



**PRELIMINARNO IZVJEŠĆE / PRELIMINARY REPORT**

1. OPĆENITI PODACI / ACCIDENT/SERIOUS INCIDENT IDENTIFICATION		
a	MJESTO NESREĆE ILI OZBILJNE NEZGODE	Kerestinec
	AREA OF ACCIDENT OR SERIOUS INCIDENT	
b	DATUM NESREĆE ILI OZBILJNE NEZGODE	25 May 2024
	DATE OF ACCIDENT OR SERIOUS INCIDENT	
c	VRIJEME NESREĆE ILI OZBILJNE NEZGODE	15:40 LT (13:40 UTC)
	TIME OF ACCIDENT OR SERIOUS INCIDENT	
d	PROIZVOĐAČ ZRAKOPLOVA	Cessna
	AIRCRAFT MANUFACTURER	
e	TIP ZRAKOPLOVA	
	AIRCRAFT TYPE	
f	MODEL ZRAKOPLOVA	182
	AIRCRAFT MODEL	
g	DRŽAVA PRIPADNOST ZRAKOPLOVA	Hungary
	STATE OF REGISTRY	
h	REGISTRACIJSKE OZNAKE	HA-TUB
	REGISTRATION	
i	OPERATOR ZRAKOPLOVA	Aeroclub 'Tandem'
	AIRCRAFT OPERATOR	

2. POVIJEST LETA / HISTORY OF FLIGHT			
a	VRSTA OPERACIJE / TYPE OF OPERATION		
	<input type="checkbox"/> Međunarodni / <i>International</i>	<input type="checkbox"/> Linijski / <i>Scheduled</i>	<input type="checkbox"/> Putnički / <i>Passenger</i>
	<input type="checkbox"/> Domaći / <i>Domestic</i>	<input type="checkbox"/> Čarter / <i>Charter</i>	<input type="checkbox"/> Teretni / <i>Cargo</i>
	<input type="checkbox"/> Premještanje / <i>Ferry</i>	<input type="checkbox"/> Taksi prijevoz / <i>Air Taxi</i>	<input type="checkbox"/> Izobrazba / <i>Training</i>
	<input type="checkbox"/> Vlastite potrebe / <i>Non-commercial</i>	<input type="checkbox"/> Radovi iz zraka / <i>Aerial work</i>	<input checked="" type="checkbox"/> Drugo / <i>Other</i>
b	VRSTA OPERATORA / TYPE OF OPERATOR		
	<input checked="" type="checkbox"/> Aeroklub - Škola / <i>Flying Club - School</i>	<input type="checkbox"/> Korporativni – vlastite potrebe / <i>Corporate</i>	<input type="checkbox"/> Komercijalni / <i>Commercial</i>
	<input type="checkbox"/> Privatni vlasnik / <i>Private owner</i>	<input type="checkbox"/> U zakupu / <i>Rental</i>	<input type="checkbox"/> Državni / <i>Gov. Agency</i>
			<input type="checkbox"/> Drugo / <i>Other</i>
c	MJESTO UZLIJETANJA	Airport Lučko (LDZL), Croatia	
	LAST DEPARTURE POINT		
d	PLANIRANO MJESTO SLIJETANJA	Airport Lučko (LDZL), Croatia	
	PLANNED DESTINATION		
e	VRIJEME TRAJANJA LETA		
	DURATION OF FLIGHT		



### 3. OZLIJEDE / INJURIES

	Smrtne ozljede / Fatal	Ozbiljne ozljede / Serious	Lakše ozljede / Minor	Neozlijeđenih / None
Članovi posade / Crew			1	
Putnici / Passengers	1		2	1
Treće osobe / Other				

