short ground run (Fig. 2).

Just before the touchdown, with the small forward speed and the considerable angle at which the main rotor blades were set, the main rotor stalled. The landing was recorded on a mobile phone by a third party (Fig. 4-6).

After landing, the engine was still on. The pilot subsequently used the stop valve to shut off fuel supply to the engine, causing it to switch off. The pilot's next action was to slow down the main motor with the handbrake.

The pilot and the passengers left the helicopter on their own. None of the people on board the helicopter suffered any bodily harm.

The helicopter was seriously damaged.

¹ All times in the report are in LMT. On the day of the occurrence, LMT was UTC + 2h.



Fig. 1. The helicopter involved in the occurrence [source: Planespotters.net].

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal	-	-	-	-
Serious	-	-	-	-
Minor		-	-	-
None	1	3	4	N/A
TOTAL	1	3	4	-

3. Damage to the Aircraft

The helicopter was damaged. All the damage to the helicopter resulted from the hard landing. No visible damage which could have occurred beforehand, including to the engine or transmission, was found. Main damage to the helicopter includes:

- damage to skid landing gear attachment nodes;
- deformation of the bottom part of the fuselage covering;
- deformation of the fixture of the left passenger door;
- deformation of the main rotor mast cover in the area near the fuselage (left and right side).



Fig. 2. The helicopter on the precautionary landing site – near hotel Warchoły, Świętajno Lake, touchdown coordinates 53°32'28" N, 20°48'08" E – the oval highlights the marks from the hard landing [source: owner of the helicopter]



Fig. 3. Visible damage to the skid landing gear (left and right side) [source: owner of the helicopter]

4. Other material information

On 29 June 2025 in the afternoon, most of the territory of the Republic of Poland enjoyed weather conditions that allowed the flight to be conducted.



Fig. 4. The helicopter as it approaches the precautionary landing
[Source: time-lapse photography derived from a third-party recording]



Figure 5. The helicopter as it approaches the precautionary landing
[Source: time-lapse photography derived from a third-party recording]



Figure 6. The helicopter as it approaches the precautionary landing
[Source: time-lapse photography derived from a third-party recording]

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

The pilot described the occurrence in a statement. Detailed inspection of the helicopter involved in the accident was carried out.

6. Safety Recommendations

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

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