

## **SUMMARY IN ENGLISH**

The purpose of the flight was to visit a friend who had a private air strip primarily intended for gyrocopters.

The pilot performed an approach in an easterly direction with fully extended flaps. However, both airspeed and altitude were too high, which meant that the aircraft touched down far into the field. The pilot aborted the landing attempt and applied full throttle. The aircraft took-off and climbed to 10–20 metres altitude, but the speed was low and the airplane changed the course to the right, despite that the pilot applied left aileron. The plane struck down into a pile of cut birch trees that lay about 50 metres to the right of the far end of the strip.

The occupants did not suffer any injuries and could themselves leave the wreckage although with some difficulties due to partially blocked doors.

The strip was 270 metres long and 30 metres wide and consisted of short-cut grass. Five metres tall trees stood at the beginning of the strip. According to the aircraft's manual, a rolling distance of 107 metres is required for landing. The manual indicates no landing distance from 50 foot height.

SHK has conducted a reference flight with an aircraft of the same model. From the flight it was found that if full throttle is applied, when the aircraft is trimmed with idle and fully extended flaps, the speed will decrease so that the aircraft ends up in a stall if no control inputs are made.

The reference flight also shows that the attitude of the full-flap stall is basically equal to normal climbing attitude with retracted flaps. The above effects can explain why the pilot did not recognize that he was approaching a stall.

The accident was caused by the landing being continued until touch-down despite the fact that the approach was not stabilized on final and that the aircraft touched down far into the strip, which resulted in loss of control of the aircraft in connection with a forced go-around.

### **Safety recommendations**

#### **The Swedish Transport Agency is recommended to:**

- In an appropriate manner, encourage inspectors and instructors to discuss and possibly practice the concept of stabilized approach with the pilots in connection with flight training hours, PC or skill tests. (*RL 2019: 04 R1*)