### 4. ŠTETA NA ZRAKOPLOVU / DAMAGE TO AIRCRAFT

<input checked="" type="checkbox"/> Uništen / Destroyed	<input type="checkbox"/> Značajno oštećen / Substantial damage	<input type="checkbox"/> Manje oštećen Minor damage	<input type="checkbox"/> Neoštećen None damage	<input type="checkbox"/> Nepoznato Unknown
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### 5. METEOROLOŠKI PODACI / METEOROLOGICAL INFORMATION

METEOROLOŠKI UVJETI / METEOROLOGICAL CONDITIONS				
a	<input checked="" type="checkbox"/> VMC	<input type="checkbox"/> IMC	<input type="checkbox"/> Nepoznato / Unknown	
DOBA DANA / LIGHT CONDITIONS				
b	<input type="checkbox"/> Zora / Dawn	<input checked="" type="checkbox"/> Dan / Daylight	<input type="checkbox"/> Sumrak / Dusk (twilight)	
	<input type="checkbox"/> Noć - mjesečina / Night - Moonlight	<input type="checkbox"/> Noć - mračno / Night - dark	<input type="checkbox"/> Nepoznato / Unknown	

### 6. OPIS NESREĆE ILI OZBILJNE NEZGODE / DESCRIPTION OF ACCIDENT OR SERIOUS INCIDENT

On May 25, 2024, paratroopers were jumping at Lučko Airport (LDZD). A Cessna 182 aircraft, registration HA-TUB was used for the jumps. The Aeroclub 'Tandem' was the operator of the said plane and, for the purpose of the parachute jumps, it was rented from the owner – the company 'Avia Rent' from Hungary.

All the seats, except the pilot's, were removed from the mentioned plane, which is usual for parachuting purposes, so that the plane could carry five people – the pilot and four paratroopers.

Jumps took place from altitudes of 3000 m and 1000 m. Ten series were performed. Two pilots were hired to fly the plane, and they changed during the mentioned series. Around 15:30 LT (hours local time) the eleventh series of jumping from altitude of 1500 m was to follow.

After the paratroopers boarded, around 15:40 LT the plane took off from Lučko Airport and continued climbing in the west direction. The plane made a turn of about 90° and headed south. After that the engine stopped.

The altitude the plane reached by then was too low for paratroopers to jump out of the plane. Everyone on the plane was aware of the situation and prepared for an emergency landing. Given that the plane was at a relatively low altitude above the forest at the time the engine stopped, there was no possibility of returning to the airport or reaching the open surface that would allow landing.

The plane flew into the forest at a low angle. The trees in the forest were up to twenty meters tall. As a result of passing through the treetops, considerable mechanical damage was caused to the plane, and the plane rotated around its longitudinal axis and came to rest on the ground facing on its back. Passing through the treetops gradually slowed the plane, and the stopping distance was long enough to soften the impact to the ground to the extent that most people on board survived. Unfortunately, one passenger – a parachutist – died, while the other four people suffered injuries that were not life threatening.

After the crash, the injured persons from the plane in question made contact with their cell phones and helped to locate the crash site. The Croatian Mountain Rescue Service, Firefighters, Police and members of the Directorate of Civil Protection participated in the search and rescue.

AIA investigators received an information about the plane crash from the Police and Croatia Control. They went to the scene of the accident immediately, and on the same day, in cooperation with the police, they started on site investigation that continued and ended the next day.



Picture 1 – the plane wreckage at the crash site

In the further course of the investigation, by collecting and analyzing all relevant data and information, the cause will be determined, as well as the contributory factors that led to this accident. The results of the investigation, as well as safety recommendations, will be listed in the Final Report, which will be published on the AIA website after the investigation is completed.

#### 7. VJEROJATNI UZROK / PROBABLE CAUSE

The engine stopped working, the cause of which will be determined in the further course of the investigation.

#### 7. PRIJEDLOG MJERA (SIGURNOSNE PREPORUKE) / SAFETY RECOMMENDATIONS

They will be defined during the further course of the investigation.

Broj izvješća / Reference number		Potpis / Signature	Danko Petrin
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