

SUMMARY IN ENGLISH

The accident occurred during landing at the pilot's own private airstrip. The pilot was aware that the crosswind at the time of landing exceeded the aircraft's crosswind limitations according to current regulations. He was also aware that he was tired after a long and strenuous flight in turbulent air.

The pilot checked the windsock and confirmed that the wind-direction was from southeast and that it would be a landing with crosswind from left. He came in offset to the final track, passed the threshold with a high crab angle, steered the airplane in the runway direction and performed a three-point landing at stall speed.

The initial part of the landing worked well, but when the speed decreased, the effect of the rudder was not sufficient to compensate for the strong cross-wind, which caused the aircraft to veer into the wind and turn left towards a ditch to the left of the runway-edge. The pilot applied full brake on the right wheel, which stopped the veer. Then the left wing was lifted, whereupon the aircraft rolled on the right wheel and the tailwheel. The aircraft then veered to the right, with the tail into the wind, the aircraft flipped around and came to a halt upside down.

The pilot could get out of the aircraft unharmed.

The accident was caused by the pilot's strong motivation to come home after a strenuous flight and the fact that he misjudged his capacity to cope with the situation, as a result the pilot decided to land despite the lack of conditions for carrying out a safe landing.

One contributing factor to this may have been that the pilot's fatigue affected his decision-making.

Safety Recommendations

None.