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# PRELIMINARY REPORT

of

**State Commission on Aircraft Accidents Investigation**

dated 15 May 2026

**from the investigation of a serious incident**

## 2026-0011

OCCURRENCE NUMBER

SOCATA TB-9 aircraft, D-EUGA

Zborowo (EPZB), 18.04.2026

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.

This Report presents the circumstances of the aviation occurrence concerned and safety recommendations, if issued.



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## 1. Course of the occurrence

On 18th April 2026 two pilots with the PPL(A) licenses planned a series of flight on the SOCATA TB-9 aircraft, reg. D-EUGA, from the Zborowo (EPZB) airfield near Poznań. The pilot no. 1 wanted to gain the experience flying TB-9 aircraft, as he performed only one flight with this aircraft. Thus the aircraft's owner (furtherly pilot no. 2), who introduced him a flying with TB-9, took a part in the flight as a safety pilot.

Both pilots were holders of PPL(A) licenses and valid medical certificates, Class 2 and LAPL.

The owner of the aircraft was aware that on the day before another pilot quit the flight on D-EUGA aircraft due to a fuel contamination with water. As a result, the flight preparation included draining the fuel and refueling (twice) as well as cleaning the fuel filter, mounted in the electrical fuel pump. As these activities were completed, the aircraft's owner decided that the fuel in the left fuel is clear, but not from the right one.

During the engine starting, the three-way valve was set to the right fuel tank. The pilots noticed that shortly after the start-up and the pilot no 1 switched the valve to the left fuel tank (the clean one). Due to the short time of running the engine with the fuel from the right tank, the pilots decided to perform the engine run-up and to attempt the flight if no abnormalities would be found. The pilots suspected that even if some contaminated fuel would get into the engine, it would be consumed during the ground run and preparation to the take-off.

First circle begun at 17:30 LMT and was made uneventfully. The flight was concluded with the full landing and the aircraft backtracked towards the runway threshold to perform the second take-off. The aircraft's owner gave the pilot no. 1, who was experienced in high-wings only, some tips covering the take-off technique. He advised to keep the aircraft lower for a while to exploit the ground effect during gaining the speed. During the second take-off, the pilot no. 1 followed the advises and started climbing more vigorously.

Shortly after the take-off, both pilots observed significant loss of engine power and the witness that observed the take-off from the ground noticed a dark smoke behind the aircraft, which was systematically losing the altitude.

At the moment of power loss, the aircraft was roughly over the coast of Jezioro Niepruszewskie lake, which lies on the runway extension. The flight altitude, (according to the GPS log on the tablet owned by the aircraft's owner) was 110 ft = 35 m.

The pilot no. 2 commanded 'My control!' and took control, pitching the nose down to keep the airspeed, as the aircraft was in a steep climb. Then he started a 180° to land on the fields next to the airfield. This decision, as claimed pilot no. 2, was made to avoid ditching.

After completion the turn, the aircraft aimed the field, at the edge of which a dirt road with small trees (willows). The flight pattern suggested that the aircraft may

hit a top of the tree. The pilot no. 2 extended the flaps to minimize the touchdown speed. 25 seconds from the engine malfunction the aircraft, that flown on the edge of stall, hit the embankment of the road and then nosed over and hit one of the willows with the root of left wing. The leakage of fuel tanks occurred, but no fire appeared. The pilots were undamaged and exit the aircraft on their own.

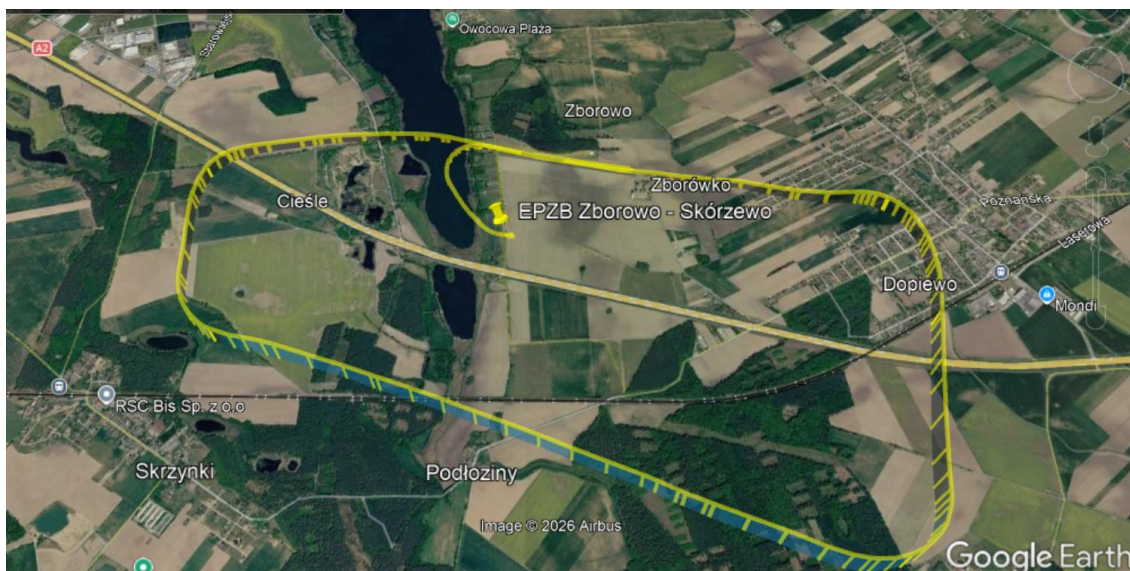


Figure 1. Flight path (including first circle) logged with the tablet. The pin marks the place of crash.



Figure 2. Path of the flight concluded with the accident



Figure 3. TB-9, D-EUGA aircraft after the crash. In front of the fuselage a mark of ground hit is visible.

## 2. Injuries to persons

Table 1. Summary of the number of injuries.

Injuries	Crew	Passenger	Total in the aircraft	Others
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	2	-	2	-
<b>TOTAL</b>	2	-	2	-

## 3. Aircraft damage

The aircraft was destroyed. The damage included, amongst others, cracks of the wing skin, a break the right wing spar, a detachment of the right wing tip, a burst of the left fuel tank, a destruction of fixing both wings to the fuselage, a crack of the fuselage frame behind the cockpit and tearing it from the skin, a deformation of the windscreen frame, a cracking the windscreen and canopy doors, a breaking the engine bed, a crack of engine cowling, a bending of propeller blades, a damage of the front landing gear and a detachment of main gear fairings.

#### 4. Other relevant informations

The weather at the moment of the accident (17:39 LMT = 15:39 UTC) is described by the METAR for Poznań-Ławica airport, located about 20 km east from the accident site:

2026-04-18 15:30	METAR EPPO 181530Z VRB01KT CAVOK 19/01 Q1019
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Figure 4. METAR report [źródło: IMGW-PIB]

Information decoded from the METAR report is as follows:

- variable wind with the speed of 1 kt;
- CAVOK, which means visibility above 10 km, no clouds below 5000 ft (1500 m), no cumulonimbus nor other weather phenomena;
- temperature 19°C, dewpoint temperature 1°C;
- QNH pressure 1019 hPa.

#### 5. Activities undertaken by the SCAAI Investigation Team

The SCAAI Investigation Team collected statements of the pilots and witnesses of the accident, verified the pilots licenses and ratings, performed a reconstruction of the flight path, collected the weather information, performed the inspection of the aircraft wreckage and the accident site and secured samples of fuel (from the fuel tanks, carburetor and fuel filter) and fuel pump and carburetor for further examination.

#### 6. Safety recommendations

None.

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