



**Government of India**  
**Ministry of Civil Aviation**  
**Aircraft Accident Investigation Bureau**

**Preliminary Report:** Accident involving M/s Blue Ray Aviation Pvt Ltd.'s Cessna 152 aircraft, VT-PBA near Mehsana Airport on 31 March 2025

**1. General Information**

1.	Aircraft	Type	Cessna 152
		Nationality	Indian
		Registration	VT- PBA
2.	Owner and Operator		M/s Blue Ray Aviation Private Limited
3.	Pilot License Type		Student Pilot License
	Extent of Injuries		Serious Injury
4.	No. of Passenger		Nil
	Extent of Injuries		Nil
6.	Date & Time of Accident		31 March 2025, 13:18 UTC
7.	Place of Accident		Near Mehsana Airport
8.	Co-ordinates of Accident Site		Agriculture field Latitude: 23° 36' 38.08" N, Longitude: 73° 25' 48.85" E
9.	Last point of Departure		Mehsana Airport
10.	Intended landing place		Mehsana Airport
11.	Type of Operation		Training Flight (Solo Cross – Country)

**2. Aircraft Information**

The Cessna 152 aircraft, bearing registration VT-PBA and serial number 15285981, was manufactured in 1984. At the time of the accident, the aircraft held a valid Certificate of Registration and Certificate of Airworthiness. The last ARC was issued at 22039:14 Hrs. (TSN) on 5th June 2024 and was valid at the time of accident. As per DGCA approved weight Schedule the aircraft's maximum all-up weight is 760 kg. The aircraft was owned and operated by M/s Blue Ray Aviation Private Limited. The aircraft is equipped with a piston engine (Type: LYCO-O-235-N2C, Serial No. RL-24220-15).

As per maintenance records, the last scheduled inspection was done on 29<sup>th</sup> March 2025. The task carried out in the last scheduled inspection were Operation 03, Operation 01 and Operation 22, replacement of engine oil and the oil filter, replacement of Regulator Valve Filter, Inspection of Seat Rail and Inspection of Vacuum Pump.

The total airframe hours accumulated on the helicopter till the accident flight was 23302:32 hrs (TSN).

### 3. Crew information

Trainee Pilot details		
License	Type	SPL
	Date of Issue	27/06/2023
	Valid up to	26/06/2033
Class I Medical	Date of Exam.	23/03/2024
	Valid up to	12/04/2025
FRTOL License	Date of issue	16/10/2023
	Valid up to	15/10/2033
Total flying experience		111:12 Hours

### 4. Aerodrome Information

Mehsana Airport is in Mehsana, Gujarat. It is managed and controlled by the Gujarat Government's civil aviation authority known as GUJSAIL. Through an agreement, GUJSAIL has authorized M/s Blue Ray Aviation Pvt Ltd to utilize the airport infrastructure and facilities for general aviation purposes.

- a) Runway (orientation) : 05 & 23
- b) Runway (Length X width) : 1200 X 50 M
- c) Latitude & Longitude : 23° 36' 12.04" N & 73° 22' 36.91" E

### 5. Weather Information

The weather forecast issued on 31<sup>st</sup> March 2025 by India Meteorological Department (IMD) for Ahmedabad and surrounding area was as given below:

<b>Time</b>	0600 UTC to 1400 UTC
<b>Wind</b>	050/08KT BECMG 3107/3109 010/06KT BECMG 3112/3114 320/05KT
<b>Visibility</b>	4000M BECMG 3107/3109 6000M BECMG 3112/3114 4000M
<b>Clouds</b>	NSC BECMG 3107/3109 FEW2400M BECMG 3112/3114 NSC
<b>Sunset</b>	1325 UTC

