

SUMMARY

One week before the accident, the aircraft in question flew for the first time in a number of years. The intention was to carry out a functional check flight and to transport the aircraft from Norrköping to Stockholm/Bromma Airport.

The pilot, who also later conducted the flight that ended in an accident, has stated that he chose to remain in the proximity of the airport so as to check certain functions before the onward flight. A false fault indication from the landing gear resulted in the tower issuing a warning alarm.

The pilot decided to return to Norrköping Airport and the landing was normal. However, the pilot perceived that the aircraft swerved when setting down the nose wheel. The swerving and its subsequent consequences came to be the object of the accident that the ongoing report primarily concerns.

On 4 November 2013, the second attempt to fly to Stockholm/Bromma Airport was commenced. The flight and approach to runway 12 at Bromma were normal. During landing when the nose wheel was set down, the aircraft swerved and the pilot had difficulties holding the aircraft on a steady course. The aircraft swerved along the runway centre line and finally left the runway, knocking down a sign.

The pilot has stated that he did not brake as he realized the risk of incorrect usage of the brakes could have intensified the swerving, which he feels could have aggravated the situation.

Having informed the tower of the occurred and of the fuel leakage from the right wing, the pilot then shut down the engine, cut the power supply and left the aircraft. The airport's rescue services covered the spilled fuel with foam so as to prevent ignition. No fire arose.

Safety recommendations

The FAA is recommended to:

- Provide information on the connection between an imbalance in the nose wheel and nose wheel shimmying. *RL 2014:12 (R1)*

EASA is recommended to:

- Provide information on the connection between an imbalance in the nose wheel and nose wheel shimmying. *RL 2014:12 (R2)*