

## PRELIMINARY REPORT

Aircraft	Piper PA-28RT-201T / YU-DZZ
Date and time	27.06.2019 / 08:58 LT (06:58 UTC)
Operator	STS AVIACIJA d.o.o.
Type of Flight	Aerial Work
Perssons on board	The pilot and the operator of vaccine scattering equipment
Victims	N/A
Damage to the aircraft	The aircraft was slightly damaged
Occurrence location	The runway of the G. V. Bibescu - Strejnic Aerodrome

### 1. HYSTORY OF THE OCCURRENCE

On 11.11.2020, the Civil Aviation Safety Investigation and Analysis Authority - AIAS was notified by telephone at 08:58 LT (06:58 UTC) about the occurrence of an aviation event in which the PIPER PA-28 type aircraft registered YU-DZZ was involved.

The history of this event was reconstructed based on the pilot's statement.

On the morning of 11.11.2020, at 7:00 local time, the pilots involved in the flights to be performed on this day showed up at the G. V. Bibescu Aerodrome where a briefing took place. After the briefing, the pilot of the YU-DZZ aircraft together with the operator of the vaccine scattering equipment went to the aircraft.

The pilot checked the aircraft, started the engine and checked the operating parameters, and at 08:37 local time it took off.

After takeoff, the aircraft began to climb. When the pilot wanted to command the landing gear to be lifted, the pilot noticed that the three green lights on the landing gear were off and the circuit braker for the landing gear was off. He tried to reset it several times, but failed.

The pilot tried to continue the flight to burn more fuel but due to bad weather, he decided to return to the airport.

He contacted the control tower and informed that he had problems with the landing gear and that he wanted to return. The pilot made a low pass in front of the control tower to confirm the position of the landing gear (down).

After receiving confirmation from the control tower that the landing gear is down, the pilot of the aircraft made the decision to land on runway 08 at a reduced speed (approximately 83-84 knots). After contact with the runway, from the moment the brake started to apply, the landing gear began to retract slightly, until the moment when the ventral part of the aircraft's fuselage came into contact with the runway. From the



moment the fuselage came into contact with the runway, the aircraft rolled for about 250 m and then stopped at the end of the runway.

After the aircraft came into rest position, the pilot of the aircraft stopped the engine.

The flight duration was 21 minutes.

This occurrence was recorded by the surveillance cameras of the runway.



Fig. 1 – The aircraft in its final position



Fig. 2 – The trajectory of the aircraft after the fuselage contacted the runway



## 2. ADDITIONAL INFORMATION

### 2.1 Pilot data

Pilot	Female, 25 years old
Licence	PL.FCL.....CPL(A) within the validity period
Medical certificate	Clasa 1 / 2 / LAPL within the validity period
Flight experience	Total 679:35 hours, from which 65 hours on Piper PA-28

### 2.2 Aircraft data

Aircraft manufacturer and type	PIPER AIRCRAFT INC / PA 28RT-201T
Serial number and year of manufacture	28R-7931159
State and registration mark	Serbian Republic – YU-DZZ
Owner	GAS AVIATION d.o.o.
Operator	STS AVIACIJA d.o.o.
Aircraft Airworthiness Certificate	Within the validity period

According to the documents on board, the aircraft was modified in 2015 by installing a system for spreading vaccine baits, which is used in rabies vaccination campaigns.

The draft modification of the aircraft was prepared by an EASA approved design organization. This project contains minor modifications to the aircraft so that it can perform vaccine bait spreading missions. According to the project, after the implementation of the minor changes, the configuration of the aircraft should have been as follows:

- the last row of seats removed;
- the vaccine scattering system installed in the rear luggage compartment;
- the operator of the equipment seated in the right hand front seat, which is installed rotated backwards, the operator is oriented in the opposite direction to the direction of flight. He must use seat belts.

The investigation commission found at the scene the following changes to the aircraft:

- the last row of seats removed;
- the right-hand pilot seat removed, the vaccine bait boxes being stored in its place;
- the vaccine scattering system installed in the luggage compartment from behind;
- the operator of the system sits on the floor behind the pilot, not using a seat belt system.