### 6. Brief description of accident flight

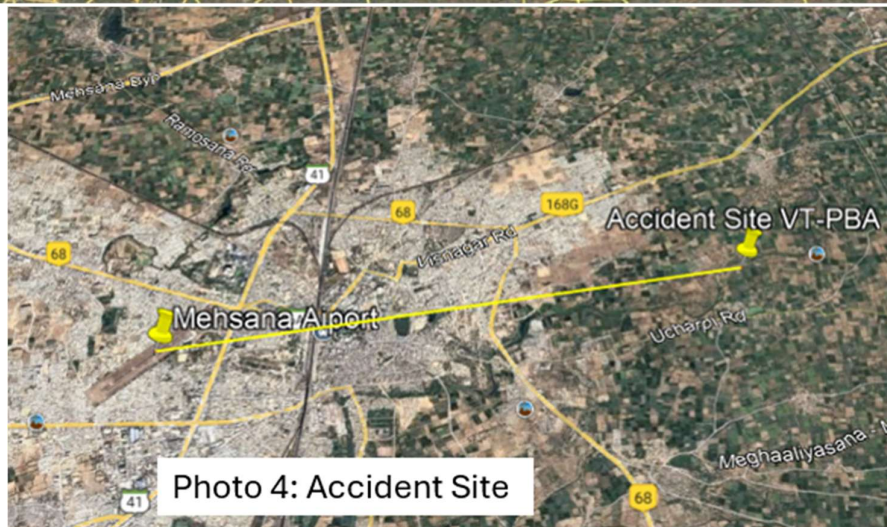
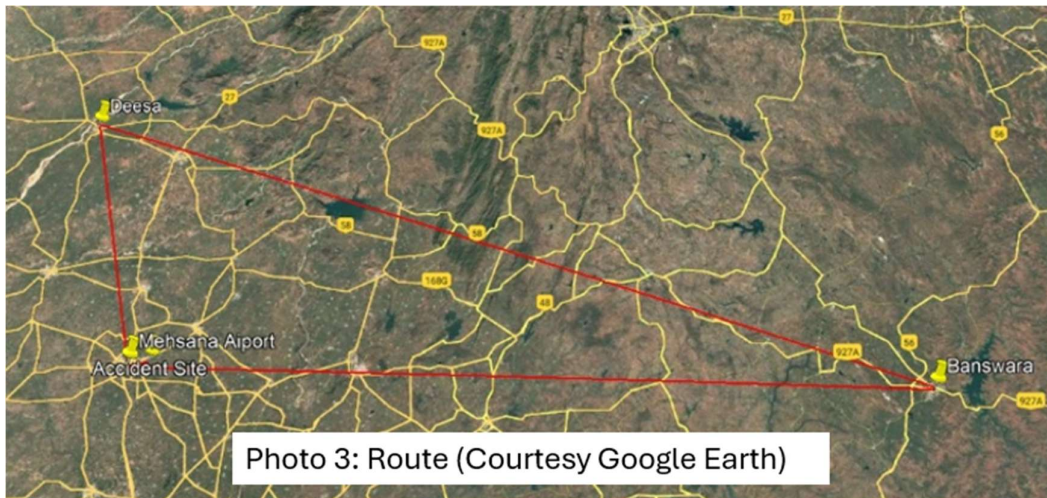
On 31<sup>st</sup> March 2025, M/s Blue Ray Aviation Pvt Ltd.'s Cessna 152 aircraft, VT-PBA, was scheduled to operate one circuit and landing, two cross-country flights and three instrument flying exercises. As per the flying schedule, the trainee pilot reported for duty and underwent the pre-flight breath analyser test. The breath analyser test result was satisfactory.

The trainee pilot was scheduled to undertake solo cross country flying exercise. The assigned cross-country route was Mehsana, overflying Banswara and Deesa and return to Mehsana. The assigned FL were Outbound F055 and Inbound F065. The aircraft took-off at 09:46 UTC from runway 05.

There were no abnormal reports from the aircraft until it was inbound to Mehsana after overflying Deesa. 10NM inbound to Mehsana, the aircraft was in contact with the Mehsana ATC (Ground VHF, maintained by M/s BRAPL). However, the communication was intermittent with Mehsana ATC. As per one of the Assistant Flight Instructor's (AFI) statement the trainee Pilot had last reported at 04 NM inbound Mehsana at 2000ft. Thereafter, there was no further communication between the aircraft and Mehsana ATC. Organization kept on trying to establish contact with the aircraft through different means, though the communication could not be established. The Organization was expecting the aircraft in close vicinity. Due to the prevailing confusion M/s BRAPL Dy. Chief Flight Instructor along with one Flight Instructor took-off to locate and provide navigational assistance to VT-PBA. Subsequently, another Flight Instructor along with one AFI took-off to search for VT-PBA. However, they did not achieve much in their mission. Meanwhile, the aircraft crashed in a field in Ucharpi Village in Mehsana and consequently, ELT got activated. On observing abnormally low flying aircraft some of the villagers who were roaming near the crash site rushed towards the aircraft's wreckage. Villagers rescued the unconscious and injured trainee pilot. They sent the injured trainee Pilot immediately to the Hospital.

On receipt of ELT activation information from INMCC, the organization passed on the same to the two aircraft who were flying to locate the aircraft VT-PBA. Thereafter, both aircraft landed back. Organization activated the emergency rescue plan. The aircraft sustained substantial damages.





## 7. Ahmedabad ATC Report.

VT-PBA filed the flight plan from Mehsana to Mehsana overflying Banswara and Deesa. At time 12:58:52 UTC, VT- PBA came in contact with APP(S&P) Controller. Subsequently, the trainee requested for her position and vectors to Mehsana. VT- PBA reported maintaining 3500 feet. Vectors and position with respect to Mehsana were provided to VT-PBA at regular intervals. At time 13:04:27 UTC, VT-PBA lost contact with App(S&P) Controller when she was approx. 10 NM from Mehsana. At time 13:48 UTC, Mumbai FIC reported receiving ELT signals and VT- PBA had crash landed 3.63 NM away from the Mehsana Airport.

## 8. Progress of the Investigation

- a) The investigation team visited the accident site and carried out the onsite investigation. The team also collected perishable and crucial evidence.
- b) The aircraft wreckage has been thoroughly examined. During the aircraft's wreckage examination, few aircraft and engine components (Mechanical and Electronic) have been identified for further detailed examination.

- c) The identified aircraft and engine components have been collected from the aircraft wreckage for laboratory examination and analysis.
- d) Fuel, engine oil and Hydraulic samples have also been collected for laboratory examination.
- e) The aircraft wreckage has been shifted to the company's hangar at Mehsana airport for safe custody.
- f) The aircraft records have been collected from the operator.
- g) Initial interviews/discussions with witnesses and stakeholders have been carried out.
- h) NTSB has appointed an Accredited Representative to provide support in the investigation.
- i) The second phase of interviews with the Flight Instructor and the trainee pilot have been carried out.
- j) Lycoming Engine will be dispatched to OEM for strip examination.