



MINISTRY OF TRANSPORT, CONSTRUCTION AND REGIONAL DEVELOPMENT OF THE SLOVAK REPUBLIC

Aviation and Maritime Investigation Authority
Námestie slobody 6, P.O.BOX 100, 810 05 Bratislava 15



Reg. No. SKI2012227

FINAL REPORT

on investigation of incident
of aircraft type **An-2 TD**
registration No. **OM- RST**

Date: 07.10.2012

Location: Airport Prešov / LZPW

The investigation of air accident, serious incident, has been conducted pursuant to Art. 18 of the Act No 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Air Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of accident, serious incident, and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of the air accident in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other air accidents and serious incidents with similar causes

A. INTRODUCTION

Type of aircraft: An-2 TD
Registration No.: OM-RST



Operator/Owner: SNA gen. M. R. Štefánika / NATALI AIR, spol. s r.o.
Take-off / landing site: LZPW
Flight phase: taxiing
Type of operation: general aviation
Date / time: 07.10.2012, 09:50
Place of incident: LZPW

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

On 7 October 2012 the pilot with aircraft type An-2 TD, registration No. OM-RST, was taxiing to the stand in front of the operations building of the Aero Club Prešov, where an anchoring stand of this aircraft type is situated.

During taxiing the pilot hit three parked passenger cars with the aircraft wing and propeller.

No person was injured in the incident.

The aircraft wing and propeller were damaged in the incident.

The air incident was reported by a representative of the Aero Club Prešov via telephone to the Aviation and Maritime Investigation Authority of the Ministry of Transport, Construction and Regional Development of SR.

The following persons were appointed for investigation of the incident:

Arnošt Foff	– chairman of the Investigation Board
Ing. Zdenko Bielik	– member of the Investigation Board

The report is issued by:

Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

On 7 October 2012 at 10:15 the pilot took-off from grass runway („RWY“) 05 with aircraft with registration number OM-RST for an airborne flight. After the termination of the airdrop the pilot landed on RWY 05 of the airport LZPW.

After the landing the pilot with aircraft left RWY and was taxiing to the stand in front of the operations building of the Aero Club Prešov, where the anchoring stand of aircraft OM-RST is situated. Some passenger cars were parked in front of the operations building.

In front of the stand the pilot was taxiing with idling speed in the proximity of the parked passenger cars, where he planned to park the aircraft by turning 90° to the left. Before turning the pilot adjusted the speed by braking the aircraft. The braking system was operating without fault. Afterwards he deflected the foot controls to the left and simultaneously opened the throttle. The aircraft suddenly turned to the right in an uncontrollable movement, hit a passenger car with its left wing and damaged other two cars situated near the taxiing area with its propeller. In his statement the pilot said that just after the turn he had switched off the magnetos, so the damage caused by the impact of the propeller had occurred as a result of inertia. Afterwards he cut the fuel supply and switched off the section connectors. The pilot and the technician left the aircraft without help of other persons and uninjured.

Daytime: day

Flight rules: VFR

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	-	-	-
Serious	-	-	-
Minor	-	-	-
None	1	-	1

1.3 Damage to aircraft

The left wing and propeller of the aircraft were damaged in the air incident.



1.4 Other damages

No circumstances with potential claims for compensation of other damage toward a third party were notified to the Aviation and Maritime Investigation Aviation, other than damage to passenger cars parked in front of the operations building of the Aero Club Prešov.

1.5 Personnel information

Pilot in command:

A Citizen of the Slovak Republic, aged of 50 years, holder of pilot licence CPL(A) SK 03020050 issued by the Civil Aviation Authority of SR with marked validity until 13.05.2016.

Medical certificate of 2nd class with marked validity until 06.04.2013.

Restricted certificate of radio telephonist No. OFJ-13/2007 with unlimited validity.

Qualifications

FI(A) with marked validity until 30.04.2015

MEP(L) with marked validity until 30.04.2013

SEP(L) with marked validity until 30.04.2014

Flying experience:

Total flight hours : 2,777 hours 09 minutes and 6,198 starts

In it with the aircraft type: 61 hours 52 minutes and 131 starts

1.6 Aircraft information

a) Airframe:

Type: An-2 TD
Registration number: OM-RST
Serial No: 1G16802
Manufacturer: PZL Mielec, Poland
Year of manufacture: 1976

Total number of operating hours since manufacture: 3,612 h 10 min and 8.887 starts

The certificate of airworthiness No. 0202-S with marked validity until 21.07.2013.

Mandatory liability insurance valid until 10.05.2013.

b) Engine:

Type: AŠ 62IR
Serial No: K 161 691 47
Manufacturer: PZL WSK Kaliz

Total number of operating hours since manufacture: 2,459 h 08 min

Total number of operating hours since GO: 77 h 29 min

c) Propeller:

Type: AV-2
Serial No: AV-2/02
Manufacturer: PZL WSK Kaliz

Total number of operating hours since manufacture: 3,437 h 25 min

Total number of operating hours since GO: 1,438 h 25 min

1.7 Meteorological situation

LZPW 07101000Z 36010KT 8000 DZ OVC033 17/11 Q1011.

1.8 Aids to navigation

Not applicable.

1.9 Communications

The aircraft was equipped by a board radio station enabling two-way communication with all air stations at every moment of the flight.

1.10 Aerodrome information

The airport LZPW is a non-public domestic aerodrome with a grass RWY. At the time of incident it was serviceable and suitable for take-off and landing of the aircraft type. At the time of incident the surface in front of the stand was wet, with a hard uneven foundation.

1.11 Flight recorders and other recording systems

Not applicable.

1.12 Wreckage and impact information

The final position of the aircraft after the impact to the passenger cars was documented, including the photo documentation.





1.13 **Medical and pathological information**

Not applicable.

1.14 **Fire**

No fire broke out.

1.15 **Survival aspects**

The search and rescue operations were not required.

1.16 **Tests and research**

Not applicable.

1.17 **Organizational and management information**

The flight manager in the Aero Club Prešov did not assure the air traffic safety because he allowed access of motor vehicles to a reserved area situated near the runway used for taxiing.

1.18 **Additional information**

Not applicable.

1.19 **Useful or effective investigation techniques**

Standard investigation methods were used.

2. ANALYSIS

Activity of pilot

In the effort to park the aircraft at the stand in front of the operations building of the Aero Club near the parked passenger cars, the pilot braked the aircraft before starting the turn, deflected the foot controls to the left and opened the throttle enough to be able to turn the aircraft. Due to the increased thrust of the propeller and the right wheel braked by undulated and wet ground, this manoeuvre caused torque to the right, which resulted in the aircraft turning sharply to the right.

3. CONCLUSIONS / CAUSE OF AIR INCIDENT

3.1 Causes of air incident:

- the pilot paid insufficient attention to taxiing and turned with the aircraft just in close proximity of the cars.
- the passenger cars were parked in a close proximity of the taxiing area of the airport.

4. SAFETY RECOMMENDATIONS

On the basis of investigation of causes of the air incident that occurred on **07.10.2012**

We recommend:

AC Prešov to take the following measures:

- to analyse the air incident with the air and technical personnel;
- to implement its own measures for prevention of occurrence of similar air incidents for similar causes.

Bratislava, 17.12.2012