

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, and based on the fourth paragraph of Article 137 of the Aviation Act (Official Gazette of the Republic of Slovenia, no. 81/10, 46/16 47/19 and 18/23) 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 accident and incident investigations is to improve safety in aviation. **The sole objective of safety investigations is to prevent future accidents and incidents, not to determine fault or liability.**

### NOTICE OF COMPLETION OF INVESTIGATION

#### The accident of the VIRUS 121 ultralight motor aircraft, reg. OE-COR, October 29, 2024, LJNM (Hard landing)

#### GENERAL:

The 57-year-old pilot intended to conduct circuit training at his home airfield, Prečna (LJNM), Novo Mesto, to maintain his flight qualifications in the ultralight motorized aircraft (UL) category. The first flight of the day took place without incident. After a break, the pilot commenced the second sortie, which included touch-and-go landings.

After performing three landings on runway 23, the pilot assessed that the surface wind intensity was changing. As a result, he decided to terminate the fourth circuit with a full-stop landing.

Upon turning final for runway 23, the approach followed the standard landing procedure and was uneventful. In the flare phase, the pilot reported experiencing a southwesterly wind at 5-10 knots. Upon main wheel touchdown, the aircraft bounced and subsequently made a hard landing. Upon contact with the runway surface, the landing gear bounced multiple times, resulting in the structural failure of the nose landing gear, which subsequently led to a propeller strike on the grassy runway surface.

After coming to a full stop, the pilot shut down the engine, secured the electrical system, closed the fuel valve, and exited the aircraft. The pilot was not injured in the incident.

#### Aircraft Information:

- Aircraft Type: Virus SW 121
- Manufacturer: Pipistrel d.o.o., Slovenia
- Serial Number: VSW 1210016
- Year of Manufacture: 2017
- Registration: OE-COR (registered with the Austrian Civil Aviation Authority)
- Total Flight Hours: 236 hours 10 minutes
- Airworthiness Certificate: ARC – valid from July 12, 2024, to July 9, 2025
- Propeller: MTV-33-1-A/170-200, Entwicklung GmbH, Germany
- Engine: Rotax 912 S3, BPR-Rotax GmbH, Austria
- Maximum Takeoff Weight (MTOW): 600 kg

#### Pilot Information:

The 57-year-old Slovenian citizen holds the following certifications:

- Private Pilot License (PPL(A)), issued on September 28, 2023
- Single-Engine Piston (Land) rating (SEP(land)), valid from September 23, 2023, to September 30, 2025
- Class 2 and LAPL Medical Certificate, issued on March 1, 2024, valid until March 1, 2025

#### **Flight Experience:**

- Total Flight Time before the Accident: 92 hours 10 minutes
- Total Flight Time in the Last 1 Months: 23 hours 40 minutes
- Total Flight Time in the Last 30 Days before the Accident: 1 hours 29 minutes

#### **ANALYSIS:**

The Air, Marine and Railway Accident and Incident Investigation Unit was notified immediately after the event by the Operation and Communication Center of the Novo Mesto Police Directorate (OKC PU NM). Subsequently, information was obtained from the Novo Mesto Police Department (PP NM), the pilot, and the aircraft owner. A review of the aircraft and pilot documentation was conducted. Further investigation included an examination and analysis of the aircraft manufacturer's operational documents, a review of aviation activities at the airfield, and an assessment of meteorological data at the time of the occurrence. No factors, deviations, or deficiencies were identified from the analysis of the collected documentation that could have contributed to the event.



**Slika 1: OE-COR after coming to a stop at the accident site at LJNM airfield**

The Air, Marine and Railway Accident and Incident Investigation Unit, following an investigation, an analysis of the occurrence, a review of documentation provided by the aircraft owner, and an interview with the pilot, concluded that, based on the established facts and circumstances in which the accident occurred, no new safety findings are expected in the category of ultralight motorized aircraft operations, to which the involved aircraft belong.

The event has been categorized as a »hard landing«, which resulted from an unstabilized final approach and delayed aircraft control inputs during the landing phase.

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, AMRAIU 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, 4. 2. 2025

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