



PRELIMINARNO IZVJEŠĆE / PRELIMINARY REPORT

1. OPĆENITI PODACI / ACCIDENT/SERIOUS INCIDENT IDENTIFICATION		
a	MJESTO NESREĆE ILI OZBILJNE NEZGODE AREA OF ACCIDENT OR SERIOUS INCIDENT	Southern Velebit mountain
b	DATUM NESREĆE ILI OZBILJNE NEZGODE DATE OF ACCIDENT OR SERIOUS INCIDENT	21 August 2026
c	VRIJEME NESREĆE ILI OZBILJNE NEZGODE TIME OF ACCIDENT OR SERIOUS INCIDENT	16:14 LT (14:14 UTC)
d	PROIZVOĐAČ ZRAKOPLOVA AIRCRAFT MANUFACTURER	Diamond Aircraft
e	TIP ZRAKOPLOVA AIRCRAFT TYPE	Motor glider
f	MODEL ZRAKOPLOVA AIRCRAFT MODEL	HK-36TC-100 Super Dimona
g	DRŽAVA PRIPADNOSTI ZRAKOPLOVA STATE OF REGISTRY	Germany
h	REGISTRACIJSKE OZNAKE REGISTRATION	D-KWZE
i	OPERATOR ZRAKOPLOVA AIRCRAFT OPERATOR	Airbus HFB-Fluggemeinschaft e.V.

2. POVIJEST LETA / HISTORY OF FLIGHT			
a	VRSTA OPERACIJE / TYPE OF OPERATION		
	☒ Međunarodni / International ☐ Domaći / Domestic ☐ Premještanje / Ferry ☒ Vlastite potrebe / Non-commercial	☐ Linijski / Scheduled ☐ Čarter / Charter ☐ Taksi prijevoz / Air Taxi ☐ Radovi iz zraka / Aerial work	☐ Putnički / Passenger ☐ Teretni / Cargo ☐ Izobrazba / Training ☐ Drugo / Other
b	VRSTA OPERATORA / TYPE OF OPERATOR		
	☒ Aeroklub - Škola / Flying Club - School ☐ Privatni vlasnik / Private owner	☐ Korporativni – vlastite potrebe / Corporate ☐ U zakupu / Rental	☐ Komercijalni / Commercial ☐ Državni / Gov. Agency ☐ Drugo / Other
c	MJESTO UZLIJETANJA LAST DEPARTURE POINT	Olomouc Airport (LKOL), Czech Republic	
d	PLANIRANO MJESTO SLIJETANJA PLANNED DESTINATION	Zadar Airport (LDZD), Croatia	
e	VRIJEME TRAJANJA LETA DURATION OF FLIGHT	04:11	

3. OZLJEDE / INJURIES				
	Smrtne ozljede / Fatal	Ozbiljne ozljede / Serious	Lakše ozljede / Minor	Neozlijeđenih / None
Članovi posade / Crew	2			
Putnici / Passengers				
Treće osobe / Other				

4. ŠTETA NA ZRAKOPLOVU / *DAMAGE TO AIRCRAFT*

☒ Uništen / Destroyed	☐ Značajno oštećen / Substantial damage	☐ Manje oštećen Minor damage	☐ Neoštećen None damage	☐ Nepoznato Unknown
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5. METEOROLOŠKI PODACI / *METEOROLOGICAL INFORMATION*

a	METEOROLOŠKI UVJETI / <i>METEOROLOGICAL CONDITIONS</i>		
	☐ VMC	☐ IMC	☐ Nepoznato / <i>Unknown</i>
b	DOBA DANA / <i>LIGHT CONDITIONS</i>		
	☐ Zora / <i>Dawn</i>	☒ Dan / <i>Daylight</i>	☐ Sumrak / <i>Dusk (twilight)</i>
	☐ Noć - mjesecina / <i>Night - Moonlight</i>	☐ Noć - mračno / <i>Night - dark</i>	☐ Nepoznato / <i>Unknown</i>

