

SUMMARY IN ENGLISH

The accident occurred at Hagfors airport in Sweden during flight training for a LAPL (Light Aircraft Pilot License). The student pilot was operating solo. Earlier during the day, the student pilot had two previous flight lessons, the first in dual command with the flight instructor.

After performing two touch-and-go landings, the intention was to make a power off landing. On the final approach the student pilot initially assessed that he was well established, he extended the wing flaps to landing position 30 degrees, and kept a normal approach speed of 80 MPH. However, towards the end of the final approach, he felt that the aircraft was below the intended glide slope whereupon he applied throttle to increase engine power. In connection with this, he experienced a sudden increased sink rate and that the aircraft significantly lost altitude. The aircraft then hit the ground on the strip 50 metres before the threshold to runway 18. The relatively hard ground contact in combination with a waterlogged and soft ground caused the aircraft to tip over the nose and end upside down. The student pilot, who was not injured, could evacuate the aircraft by himself.

The aircraft's wing flaps were found in the retracted position after the accident. According to SHK, a possible explanation for this is that the wing flaps suddenly were retracted during the latter part of the final approach. A sudden retraction of the wing flaps from the 30-degree position will result in an abrupt loss of lift and a high sink rate with rapidly lost altitude. The student pilot had earlier during the day's flight lessons carried out a number of touch-and-go landings, which means that after landing, the airplane is immediately set to take-off configuration by retracting the wing flaps and apply full engine power for a take-off. It is therefore possible that the student pilot routinely and unconsciously retracted the flaps in connection with the application of engine power in the same way as in a touch-and-go practice.

With the above-mentioned background, the SHK has made the assessment that the accident probably was caused by an unconscious and routine maneuvering of the wing flap handle to retracted wing flap position, which led to an abrupt descent prior to the runway.

No safety recommendations have been issued by SHK.