



**Preliminary Report: Accident involving M/s Redbird Flight Training Academy Pvt. Ltd. Cessna 172 Aircraft VT-EUC near Mangalur Village, Vijayapura District, Karnataka on 08.02.2026**

## 1. General Information

1.	Aircraft	Type	Cessna 172
		Nationality	Indian
		Registration	VT- EUC
2.	Operator	Redbird Flight Training Academy Pvt. Ltd (RFTAPL)	
3.	Instructor	CPL Holder	
	Extent of Injuries	Serious Injury	
4.	Student Pilot	SPL Holder	
	Extent of Injuries	Minor	
5.	No. of Persons on board	02	
6.	Date & Time of Accident	08.02.2026, 0845 UTC	
7.	Place of Accident	Mangalur Village, Vijayapura District, Karnataka	
8.	Co-ordinates of Accident Site	16.490559 N 75.568848 E	
9.	Last point of Departure	Kalaburagi Airport (VOGB)	
10.	Intended landing place	Belagavi Airport (VOBM)	
11.	Type of Operation	Cross Country (Training)	
12.	Phase of operation	Cruise	

## 2. Aircraft Information

a)	Name of Owner	Bluethroat Aero Global Private Limited, Haryana
b)	Name of Operator	Redbird Flight Training Academy Pvt. Ltd., Delhi
c)	Aircraft	Cessna 172
d)	Aircraft registration	VT – EUC
e)	Aircraft year of Manufacture	1975
f)	Aircraft serial No.	17265717
g)	C of A	2069/3 (Valid subject to ARC validity)
h)	C of R	2581/7 Valid Till: 29.12.2037
i)	Airworthiness Review Certificate	Issued: 01.08.2025, Valid Till: 03.08.2026
j)	Engine type	LYCOMING O-320-E2D
k)	Engine serial No.	RL-47019-27A
l)	Date of removal of Engine for Overhaul	23.01.2025
m)	Date of installation of Engine after overhaul	24.02.2025
n)	Engine Hrs (since overhaul)	802:10 Hrs
o)	Max take-off weight	1043.26 Kg
p)	Insurance Validity	18.02.2026

The aircraft is not fitted with any kind of flight data recorders or cockpit voice recorders and not required as per the prevalent regulations.

The Cessna 172 aircraft VT – EUC of M/s Redbird Flight Training Academy was stationed at operator’s Seoni base, where training flights were conducted on the aircraft until 18.12.2025. On 06.02.2026, the aircraft was flown from Seoni to Kalaburagi airport as a ferry flight with a recorded block time of 04 hours 40 minutes, with fuel of 180 liters. On 07.02.2026, replacement of Induction Air Filter and the Operation 27 Inspection (600 Hrs / 12months) were carried out by the AME at Kalaburagi and CRS was issued.

### 3. Crew information

Crew	Licence Type & No.	Medical
Student Pilot	<ol style="list-style-type: none"> <li>1. SPL issued at RFTAPL on 05.05.2025</li> <li>2. Aircraft Ratings on SPL: <ul style="list-style-type: none"> <li>• Cessna 172</li> <li>• Tecnam P Mentor</li> <li>• Tecnam P2008 JC</li> </ul> </li> <li>3. FRTOL issued on 30.06.2025</li> <li>4. FRTOL Valid till 29.06.2035</li> </ol>	<p>Type of Medical: Class II</p> <p>Valid till 16.04.2026</p>
Instructor	<ol style="list-style-type: none"> <li>1. CPL valid till 12.09.2028</li> <li>2. Aircraft Ratings as PIC: <ul style="list-style-type: none"> <li>• C 172</li> </ul> </li> <li>3. Assistant Flight Instructor Rating (Aeroplane) valid till 28.08.2026</li> <li>4. FRTOL issued on 13.09.2023</li> <li>5. AELP valid till 24.02.2026</li> </ol>	<p>Type of Medical: Class I</p> <p>Valid till 19.03.2026</p>

Instructor holds valid certificate of authorization issued by M/s Redbird Flight Training Academy Pvt. Ltd., for pre-flight and post flight inspection; valid till 18.03.2026

### 4. Aerodrome Information

Kalaburagi Airport (IATA: GBI, ICAO: VOGB) is a public airport located 12 km East of Gulbarga in Karnataka, India. The airport is operated by the Airports Authority of India (AAI). The Airport was inaugurated on 22 November 2019. The airport is situated at coordinates of 17.1835N 76.5726E. It has one runway designated 09/27, with a total length of 3175 feet and width of 45 feet.

