

## **SUMMARY IN ENGLISH**

The report deals with an accident with a touring motor glider. The pilot took off from Borlänge airport for a cross country flight via Ludvika and Avesta and then back to Borlänge. This was the pilot's last training flight before achieving his rating for operation of touring motor gliders. The flight was carried out as a solo flight with the pilot seated in the left seat. During the approach to Ludvika airport the pilot checked the windsock and decided to land on runway 19. In the traffic pattern he could observe that another glider (sailplane) was landing and stopping at the end of runway 19.

When the aircraft was over the threshold of runway 19 the pilot wanted to make sure that the throttle was completely closed. When doing so he instead unintentionally applied more engine power. Feeling stress over the glider that was parked at the end of the runway, which made the available length of the runway shorter, he decided to abort the landing and perform a go around.

The pilot applied full throttle to climb, but probably left the airbrakes extended. The go around with full throttle in combination with the extended air brakes and the fact that the pilot also moved the control stick forward led to the airplane struck the runway instead of climbing. The aircraft then bounced into the air, after which the pilot lost control of the aircraft. He pulled the control stick backwards which caused the aircraft to stall and hit the runway hard. The aircraft then skidded on the lower fuselage before coming to a stop on the runway.

The pilot, who only had suffered a minor injury, was able to get himself out of the damaged aircraft. The rescue services arrived at the site shortly thereafter.

SHK concludes that this aircraft model is relatively complex for being a motor glider. Furthermore, go around in connection with landing is not included in the training programme for motor gliders. The reason for this is that the aircraft should be landed like a glider, even though the engine is running in idle.

The accident was, according to SHK, caused by the following factors:

- The complexity of the motor glider in relation to the pilot's limited experience.
- The pilot had not previously practiced go around in connection with landing, since this is not included in the training programme for motor gliders.
- The pilot was stressed by the fact that another glider was parked at the end of the runway.