MINISTRY OF INFRASTRUCTURE

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NOTICE OF COMPLETION OF INVESTIGATION
Serious incident involving Evektor SportStar aircraft, Reg. S5-DNA, January 29, 2025, LJMB

GENERAL:

A pilot candidate, undergoing training for the Private Pilot License (PPL), and an instructor from the ACC flight school took off at 08:44 local time in an Evektor SportStar from Edvard Rusjan Maribor Airport (LJMB), heading towards runway 14, with the intention of conducting circuit training. The instructor intended to assess the candidate's proficiency for the first solo flight.

After completing six touch-and-go landings, the instructor assessed that the candidate was capable of continuing solo flight operations, specifically performing the first solo flight.

By that time, the candidate had accumulated approximately 21 flight hours, all on the Evektor SportStar. In the last 30 days prior to the incident, the candidate had logged a total of three flight hours.

Figure 1: Evektor SportStar RTC aircraft

At 09:41, the pilot candidate took off towards runway 14 with the task of completing two traffic circuits with touch-and-go landings, followed by a full-stop landing.

During the first circuit, the candidate successfully countered the crosswind on final approach without significant deviations in heading or altitude, according to the instructor's assessment. Compared to previous flights when the instructor was still on board, the wind had increased from 5–8 kt to 9–12 kt, with gusts up to 16 kt, creating challenging conditions for an inexperienced pilot.

Upon touchdown on the runway, likely due to wind conditions and improper handling (the aircraft touched down on all three wheels simultaneously), a bounce occurred, followed by a second and most likely a third bounce.

The instructor, who was observing the flight from the edge of the airport apron, immediately issued instructions via handheld radio after the first bounce, instructing the candidate to increase engine power, abort the landing, and climb back to circuit altitude. However, the candidate apparently did not hear the instructions and continued the landing attempt.

The aircraft initially touched down with increased vertical speed on all three wheels. On the next touchdown, the nose wheel made contact first, resulting in a propeller strike on the runway. After the final bounce, the aircraft veered left and came to a stop approximately one meter off the runway in the grass.

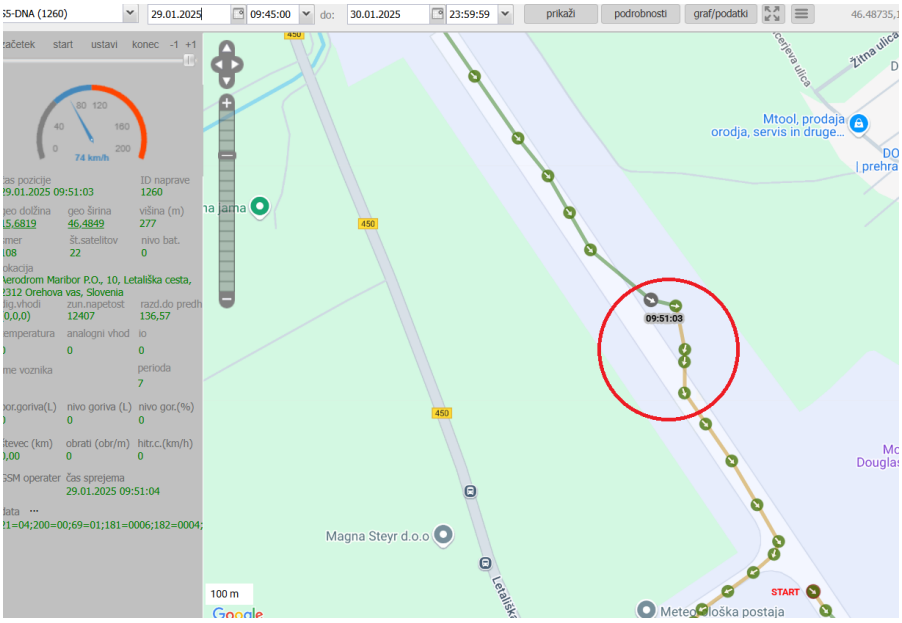

Figure 2: Aircraft trajectory during landing

During the turn, the aircraft banked to the left, and the lower part of the left wingtip scraped along the runway.

