



**State Commission on Aircraft Accidents Investigation**  
**SERIOUS INCIDENT 2022/6140**  
**RESOLUTION**  
**of 28 November 2022**

<b>Type and model of aircraft:</b>	Aeroplane, Evektor SportStar RTC
<b>Registration marks:</b>	SP-RTC
<b>Date of occurrence:</b>	16 October 2022
<b>Place of occurrence:</b>	EPKW

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 135 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

**1. The course of the occurrence was as follows:**

On 15 October 2022 on EPKW aerodrome solo training flights were planned on the Evektor SportStar RTC plane for a student pilot.

An instructor with his student conducted the preflight inspection according to the Flight Manual. Then, before the student's solo flight, they performed together three check flights along the aerodrome traffic circuit. During the check flights the instructor did not have any concerns and allowed student to perform solo flights

The two flights were correct, but during the third landing, the student realized that the flare phase was too high, and to correct that error, he pushed the control stick rapidly, touching down with the nose wheel. This caused a collision of the propeller blades with the concrete runway and a bounce of the aircraft. The instructor on the ground did not react on time to the student's error.

After the bounce the aircraft touched down again and came to rest. The postflight inspection did not reveal any damage to the airframe.

The student did not suffer any injuries.

**2. Cause of the occurrence:**

**High flare phase, combined with rapid push of the control stick, which caused a touchdown on the nose wheel and the propeller strike on the runway.**

**3. Contributing factors:**

- 1) Little flight experience of the student;
- 2) Improper landing planning, resulting in the high flare.

**4. The Commission accepted the following preventive measures proposed by the operator:**

It was recommended to the instructors in the organization that they should pay a special attention to the errors of their students during landings and instruct them how to correct the high flare and how to react in case of bounced landing.

**5. In addition, the Commission has proposed the following safety recommendations:**

Not formulated

**Investigator in charge**

**SCAAI Chairman**

*Signatures on original only*