

No. 27

Polskie Linie Lotnicze ("LOT" Airlines), Viscount 804, SP-LVB, accident at Okęcie Aerodrome, Warsaw, Poland, on 19 December 1962. Extract from the Report of the State Accident Investigation Commission released by the Department of Civil Aviation, Ministry of Communications, Poland.

1. Historical**1.1 Circumstances**

SP-LVB was flying a scheduled international trip from Warsaw to Berlin and Brussels and was to return to Okęcie Aerodrome, Warsaw on the same day. It had left Warsaw at 0845 hours GMT and had reached its final destination, Brussels, at 1251 hours. After refuelling, it took off from Brussels on the return trip at 1455 hours and was to make the same en route stops. At Berlin it took on additional passengers and luggage. Aboard the aircraft were a crew of 5 and 28 passengers. The aircraft took off from Berlin for Warsaw at 1755 hours. During the approach to Okęcie Aerodrome the flight made use of one beacon as prescribed in the procedures. It was cleared to land when at a height of 60 - 70 m, however it crashed to the ground 1 335 m from the threshold of the landing runway (329^o). The accident occurred at 1930 hours, approximately 46 seconds after it had been cleared to land.

1.2 Damage to aircraft

The aircraft was destroyed by impact and fire.

1.3 Injuries to persons

All occupants of the aircraft, 5 crew and 28 passengers, were killed.

2. Facts ascertained by the Inquiry**2.1 Aircraft information**

On departure from Berlin the aircraft's gross weight was 24 067 kg.

2.2 Crew information

The pilots completed their basic training on the Viscount 804 while in England. They were properly certificated for this type of aircraft and were medically fit. No information on their ages and flying experience is contained in the report.

2.3 Weather information

The weather conditions at 1900 hours (i.e. 30 minutes before the accident) were as follows:

wind: 030^o, 18 km/h; visibility: 7 km; snow on the ground;
cloud: 6/8 fractostratus, cloud base: 250 m;
QNH: 1012.0 mb; temperature: -5^oC; dew point: -7^oC

2.4 Navigational Aids

A non-directional beacon was available to aircraft landing at Okecie Aerodrome.

2.5 Communications

There does not appear to have been any difficulty as the aircraft received permission to land less than one minute before the accident.

2.6 Aerodrome Installations

No information in this respect was submitted.

2.7 Fire

Fire broke out following impact. The wreckage examination showed no signs of an explosion having occurred in the air.

2.8 Wreckage

No description of the wreckage is available.

3. Comments, findings and recommendations

3.1 Discussion of the evidence and conclusions

Examination of the wreckage indicated that at impact the aircraft was in the landing configuration with its undercarriage and flaps down.

Prior to the accident, the engines, controls and electrical equipment of the aircraft were functioning satisfactorily.

A detailed examination of the aircraft's wreckage at the site of the accident was not possible because of bad weather.

3.2 Probable cause

The accident was attributed to a loss of speed and stalling of the aircraft. The reason for the loss of speed was not determined.

3.3 Recommendations

No recommendations were made following the investigation of the accident.