On the date of accident (08/02/2026) there was no ATC watch as per NOTAM C0004/26.

### 5. Weather Information

There is a meteorological (MET) facility available at Kalaburagi Airport and the information is provided to the ATC during the watch hours. The MET information is taken from the IMD website and maintained in a METAR register by M/s RBFTAPL. The extract from the METAR register for 08/02/2026 is appended below:

Time (UTC)	Direction	Wind Speed	Cloud	Visibility	QNH
0700	040	05	NSC	7000	1016
0800	090	05	NSC	7000	1015

0900	050	07	NSC	7000	1014
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## 6. Brief description of accident

On 08.02.2026 (the date of the accident), the aircraft was released for flying training to carry out a cross-country flight. The instructor and the trainee pilot underwent pre-flight medical examination prior to operating the flight and the result was negative. Entries were made in the Flight Authorization Book for the sector VOGB to VOBM. However, the instructor did not make entries in the technical log for “Fuel Before Flight”, “Actual Fuel Uplift” and prior to departure were also not completed by the crew. The “Total Fuel” alone was recorded as 200 liters in the tech log. This was the first training flight operated on VT – EUC after carrying out the maintenance on 07/02/2026.

The aircraft taxied from the apron at 0730 UTC and departed from Kalaburagi Airport on a cross-country training flight to Belagavi Airport. When the aircraft was approximately 66 NM from Belagavi, the crew experienced a loss of engine power. The crew attempted to establish communication with nearby ATC units and other company aircraft; however, contact could not be established. The crew then decided to carry out a precautionary landing as soon as possible and identified an agricultural field as a suitable landing area.

The aircraft made initial ground contact on agricultural land (which is post-harvest sugarcane field with the dried sugarcane leaves all over the ground). The aircraft continued moving in the same direction, overturned and came to rest inverted, supported by the wings and the vertical stabilizer. The Pilot-in-Command (PIC) exited the aircraft with cuts to the knee and face. The student pilot was rescued from the cockpit by the PIC with assistance from locals and sustained minor injuries. Both the PIC and the student pilot were admitted to hospital for medical treatment. The student pilot was discharged on 09.02.2026, while the PIC was discharged on 13.02.2026. No post-impact fire was reported.

## 7. Wreckage and Impact information

The aircraft landed in an open field which is free from tree and high-tension wires. The initial contact of the aircraft was on the Main landing gear. During the landing, the nose landing gear (NLG) was damaged and subsequently separated from the aircraft. The aircraft travelled approx. 40 m to the final resting location where it overturned and came to rest inverted, supported by the wings and the vertical stabilizer. Aircraft sustained substantial damage and following are the details:

1. Nose Landing Gear (NLG) strut broken
2. Left Hand Main Landing Gear (LH MLG) strut bent.
3. Damage on the star board wing.
4. Engine damage with slight bent on the propeller.
5. Engine mount broken
6. Fire wall damaged
7. Windshield broken
8. Both the control column broken and found outside the cockpit

Most of the detached parts were found concentrated near the main wreckage.



Aircraft final resting position



Close view of the engine



Aircraft resting on vertical stabilizer



Damaged RH wing

## **8. Progress of the Investigation**

1. Onsite investigation was carried out.
2. The wreckage has been shifted from the accident site to a secured place for further examination.
3. Engine has been secured for further detailed examination.
4. Logbooks, work orders, fuel register and on-board documents related to VT-EUC have been gathered from the operator for scrutiny.
5. CCTV footage of Tarmac at Kalaburagi Airport on the date of accident has been secured for further examination.
6. Aircraft's oil sample has been collected for further analysis. However, no fuel was available in the aircraft for sampling.
7. Initial statements from witnesses and concerned personnel have been obtained.