



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

**Preliminary Report:** Accident involving M/S Redbird Flight Training Academy Pvt. Ltd.'s TECNAM P-Mentor aircraft VT-RFO at Potlai, near Suktara Airfield, Seoni District, Madhya Pradesh, India on 08 December 2025.

## 1. General Information

1.	Aircraft	Type	TECNAM P-Mentor
		Nationality	Indian
		Registration	VT-RFO
2.	Owner and Operator		M/S Redbird Flight Training Academy Pvt. Ltd.
3.	No. of Persons on Board		02
	Extent of Injuries		PIC (Instructor) received Minor Injury Trainee Pilot received Serious Injury
4.	Date & Time of Accident		08 December 2025, 1226 UTC
5.	Place of Accident		Potlai, near Suktara Airfield, Seoni District Madhya Pradesh, India
6.	Co-ordinates of Accident Site		Latitude: 21.9485614 N
			Longitude: 79.4986868 E
7.	Last Point of Departure		Suktara Airfield
8.	Intended Landing Place		Suktara Airfield
9.	Type of Operation		Training Flight, Circuit and Landing Check

## 2. Aircraft Information

TECNAM P-Mentor aircraft bearing registration VT-RFO and Serial No. 1093 was manufactured in the year 2024. The aircraft was owned and operated by M/s Redbird Flight Training Academy Pvt. Ltd. under DGCA FTO Approval No. 01/2020, valid upto 22 July 2030. The aircraft's Certificate of Registration and Certificate of Airworthiness were valid as on the date of accident. The last Airworthiness Review Certificate (ARC) was issued on 18 November 2025 at 920:15 Airframe hours and is valid upto 19 November 2026. The Maximum All-Up-Weight is 720 Kgs. The aircraft is fitted with a BRP-Rotax GmbH & Co KG piston engine (Model: BRP-Rotax 912 iSc3 Sport, Serial No. 10002709) which uses AVGAS 100LL fuel. It is fitted with a MT-Propeller Entwicklung GmbH manufactured two wooden-bladed Propeller Type MTV-21A/180-51 with Serial No. 240612. Before operating the flight on 08 December 2025, both aircraft and engine had accumulated a total of 949:45 hrs (Time Since New). Last scheduled inspection carried out was 50 hrs Inspection at 934:05 Airframe hours on

20 November 2025. Scrutiny of the Journey/Technical Logbook revealed that there was no defect pending on the aircraft before operating the flight on 08 December 2025.

### 3. Crew Information

<b>Trainee Pilot's Information</b>	
Date of Birth	03 May 1997
License	Student Pilot License
Date of Issue	05 December 2024
Valid upto	04 December 2034
Date of Class I Medical Exam.	18 February 2025
Class I Medical Valid up to	20 February 2026
Date of issue of Flight Radio Telephone Operator's Licence (FRTOL)	27 January 2025
FRTOL Valid up to	26 January 2035
Total flying experience	46:40 hrs
Total flying experience on type (TECHNAM P-Mentor)	03:35 hrs
Last Flown on type	03 December 2025
Total flying experience during last 1 year	46:40 hrs
Total flying experience during last 6 Months	19:25 hrs
Total flying experience during last 90 Days	17:25 hrs
Total flying experience during last 30 days	05:45 hrs
Total flying experience during last 07 Days	01:35 hrs
Total flying experience during last 24 Hours	Nil
Rest period before flight	02 Days
Whether involved in Accident/Incident earlier	No
Date of latest Flight Checks and Ground Classes	Latest Flight Checks: 02 December 2025 Ground Classes ended on 27 Mar 2025
<b>Instructor's Information</b>	
Date of Birth	23 November 1988
License	Commercial Pilot License
Date of Issue	18 April 2019
Valid upto	17 April 2034
Date of Class I Medical Exam.	06 December 2025
Class I Medical Valid up to	09 December 2026
Date of issue of Flight Radio Telephone Operator's Licence (FRTOL)	17 April 2019
FRTOL Valid up to	22 November 2068
Total flying experience	2253:25 hrs
Total flying experience on type (TECHNAM P-Mentor)	420 hrs
Last Flown on type	03 December 2025
Total flying experience during last 1 year	622:15 hrs
Total flying experience during last 6 Months	241:10 hrs
Total flying experience during last 90 Days	226:30 hrs
Total flying experience during last 30 days	79:15 hrs
Total flying experience during last 07 Days	13:40 hrs
Total flying experience during last 24 Hours	Nil
Rest period before flight	04 Days
Whether involved in Accident/Incident earlier	No
Date of latest Flight Checks and Ground Classes	Latest Flight Checks: 18 September 2025 Ground Classes: 15-17 September 2025

#### 4. Weather/MET Information

There is no MET facility at Suktara airfield, however, weather observations are recorded manually by the operator's ground personnel at hourly intervals using the FTO's local observation setup. Visibility and general weather conditions were assessed visually with reference to nearby terrain features while temperature, dew point and wind parameters are recorded using installed meteorological instruments at the airfield. The flight was planned under day VFR conditions and the sunset time was 1158 UTC. Weather recorded at the Airfield as with visibility 05 Km and wind 02 Kts from 020 degree at 1100 UTC and nil winds at 1200 UTC.

