



The sole objective of safety investigations is the prevention of future aviation accidents and incidents.

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 27 November 2025

regarding the **aviation accident**

## 2025-0126

OCCURRENCE NUMBER

The New Piper Aircraft Inc., PA-28R-201, SP-TBK

Trelkowo/Szczytno

coordinates: N53°37'39.0" E20°59'07.2"

30 October 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.



State Commission on Aircraft Accidents Investigation  
ul. Puławska 125, 02-707 Warsaw



Correspondence address:  
ul. Chałubińskiego 4/6  
00-928 Warsaw



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



24-hour emergency call: +48 500 233 233



## 1. Flight History

On 30 October 2025 at 8:33 AM,<sup>1</sup> a Piper PA-28R-201 aircraft with the registration marks SP-TBK took off from the Grądy (EPGY) landing field. According to the plan, the flight was to follow the route: EPGY – Olsztyn-Mazury Airport (EPSY) – EPGY, and it was a skill test conducted in the presence of an examiner for the candidate pilot to obtain IR for the PPL(A) licence.

The take-off, climb and cruise were uneventful. The arrival to EPSY was flown via the UDROV point. After the candidate pilot had passed this point, he flew towards SY366, where he proceeded to start the RNP procedure<sup>2</sup> to runway 01. Upon completing the approach, he followed the departure procedure towards the SYN VOR in order to perform the VOR Y 19 approach. While descending to the final approach, the candidate pilot informed the examiner that the engine was not responding to changes in the power lever (the engine was idling). The examiner checked and confirmed the unresponsiveness of the lever. After analysing the situation during the descent towards EPSY for RWY<sup>3</sup>19, both pilots concluded that the approach to the airport was not feasible and that an emergency landing site in off-airport terrain needed to be found. The examiner took over the controls and selected a landing site. While gliding before touchdown, the aircraft was configured for landing with the landing gear down. At 9:31 AM, after touchdown, the aircraft was rolling on the field surface and hit a transverse earthen embankment (raised area of terrain) after about 150 meters. Following the impact, the nose gear and the main landing gear legs were broken, and the aircraft continued sliding on its belly for several dozen meters before coming to a stop. The examiner shut down the aircraft's power and then left the aircraft with the candidate pilot.



Fig. 1. SP-TBK aircraft after an emergency landing in Trelkowo. [Source: PKBWL]

<sup>1</sup> The times in this Report are given in Local Mean Time.

<sup>2</sup> Required Navigation Performance

<sup>3</sup> Runway

Both pilots on board escaped injury; the aircraft was significantly damaged. No fire has occurred.

## 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 accident resulted in significant damage to the aircraft. At the accident site, the following were observed: a broken nose gear, both main landing gear legs fractured, numerous deformations of the structure and skin of the fuselage and wings, and a bent propeller.

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

The investigation team collected statements from the examiner and the candidate pilot. Documentation of the aircraft's continued airworthiness and documentation concerning persons involved in the occurrence were secured for further examination. A fuel sample was also secured for any further investigation.

The team visually inspected the aircraft to find out why the engine was not responding to changes in the power lever and, at this stage, identified a break in the injector servo control cable.

## 5. Safety Recommendations

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