

SUMMARY IN ENGLISH

The aircraft took-off from runway 12 at Trosa/Troslanda Airport. After a brief demonstration of the aircraft, they returned to the field for landing.

The pilot planned for a long final to be stabilised for the approach with a steep glide path in order to overfly a power line that crossed the final.

However, the aircraft did not become stabilised until just before the threshold. During touchdown, the aircraft bounced three times before the pilot initiated a go-around.

During the go-around, the aircraft veered to the left, left the runway into a ditch, veered over the right wing, and came to rest with the nose down in a ditch next to the runway.

The plane's nose landing-gear was torn off. The fuselage, wings and tail-plane suffered structural damage. Both occupants remained unharmed.

According to the publication KSAB Swedish airfields, the runway was 730 meters. SHK has measured the runway and found that the correct runway length was 666 meters. At the time, the threshold for runway 12 was also displaced, which meant that only 590 meters were available for landing. This meant that the landing distance was not enough for landing according to the performance documentation of the aircraft.

The accident was caused by the fact that the go-around phase was initiated at such a late stage that the ability to maintain control over the aircraft was limited in relation to the pilot's level of experience.

The following factors have contributed to the accident:

- the approach was not stabilised, and
- the power line that crossed the final as well as the displaced threshold and shape of the runway constituted stress factors.

Safety Recommendations

The Transport Agency is recommended to:

- Consider the need to provide information to airport holders regarding the requirements of the Transport Agency's regulation (TSFS 2010:123) and general advice on the design and operation of airports that are not to be approved. (*RL 2018:04 R1*)
- Consider the need to provide information regarding the commander's responsibility to use only aerodromes which are adequate for the type of aircraft an operation concerned. (*RL 2018:04 R2*)