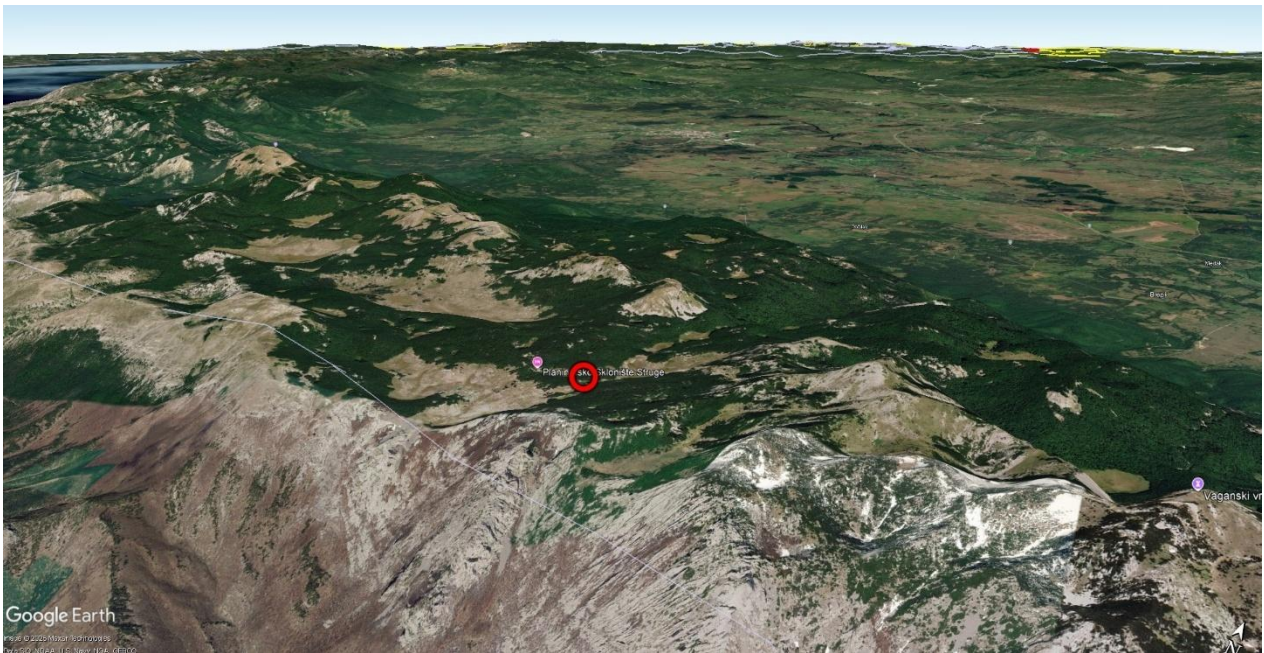
6. OPIS NESREĆE ILI OZBILJNE NEZGODE / *DESCRIPTION OF ACCIDENT OR SERIOUS INCIDENT*

Figure 1 – accident site (red circle)

Occurrence description

On Friday, August 21, 2026, the aircraft Diamond Super Dimona, registration number D-KWZE, was flying from Olomouc Airport (LKOL) in the Czech Republic to Zadar Airport (LDZD), Croatia. There were two adult male persons, German citizens, on the plane.

The aircraft flew over the Czech Republic, Slovakia, Hungary, entered Croatia and flew over the westernmost part of Bosnia and Herzegovina in the area of Cazin and Bihać, before re-entering Croatia.

En route to its destination, the aircraft had to fly over the Velebit mountain range, the ridge of which was shrouded in clouds. The aircraft disappeared from radar at 16:14 local time over the southern Velebit ridge.

Croatia Control (HKZP) notified the relevant services of the disappearance, and a search and rescue operation was launched.

Weather conditions deteriorated significantly during the search, making aerial searches by helicopter and drone impossible. Despite the extremely poor weather, the search continued with ground teams scouring the terrain.

Later that night, the wreckage was found in a forest on the southern Velebit ridge. The aircraft was completely destroyed, and both occupants lost their lives. No fire occurred.

Investigation – progress to date

AIN received notification of the event from Croatia Control (HKZP) and the Operational-Communication Centre of the Ministry of the Interior (OKC MUP) after the aircraft disappeared from radar. Later that same evening, AIN was notified by OKC MUP that the wreckage had been found. An on-site investigation was conducted and an investigation was opened the following day.

