

Ministry of Communications and Transport  
Trg BiH 1  
71000 Sarajevo  
Bosnia and Herzegovina

Tel.: (387) 33 284-750  
E-mail: [kabinet@mkt.gov.ba](mailto:kabinet@mkt.gov.ba)  
Fax: (387) 33 284-751

**To:** Center for investigation of accidents in transport  
Bulevar Mihajla Pupina 115E, lamela B4, 1. sprat,  
11070 Belgrade,  
Republic of Serbia,

**Subject:** Incident Notification

**Date:** 27.08.2025.

ICAO Notification			
Name, Organization and contact information of person/organization submitting notification:	Ministry of Communications and Transport Bosnia and Herzegovina Address: Trg BiH 1, 71000 Sarajevo, Bosnia and Herzegovina Telephone: (387) 33 284-750 Email: <a href="mailto:kabinet@mkt.gov.ba">kabinet@mkt.gov.ba</a>  Maja Vojvodić, Investigator Telephone: (387) 66 613-092 Email: <a href="mailto:icemaja@yahoo.com">icemaja@yahoo.com</a>		
a) for accidents the identifying abbreviation ACCID, for serious incidents INCID;	ACCID (Accident) <input type="checkbox"/>	INCID (Serious Incident) <b>X</b>	Incident (optional) <input type="checkbox"/>
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;	Airbus Helicopters (former Aérospatiale) Model: "Gazelle" SA-342J Reg: YU-HPZ (Republic of Serbia) Serial number: 1473		
c) name of owner, operator and hirer, if any, of the aircraft;	Sani Eco Vita d.o.o. Lazarevac Svetog Dimitrija 20/24 11550 Lazarevac, Republic of Serbia		
d) qualification of the pilot-in-command, and nationality of crew and passengers;	Pilot-in-Command: Goran Jošić (SRB.FCL.0002/0210) Nationality: Serbian Passenger: N/A		
e) date and time (local time or UTC) of the accident or serious incident;	(dd/mm/yy) local date: 21/08/25 local time: 13:00	(dd/mm/yy) UTC date: 21/08/25 UTC time: 11:00	
f) last point of departure and point of intended landing of the aircraft;	Last point of departure: Airport "Zemun Polje" LYZP Point of intended landing: Airport "Banja Luka" LQBK		
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;	Latitude: 44° 56' 11" N Longitude: 17° 44' 23" E Village of Gornji Palačkovci, approx. 10 km NE from Prnjavor, Bosnia and Herzegovina		
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board: 1 Fatal: 0 Serious Injury: 0 Minor: 0		
i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;	As per pilot testimony, there were no indications of any abnormalities during the flight, prior to incident. When flying over the village of Gornji Palačkovci, the helicopter was at 1500 ft QNH (800 ft AGL), cruising at 120 kt with normal visibility, pilot heard the sound of impact and felt the loss of power. He noticed		

	<p>the decrease in rotor speed, so he immediately lowered the collective fully down and proceeded to land on the terrain in front of him, in the direction of flight. There was no engine fire indication in the cockpit.</p> <p>Upon landing, the pilot opened the door and noticed the flame from engine exhaust. He pulled the fuel shut-off cock lever and, when rotor rpm was below 170, he pulled the rotor brake lever, exited the helicopter and started extinguishing the fire with the portable fire extinguisher in the cockpit.</p> <p>When fire was extinguished, pilot contacted the FIC Banja Luka and informed them about the landing due to the engine issue. The helicopter landed on the field and made no damage to any surrounding objects.</p> <p>Preliminary assessment of the damage to the aircraft:</p> <ul style="list-style-type: none"> <li>- Fire damage in the area of engine intake and visible burning marks on 3<sup>rd</sup> stage turbine wheel;</li> <li>- Contact and deformation of 3<sup>rd</sup> stage turbine wheel blade tips with casing, in the lower area. Not possible to turn the engine rotor by hand;</li> <li>- Bleed valve flap was stuck in open position, with piece of metal wedged in it. Cap on actuator was missing, and micro-switch cables detached;</li> <li>- Slight separation of engine oil tube to 3<sup>rd</sup> engine bearing, missing bolt. Slight separation of engine oil tube from 3<sup>rd</sup> bearing, missing bolts;</li> <li>- Engine throttle lever separated from Fuel Control Unit (FCU) lever. FCU throttle indicator stuck at 73° (full throttle);</li> <li>- Engine oil level below minimum.</li> </ul>		
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	Investigation will be conducted by the Bosnia and Herzegovina investigation authority		
k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;	Accessible terrain		
l) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the State of Occurrence at any time;	Ministry of Communications and Transport Bosnia and Herzegovina Maja Vojvodić, Investigator Telephone: (387) 66 613-092 Email: <a href="mailto:icemaja@yahoo.com">icemaja@yahoo.com</a>		
m) presence and description of dangerous goods on board the aircraft.	<b>X No</b> <input type="checkbox"/> Yes - If yes, UN _____		
n) Operation Type (If information is available)	Commercial Aviation <input type="checkbox"/> <b>General Aviation</b> <input checked="" type="checkbox"/> Pleasure <input type="checkbox"/>	Schedule <input type="checkbox"/> Non-Scheduled <input type="checkbox"/>	Passenger <input type="checkbox"/> Cargo <input type="checkbox"/>
o) Level of damage to aircraft (If information is available)	Destroyed <input type="checkbox"/> Minor <input type="checkbox"/>	Substantial <input checked="" type="checkbox"/> None <input type="checkbox"/>	
The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.			

With Regards,

Maja Vojvodić, Investigator