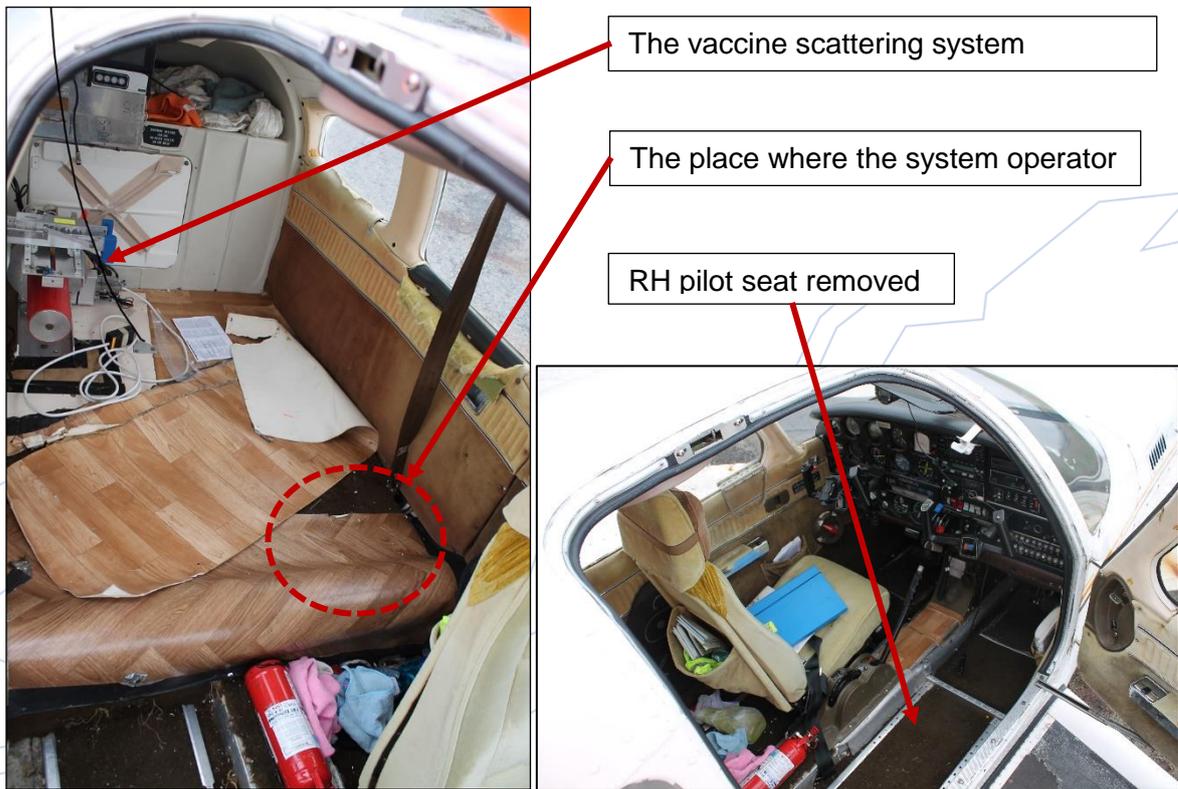


Fig. 3 – The last row of seats removed, the vaccine scattering system and the place in the cabin of the system operator

The aircraft registered YU-DZZ has a different configuration than the one in its documents, so that during a mission, on board the aircraft are the pilot of the aircraft occupying the left hand pilot seat and the operator of the vaccine scattering system sitting on the floor. In this configuration, the safety of the operator and the flight are endangered during the operation of the aircraft.

The investigation into this serious incident is ongoing. After analyzing all documents and information obtained during the investigation, the investigation commission o of the event will prepare the draft final report.

The objective of the civil aviation safety investigation is to prevent future accidents and incidents, by determining the causes and circumstances that led to these events and to establish the necessary recommendations to improve civil aviation safety and does not aim to establish individual or collective guilt or responsibility.

**Note: The documents and objects of analysis used for the preparation of the Investigation Report on civil aviation safety are confidential and are archived at the Authority for Investigation and Analysis for Civil Aviation Safety, according to the legal provisions.**