As a result of the incident, the propeller, nose wheel rim, and lower section of the left wing sustained damage (see images below). The pilot remained uninjured.

After coming to a stop, the aircraft continued taxiing along the runway to position GA-2 on the airport apron.

Figure 3: Aircraft damage - nose wheel

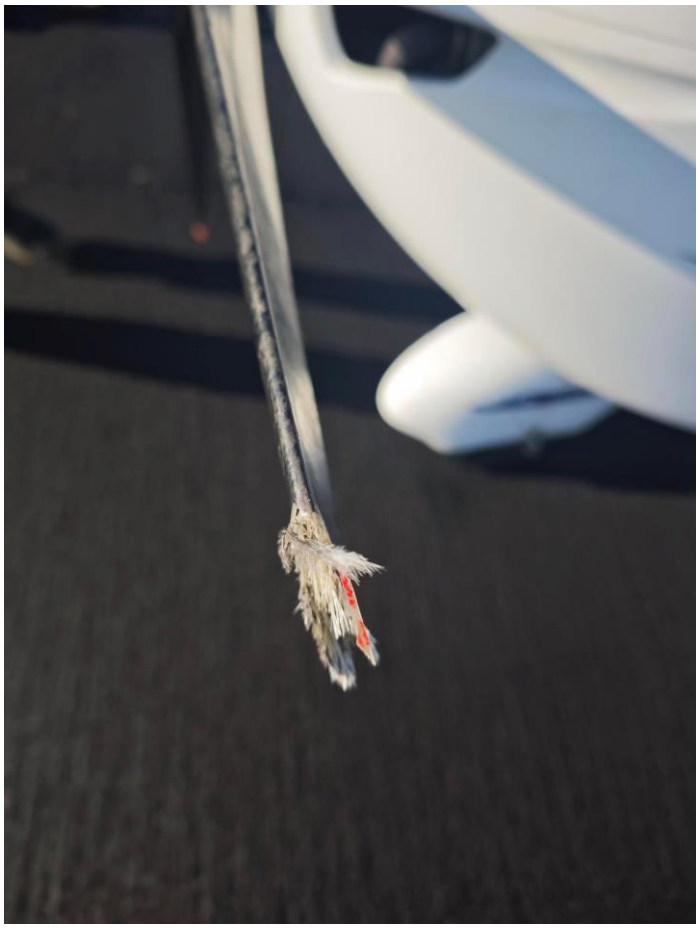

Figure 4: Aircraft damage - propeller

Figure 5: Aircraft damage - wing

METEOROLOGICAL DATA

Based on measurements and observations from the Slovenian Environment Agency (ARSO), the following meteorological conditions were recorded at LJMB on January 29, 2025, between 08:30 and 09:00 UTC:

- Clear weather,
- Winds from a southwesterly direction (190°–210°) at speeds between 9 kt and 12 kt, with gusts up to 16 kt,
- No significant meteorological phenomena,
- At higher altitudes (approximately 1,500 meters above sea level), a strengthened westerly to southwesterly wind was present.

INVESTIGATION PROCESS

The Air, Maritime, and Railway Accident and Incident Investigation Unit was immediately notified of the event by an employee of the airport operator.

The investigation included:

- A review and analysis of the circuit flight trajectories,
- A review of the aircraft documentation and pilot candidate records,
- An examination and analysis of the aircraft's operational documents,
- An analysis of meteorological data at the time of the event,
- An interview with the flight instructor at the flight school where the pilot was training.

During the investigation process, and after the analysis of data provided for this purpose by the instructor, ACC flight school, KZPS, and the airport operator (DRI), it was determined that based on the facts and circumstances under which the accident occurred, no new safety insights are expected for the category of aircraft to which the powered aircraft involved in this incident belongs.

In accordance with Article 5 of Regulation (EU) No. 990/2010 of the European Parliament and the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation, AMRAIIU concludes the investigation of this aircraft accident with a public notice. In compliance with aviation regulations, the aviation accident investigation authority will forward the event data to the competent civil aviation oversight authority – CAA.

Ljubljana, 12. 3. 2025

Marko CVEK
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