



Government of India
Ministry of Civil Aviation
Aircraft Accident Investigation Bureau

Preliminary Report: Accident involving M/s Vision Flying Training Institute Tecnam 2008JC aircraft bearing reg. VT-VDF, near Amreli Airport on 22 April 2025

1. General Information

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|-----|-------------------------------|--------------|--|
| 1. | Aircraft | Type | Tecnam 2008JC |
| | | Nationality | Indian |
| | | Registration | VT- VDF |
| 2. | Owner | | M/s Vision Divyang Foundation |
| | Operator | | M/s Vision Flying Training Institute |
| 3. | No. of Persons on board | | 01 (Student Pilot) |
| | Extent of Injuries | | Fatal Injuries |
| 6. | Date & Time of Accident | | 22 April 2025, 07:20 UTC |
| 7. | Place of Accident | | Near Amreli Airport |
| 8. | Co-ordinates of Accident Site | | Latitude: N 21° 37' 28.382, Longitude: E 71° 13' 31.878 |
| 9. | Last point of Departure | | Amreli Airport |
| 10. | Intended landing place | | Amreli Airport |
| 11. | Type of Operation | | Training Flight |

2. Aircraft Information

The aircraft VT-VDF was manufactured in 2023 and had a valid Certificate of Airworthiness (CoA), subject to ARC validity. The ARC was issued on 13.08.2024 and was valid upto 12.08.2025. According to the Certificate of Registration (CoR), the aircraft was owned by M/s Vision Divyang Foundation.

The last scheduled inspection (50 Hrs check) was carried out on 18.04.2024 at 640:30 A/F Hrs. The last Major Inspection (600 Hrs scheduled inspection) was completed on the Aircraft on 11.04.2025. The aircraft was equipped with a ROTAX 912S2 Engine. Prior to the accident flight, both the aircraft and engine had accumulated 667:10 hours.

As per the records, on the day of the accident, all applicable SBs and ADs were complied with, and no MEL was invoked during any previous sorties.

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|------------------------|---------------------------|
| Name of Owner/Operator | Vision Divyang Foundation |
| Aircraft | Tecnam P2008JC |
| Aircraft registration | VT-VDF |
| Aircraft serial No. | 1298 |
| C of A No. /ARC No. | 7979/ 7979 (ARC) |
| C of R No. | 5786 |

| | |
|---------------------------------|-----------------------|
| Radio Licence Validity | Valid upto 28/02/2030 |
| Engine type | ROTAX 912S2-01 |
| Aircraft year of manufacture | 2023 |
| Category | Normal (Passengers) |
| Max take-off weight | 650 kg |
| Total Aircraft Hrs. (since new) | 667:10 Hrs. |
| Engine Hrs. (since new) | 667:10 Hrs. |
| Aircraft Hrs. (since last ARC) | 664:10 Hrs. |
| Insurance validity | 19/07/2025 |

3. Crew information

Crew was meeting the requirements to undertake the training flight. And as per the records produced by the FTO, the trainee Pilot was released for his first solo flight at 26:45 flying hours.

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|---------------------------------|---|
| Nationality of Crew | Indian |
| Date of Birth | 09/02/2003 |
| License | SPL (A) |
| Date of Issue | 13/11/2024 |
| Valid up to | 12/11/2034 |
| Date of Class I Medical Exam | 03/05/2024 |
| Class I Medical Valid up to | 02/05/2025 |
| Date of issue FRTOL License | 19/12/2024 |
| FRTOL License valid | 18/12/2034 |
| Total flying experience | 60:35 Hrs. |
| Total flying experience on type | P2008JC-50:30 Hrs. P-MENTOR-10:05 Hrs. |

4. Weather Information

According to the METAR, weather recorded at Amreli at 0700 UTC is as given below:

| (UTC) | Wind | Visibility | Temperature | QNH |
|-------|-----------|------------|-------------|------|
| 0700 | 010/08 KT | 6000 M | 39 C | 1010 |

As per the METAR, the weather at Amreli airstrip was above minima and conducive to training flights.

5. Wreckage and Impact Information

The aircraft crashed in a village adjacent to Amreli airfield, at 3 O'clock position w.r.t runway orientation. The aerial distance between runway edge and the crash site was approximately 920 metres. After impacting a road inside the village, the aircraft caught fire. As the aircraft collided with the ground in nose down position, the overall wreckage was confined to a small area, and no damage was reported to any nearby property. The aircraft was destroyed in the accident. The coordinates of the accident site are Latitude: 21° 37' 28.3" N & Longitudes 71° 13' 31.8 "E.



Fig: Wreckage at Accident Site

6. Brief description of accident flight

On 22 April 2025, one Tecnam aircraft VT-VDF belonging to M/s Vision Flying Training Institute met with an accident while on a solo training exercise outside the Amreli Airport at 07:20 UTC.

Prior to the accident flight, the trainee pilot, under the supervision of Dy. CFI, had performed dual sortie checks. During these circuit and landing exercises, the trainee successfully executed 3 landings while carrying out the standard right hand circuit pattern for RWY 04. After assessing the trainee's performance, Dy. CFI had released for solo training flight. Subsequently, the trainee completed 5 circuits, including 04 stop-and-go and 01 Go-around exercise.

At 07:17 UTC, the aircraft again lined up on runway 04. According to ATC, the aircraft was cleared for take-off at 07:18 UTC. After receiving clearance from ATC, the aircraft started rolling and became airborne approximately from the mid of the runway. Shortly thereafter, while the aircraft was still in climb phase, ATC personnel observed that aircraft deviating from the standard circuit pattern and started drifting towards left.

According to ATC personnel, immediately RT call was made. However, no response was received from the trainee. Seconds later a distress call was heard on RT "MAY DAY GOING DOWN GOING DOWN". Thereafter, Aircraft was continuously turning left and simultaneously losing height. After few seconds, ATC personnel observed smoke near the departure path. At 07:20 UTC, the ATC activated the emergency siren.

Thereafter, as per contingency protocol, Fire and medical services were dispatched to the crash site and all other airborne aircraft in the vicinity were instructed to abort their training flights.

The team launched by the FTO located the aircraft wreckage approximately half a mile from the Amreli airfield. The trainee was evacuated from the wreckage after the fire was doused by the fire team and was subsequently shifted to Amreli Civil Hospital. However, the trainee sustained fatal injuries in the accident, and the aircraft was destroyed due to post impact fire.

7. Progress of the Investigation

- a) The initial phase of accident site investigation and evidence collection have been carried out.
- b) The aircraft wreckage has been thoroughly examined.
- c) During aircraft wreckage examination, few aircraft and engine components (Mechanical and Electronic) have been identified for further detailed examination.
- d) The identified aircraft and engine components have been collected from the aircraft wreckage for laboratory examination and analysis.
- e) Fuel samples collected from fuel bowser and preflight sample were submitted to fuel testing lab of DGCA for examination. The report revealed that fuel quality was satisfactory.
- f) The aircraft wreckage has been shifted to the company's hanger at Amreli airport for safe custody.
- g) The aircraft records have been collected from the operator.
- h) Initial interviews/discussions with witnesses and stakeholders have been carried out.
- i) NTSB, ANSV and Austrian (SIA) have appointed Accredited Representatives to provide support in the investigation.
- j) Rotax Engine retrieved from the wreckage is being dispatched to OEM for strip examination.
- k) Garmin 3X unit will be dispatched to OEM for retrieval of data.