

SUMMARY

The accident occurred in conjunction with a landing of an aircraft of the model SportStar RTC at the airport in Landskrona (Enoch Thulin Airport).

According to information from the local weather station at the airport, there was a near full crosswind at the runway in question at the time of the accident. The average wind speed was 16 knots, and the strongest gust of wind was 20 knots. Sportstar RTC has a maximum demonstrated crosswind component of 18 knots.

The pilot chose the sideslip technique (wing low method) as a way to land in the crosswind, which means that he established a stabilised sideslip early on the final leg, so that the nose was constantly pointing in the runway direction, and the wings were banked into the wind. The pilot aborted his first landing attempt due to heavy gusts of wind on short final. He then joined the circuit again to attempt another landing on the same runway.

On the second circuit, the pilot set up for a downwind leg with compensation for the wind. According to the pilot, large rudder deflections were required to keep the nose in the direction of the runway during the landing. While entering the flare phase, the pilot experienced a strong gust of wind from the right and the control inputs were not sufficient to compensate for the aircraft rolling movement. The nose of the aircraft suddenly pitched upwards. The pilot then decided to increase the throttle in order to execute a go-around and a new landing attempt, but the aircraft instead suddenly went into a quick uncontrollable roll to the left, at which point the pilot lost control of the aircraft.

According to the pilot, he increased power to maximum throttle and pulled the stick backwards in preparation of the go-around, but did not succeed in regaining control of the aircraft. Instead, the aircraft rolled to the left, hit the ground with the propeller and wings when the aircraft was upside down and finally stopped right side up on the taxiway.

The pilot sustained extensive injuries to the face and foot, while the passenger suffered superficial cuts. The aircraft sustained substantial damage.

SHK notes that the low wing loading, in combination with the narrow wingspan, makes the SportStar more sensitive to gusts of wind and turbulence, especially during roll, than the aircraft type that the pilot was used to be flying. The Sport-Star RTC's quicker response to gusts of wind and turbulence probably came as a surprise for the pilot in a critical phase of the landing.

The accident was caused by the large rudder and opposite aileron deflections during the go-around in combination with insufficient speed, which resulted in sudden stalling of the left wing. This resulted in an uncontrollable flying situation with a rapid rolling movement to the left (LOC-I, Loss of Control In-flight).

Contributing factors to the accident were:

- The pilots lack of experience flying the aircraft type in difficult wind conditions in combination with the strong and gusty crosswinds, which were close to the maximum demonstrated for the aircraft.
- The lack of current wind information (other than the windsock) to inform the pilot that the gust strength was close to the maximum range demonstrated for the aircraft type.

Safety recommendations

None.