In accordance with the provisions of ICAO Annex 13, AIN is issuing this 'Preliminary Report' outlining the information and findings obtained during the early stages of the investigation.

The investigation conducted so far has included an on-site inspection and the collection of data, including pilot-to-flight control communications, the flight plan, radar flight records, the meteorological report, and other relevant documentation.

Diamond HK-36TC-100 Super Dimona

Diamond Super Dimona is a motor glider of the Austrian manufacturer 'Diamond Aircraft Industries'. It has been produced since 1980. To date, several variants of this aircraft have been developed and more than 900 aircrafts have been produced.



Figure 2 – The aircraft D-KWZE (photo by Frank Schwichtenberg)

The Diamond Super Dimona is a two-seater low-wing T-tail with non-retractable tricycle landing gear. The wings and fuselage are made of composite materials.

The drive unit consists of a 74 kW (99 hp) piston engine and a two-bladed propeller. The weight of the empty aircraft is about 500 kg, and the MTOW is 770 kg.

At the optimal cruising speed of 100 kt (185 km/h), fuel consumption is 17 l/h. The capacity of the fuel tank is 80 l, and the maximum range is 1.090 km.

As it is a motor glider, this aircraft has performance that allow it to soar in air currents. The Super Dimona has a glide ratio of 1:27 and a minimum sink rate of 0.91 m/s at a speed of 79 km/h. Its maximum rate of climb is 4.1 m/s.

Accident site

The crash site is located on a gentle slope covered with deciduous forest, at an elevation of approximately 1.450 meters. The area surrounding the crash site is a mountain ridge extending southeast–northwest, which widens in this section into a vast, undulating plateau. This plateau is covered in places by forest vegetation and elsewhere by meadows and dwarf pine scrub, while the ground is partially rocky.

Traces at the crash site indicate that the aircraft entered the forest at a shallow angle from the northwest. As a result of passing through the tree crowns and impacting the ground, the aircraft was completely destroyed.

There are no signs of fuel spillage into the ground. No fire occurred.



Figure 3 – Wreckage at the crash site

Meteorological conditions

At the time of the accident, the weather over the Lika region (north of Velebit) was mostly clear with some minor cumulus cloud cover, while the Velebit ridge was capped by clouds. A storm system was approaching from the west, reaching the accident site about half an hour after the aircraft crashed.

A south-westerly wind was blowing, accompanying the aircraft along its entire route. Wind speed increased as the aircraft approached Velebit, and the mountain's orientation was such that the wind direction was nearly perpendicular to the mountain ridge.



Under these circumstances, a strong downdraft was present on the leeward side of the mountain, the very side from which the aircraft was approaching. At the ridge itself, the high ground the aircraft was meant to fly over, wind speeds were further intensified and accompanied by severe turbulence.

As air rose over the mountain, orographic cloud cover was forming along the Velebit ridge.

The impact of meteorological conditions in this instance was by no means negligible. The aircraft had encountered headwinds throughout its entire route, only to ultimately face highly challenging weather conditions: strong winds, downdrafts, turbulence, and questionable visibility.

Investigation – further course

As the investigation proceeds, meteorological data, the flight path and conditions along the route, fuel consumption, and the human factor will be analyzed in detail, and other necessary investigative actions will be carried out. Upon completion of the investigation, the AIN will prepare and publish a Final Report on the accident in question.

7. VJEROJATNI UZROK / PROBABLE CAUSE

Entering extremely challenging meteorological conditions.

8. PRIJEDLOG MJERA (SIGURNOSNE PREPORUKE) / SAFETY RECOMMENDATIONS

Safety recommendations will be defined upon the conclusion of the investigation.

At this time, we wish to note that accidents of this type in Croatia recur regularly following the same or a very similar pattern, characterized by the following factors:

- General aviation aircraft,
- The area between the coast and the inland,
- Specific meteorological conditions characteristic of the aforementioned area, which become extremely challenging in certain situations,
- Foreign pilots

Broj izvješća / Reference number		Potpis / Signature	Danko Petrin
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