

## **SUMMARY**

The flight was a private flight from Lübeck-Blankensee airport in Germany to Norrtälje/-Mellingeholm airport.

During the approach to Norrtälje/Mellingeholm airport, the pilot chose runway 25 since he, based on the information in his GPS, assumed that the wind would be light and vary in direction. At touchdown, the nosewheel touched down first. There was no flare, which led to a hard, bounced landing, at which point the pilot tried to abort the landing attempt by giving full throttle, which caused the aircraft to yaw heavily to the left. The aircraft left the runway area and flew into some shrubbery outside the runway strip. It then landed in the terrain outside the runway, at which point the aircraft's landing gear and propeller broke off. The aircraft then skidded and spun around clockwise, and finally came to rest facing north.

According to SMHI's analysis, the wind at the time was east-northeast, 10–15 knots. The choice of runway 25 meant that the approach was carried out with a tailwind. At Norrtälje/-Mellingeholm airport, there is a difference in elevation between the threshold ends of the runway, which means there is an upslope at the first part of runway 25. The published runway length was also shorter than the actual.

The design of the airport, combined with the pilot only having experience of airports with air traffic service, meant that reconnaissance of the conditions was not performed to the necessary extent. This likely led to a tailwind landing and to the pilot misjudging the flare and touchdown.

SHK has not been able to determine why the pilot lost control after the aircraft bounced. The fact that the aircraft did not climb, but continued flying at low altitude through the shrubbery, may have been due to the pilot reducing the power to decrease the yaw effect, to the aircraft being subjected to heavy side force, to the angle of attack being so high that the aircraft's drag exceeded the thrust, or due to a combination of these three factors.

The following factors may have contributed to the failed go-around.

1. High engine power
2. P-factor, slipstream and lack of sufficient rudder compensation.

## **Safety recommendations**

None.