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Report RL 2001: 08e

***Aircraft accident with aircraft RA 02550
at Ronneby airport, K county, Sweden
on the 27th of September 2000***

Dnr L-105/00

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Translated by Dennis L. Anderson

From the original Swedish at the request of the Board of Accident Investigation. In case of discrepancies between the English and the Swedish texts, the Swedish text is to be considered the authoritative version.

2001-02-16 L-105/00

Swedish Civil Aviation Administration
601 79 NORRKÖPING

Rapport RL 2001: 08e

The Board of Accident Investigation (Statens haverikommission, SHK) has investigated an accident that occurred on the 27th of September 2000, at Ronneby airport, K county, Sweden, involving an aircraft with registration RA 02550.

In accordance with section 14 of the Ordinance on the Investigation of Accidents (1990:717) the Board herewith submits a final report on the investigation.

Ann-Louise Eksborg

Monica J Wismar

Henrik Elinder

Rapport RL 2001:08e

L-105/00

Report finalized 2001-02-16

<i>Aircraft: registration, type</i>	RA 02550 , JAK 50
<i>Class, airworthiness</i>	Normal, valid certificate of airworthiness
<i>Owner/Operator</i>	Privately owned
<i>Date and time</i>	2000-09-27, 16.56 hrs. in daylight <i>Note:</i> All times in the report are given in Swedish Summer Time = UTC + 2 hours
<i>Place of occurrence</i>	Ronneby airport, K county, Sweden (pos 5616N 1515E; 58 m above sea level)
<i>Type of flight</i>	Private
<i>Weather</i>	Wind 130°/8 knots, visibility 6 km in haze, no clouds below 5 000 feet, temperature/dew point +15/+12 °C, QNH 1018 hPa.
<i>Persons on board: crew</i>	1
<i>passengers</i>	-
<i>Injuries to persons</i>	None
<i>Damage to aircraft</i>	Considerable
<i>Other damage</i>	None
<i>Pilot in command:</i>	
<i>age, certificate</i>	55 years old, PPL
<i>total flying time</i>	Approximately 450 hours, of which 15 hours on the type
<i>flying hours previous 90 days</i>	15 hours, all on the type
<i>number of landings previous 90 days</i>	30

The Board of Accident Investigation (SHK) was notified on the 27th of September 2000 that an aircraft with registration RA 02550 had an accident at Ronneby airport, K county, Sweden at 16.56 hrs. on that day.

The accident has been investigated by SHK represented by Ann-Louise Eksborg, Chairman; Monica J Wismar, Chief investigator flight operations; and Henrik Elinder, Chief technical investigator aviation.

The investigation was followed by Gun Ström, Swedish Civil Aviation Administration.

History of the flight, etc.

The pilot was to fly his newly purchased airplane from Russia to France via Sweden. The aircraft type is monoplane, low-winged and equipped with a tailwheel. The tailwheel can turn freely through 360 degrees when the control stick is forward of its neutral position but is locked in the longitudinal direction of the aircraft when the control stick is aft of its neutral position. This aircraft type is prevalent in connection with aerobatics flight.

On the 27th of September 2000 the pilot took off from Stocholm/Bromma airport to fly to Ronneby, where he was to spend the night. The flight was carried out according to visual flight rules and elapsed without problems. When he approached Ronneby airport he was cleared by the air traffic controller to join the final for a straight- in approach to runway 19. Just

after touchdown on the runway the aircraft developed yaw disturbances in connection with the rollout. The pilot attempted to attenuate these by “steering with the brakes”, i.e. by asymmetrical braking with the individual wheel brakes. After a few hundred meters of ground run the aircraft experienced a ground-loop to the left and came to a stop. In conjunction with the ground-loop the right landing gear was broken.

The pilot was not injured and could leave the aircraft unassisted. Among other things, damage occurred to the right landing gear and wing.

No technical failures that can have affected the sequence of events have been found.

Conclusions

The pilot attempted to correct for the yaw disturbance by individual wheel braking. This method can result in heavy yaw factors on an aircraft, particularly at speeds above taxi speed. The effect of such yaw factors become greater if the tailwheel is not in contact with the ground or is in an unlocked position.

The accident was caused by insufficient heading control in connection with the rollout. Contributory to the ground-loop can have been that the pilot, in connection with the braking, unconsciously pushed the control stick forward of its neutral position, thus suspending the locking of the tail wheel.