#### 5. Wreckage and Impact Information

##### 5.1 Aircraft Wreckage

The aircraft wreckage was located approximately 920 m from the threshold of Runway 10 and offset approximately 210 m from the runway centerline of Suktara airfield. The wreckage was available mostly as a single unit. Only minor disintegration had occurred. The aircraft was resting on its nose and front fuselage belly after damaging the landing gears, in a slightly nose down attitude.



**PIC 1: CRASH SITE LOCATION NEAR SUKTARA AIRFIELD**

##### 5.2. Damage to the Aircraft

Salient damages are appended below: -

- Both Propeller blades had broken and Spinner damaged
- Both top and bottom nose cowlings damaged
- Firewall and Engine Mount bent
- Nose Landing Gear broken
- Both LH and RH Landing Gear bent. Crack in LH Landing Gear attachment
- Skin and structural damages in the forward fuselage belly area
- RH Wing Root Fairing damaged
- Engine Oil System Radiator, Coolant Radiator and Exhaust damaged



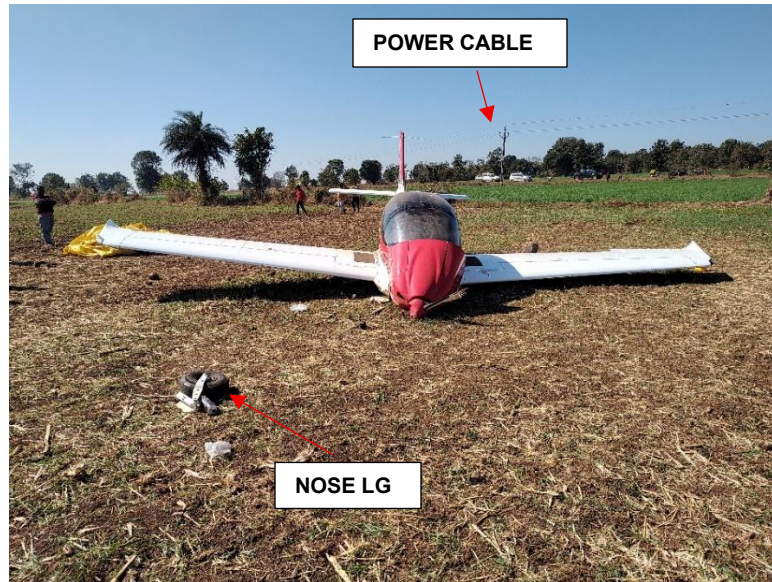
**PIC3: NOSE SECTION & PROPELLER DAMAGED**



**PIC4: FUSELAGE BOTTOM SKIN/STRUCTURE DAMAGED**

## **6. Brief Description of the Accident Flight**

On 08 December 2025, TECNAM P-Mentor aircraft bearing registration VT-RFO, belonging to M/s Redbird Flight Training Academy Pvt. Ltd., was planned for a Circuit & Landing (C/L) Check by a flight instructor with a trainee pilot from Suktara Airfield, Madhya Pradesh. This was the fifth sortie for the day for VT-RFO, no abnormality being reported on the aircraft during the earlier sorties of total 06:50 hrs. Both pilots reported for duty as per the flying schedule and underwent pre-flight breath analyzer test. The test results were satisfactory. Aircraft chocks-off time was approximately 1150 UTC while Sunset time was 1158 UTC. The aircraft took off from Runway 10 and performed the first touch-and-go at 1208 UTC and the second at 1216 UTC. As per the statements of the crew, around 1225 UTC, after turning onto the final segment, the instructor, noticing the runway perspective, instructed the trainee to increase power. The trainee responded that the power was already set at approximately 75%. Both pilots noticed a loss of RPM, following which control was taken over by the instructor. The instructor informed ATC of a forced landing and maneuvered the aircraft to the right of the approach path, maintaining landing configuration. However, the aircraft struck a power cable and crash landed in a nearby field. There was no fire. ELT got activated. The instructor sustained a minor injury whereas the trainee pilot sustained a maxillary fracture which is a serious injury. The aircraft sustained substantial damages during the accident.



**PIC 5: POSITION OF THE AIRCRAFT WRECKAGE VIS-À-VIS POWER CABLE**

## **7. Progress of the Investigation**

- i. The accident site was visited and its detailed examination was carried out and relevant evidence pertinent to the investigation were collected.
- ii. The aircraft wreckage has been examined.
- iii. The aircraft wreckage has been shifted inside the operator's hangar at Suktara airfield for safe custody.
- iv. Fuel and oil samples were collected from aircraft and submitted for analysis.
- v. Memory card of Garmin Display Unit has been retrieved from the wreckage and the data is being analyzed.
- vi. The aircraft maintenance records have been collected from the operator for further analysis.
- vii. Initial interviews/discussions with the pilots and involved personnel of the operator has been carried out.
- viii. The Engine Control Unit (ECU) is to be analyzed for engine health condition and further examination.