

MINISTRY OF INFRASTRUCTURE

AIR, MARINE AND RAILWAY ACCIDENT AND INCIDENT INVESTIGATION UNIT

Tržaška cesta 19, 1000 Ljubljana

T: 01 478 81 10

E: mzi.airsafety@gov.si

[www.mzi.gov.si](http://www.mzi.gov.si)



In accordance with Annex 13 to the Chicago Convention and Regulation (EU) no. 996/2010 of the European Parliament and the Council on investigations and prevention of accidents and incidents in civil aviation, based on the fourth paragraph of Article 137 of the Aviation Act (Official Gazette of the Republic of Slovenia, no. 81/10) and the Regulation on the Investigation of Aviation Accidents, Serious Incidents, and Incidents (Official Gazette of the Republic of Slovenia, no. 72/03 and 110/05), the fundamental objective of the investigation of accidents and incidents is to improve safety in aviation. **The sole objective of safety investigations is to prevent future accidents and incidents, not to determine fault or responsibility.**

### NOTICE OF COMPLETION OF INVESTIGATION

**The accident of the WT9 DYNAMIC ultralight motor aircraft, reg. S5-PGP, April 26, 2024, LJSG (Hard landing)**

#### GENERAL:

In order to maintain aviation qualifications in the category of flying with UL motor aircraft, the pilot planned to fly from the home airport of Celje (LJCL) with a flyover to the airport of Slovenj Gradec (LJSG), where, after the landing, he was supposed to take off again (Touch-and-Go) and return to the departure airport of Celje. In preparation for the flight, he checked the weather, NOTAM notifications, and performed a pre-flight inspection of the aircraft. The pilot took off at 16:45 local time; the flight to LJSG airport was uneventful. Above the Graška Gora point, the pilot reported on the airport's radio frequency and subsequently performed a flyover of the runway. There was no radio response from the airport. During the RWY flyover, the pilot estimated from the windbag's position that runway 14 was in use (the wind was from direction 210).

After entering the left school circle for runway 14, the flight proceeded according to the established procedure for landing and without special features. In the final phase of the landing, according to the pilot's testimony, "a sudden gust of wind pushed the plane down" so that when the landing gear collided with the RWY, the plane bounced several times." There was a break in the structure of the nose leg, and, as a result, the propeller collided with the asphalt RWY.

The pilot, who later turned out to have suffered minor injuries, left the plane himself and immediately informed the plane owner and the relevant safety authorities.

The event is categorized as a "hard landing," which occurred as a result of the non-stabilized arrival and late handling of the aircraft in the final phase of landing.

#### ANALYSIS:

The operative communication center Celje immediately informed the Air, Marine, and Railway Accident and Incident Investigation Unit of the accident. In the following, data was obtained from Police Station SG, from the pilot, and from the owner of the aircraft.

The aircraft device, which stores data on flight elements, underwent an inspection and analysis of the flight trajectory. The analysis reveals that during the final phase of the landing, the aircraft exceeded the manufacturer's limit for touching down with RWY, expressed as descent speed or as a "G" load value.

A review of the aircraft's documentation and the pilot's documentation from the personnel file at CAA was carried out. Subsequently, a review and analysis of the operational documents of the aircraft manufacturer, a review of flight activities at the airport, and a review of weather data at the time of the accident were carried out. The analysis of the mentioned documentation revealed no deviations or deficiencies.



*S5-PGP after stooping at the accident site at LJSJ airport*

In the investigation process, after the analysis of the accident, the documentation obtained from the owner of the aircraft, and the interview with the pilot, AMRAIU assessed that, based on the established facts and circumstances in which the accident occurred, it does not expect new knowledge about safety in the category of flight to which it belongs UL motor aircraft involved in this event.

In accordance with Article 5 of Regulation (EU) no. 996/2010 of the European Parliament and the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation, AMRAIU concludes the investigation of the aviation accident in question with a notice of completion of investigation. The aviation investigation authority will forward information about the accident, in accordance with aviation regulations, to the competent aviation control authority, CAA.

Ljubljana, 5. 9. 2024

Toni STOJČEVSKI  
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