



## PRELIMINARNO IZVJEŠĆE / PRELIMINARY REPORT

1. OPĆENITI PODACI / ACCIDENT/SERIOUS INCIDENT IDENTIFICATION		
a	MJESTO NESREĆE ILI OZBILJNE NEZGODE AREA OF ACCIDENT OR SERIOUS INCIDENT	Hvar airport (LDSH)
b	DATUM NESREĆE ILI OZBILJNE NEZGODE DATE OF ACCIDENT OR SERIOUS INCIDENT	31.05.2024.
c	VRIJEME NESREĆE ILI OZBILJNE NEZGODE TIME OF ACCIDENT OR SERIOUS INCIDENT	14:25 LT (12:25 UTC)
d	PROIZVOĐAČ ZRAKOPLOVA AIRCRAFT MANUFACTURER	Aveko
e	TIP ZRAKOPLOVA AIRCRAFT TYPE	
f	MODEL ZRAKOPLOVA AIRCRAFT MODEL	LV3
g	DRŽAVA PRIPADNOST ZRAKOPLOVA STATE OF REGISTRY	France
h	REGISTRACIJSKE OZNAKE REGISTRATION	F-JVZG
i	OPERATOR ZRAKOPLOVA AIRCRAFT OPERATOR	Private owner

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

## 3. OZLJEDE / INJURIES

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

## 4. ŠTETA NA ZRAKOPLOVU / DAMAGE TO AIRCRAFT

<input type="checkbox"/> Uništen / Destroyed	<input checked="" 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 31st, 2024, in the afternoon, a group of 39 aircraft started arriving at Hvar airport. They were divided into 8 smaller formations of 4 to 6 aircraft each. That day they flew from Fondone airfield in the province of Lecce in Italy to Hvar airport. The plane from the accident was part of the 6th formation.

The leader of each formation was a more experienced commercial or military pilot holding an instructor or examiner rating. The flight plan is not submitted for each individual aircraft, but for each formation, which is the usual procedure. According to the flight plan, the departure of the formation group was planned at around 10:50 local time, and the flight was supposed to last around 2 hours and 22 minutes.

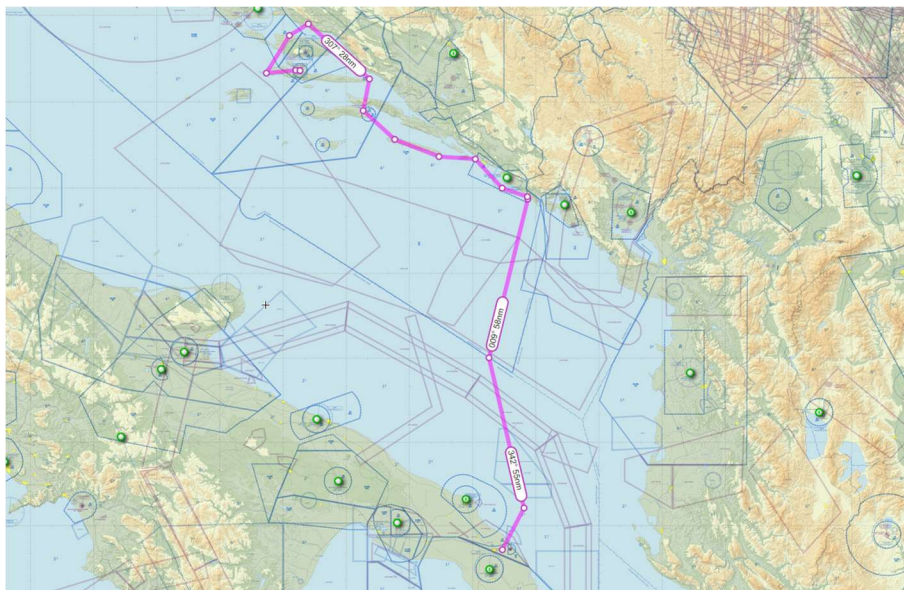


Image 1 - route according to the flight plan

The first to land was the leader of the entire group and the first formation. The leader is a Belgian citizen, a member of the rescue service and a firefighter, a flight instructor and examiner, and a test pilot for the manufacturer of the aircraft from the accident.

The landing of the group started around 13:00 local time. After landing, the leader was assisted by the president of the Faros Aeroclub, which is also the operator of the Hvar airport. The leader guided the planes in French, and they landed in formations 10 to 15 minutes apart and between planes 2 to 3 minutes apart.

After the 33 planes landed properly, they saw that an accident had occurred where the plane veered to the left of runway 10. The plane came to rest on a gravel road that runs parallel to the runway. In doing so, he seriously injured a cyclist and slightly injured two pedestrians who were on the mentioned gravel road at the time. The pilot of the plane, a French citizen, did not suffer any injuries, and the passenger on the plane, also a French citizen, suffered minor physical injuries.



*Image 2 - aircraft after the accident*

The leader of the group and the president of the club came to the rescue and called the 112 center, emergency services, Stari Grad firefighters and the police. They helped the seriously injured cyclist and waited for the arrival of two ambulances and a helicopter from Brač.

There was considerable damage to the plane, and the impact of the fuselage on a metal post between the airport and the road affected the lower speed at which the plane ran into people on the road.

AIA investigators received a notice about the plane crash from Police and Croatian Air Traffic Control. They went to the scene of the accident and conducted an investigation in cooperation with the police.

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



Excursion from the runway, 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	Tomo Matić
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