

AAIU Report No. 1998/004
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Aircraft Type and Registration: PA 28-140, G-BEYO

No & Type of Engines: One (1) Lycoming 0-320-E3D

Year of Manufacture: 1977

Date & Time (UTC): 13 June 1997, 1045 hrs

Location: Brittas Bay Aerodrome, Co. Wicklow

Type of Flight: Private

Persons on Board: Crew - 1 Passenger - 1

Injuries: Crew - None
Passenger - None

Nature of Damage: Main landing gear torn off, propeller bent and engine shock loaded, underside of fuselage damaged, impact damage to tailplane area.

Commander's Licence: Private Pilots Licence

Commander's Age: 52 years

Commander's Flying Experience: 400 hrs (of which 350 hrs were on type)
Last 28 days - 27 hours

Information Source: AAIU Field Investigation

Notification

At 1126 hours on 13th. June 1997 a telephone call was received from Air Corps Group Operations, Casement Aerodrome Baldonnell, advising that a light aircraft had crashed on landing at Brittas Bay Aerodrome, Co. Wicklow. There were no injuries reported to those on board.

Synopsis

The aircraft was flown from Scotland to Belfast City Airport, where it overnighted on the 12th. June. The next day the pilot filed a VFR flight plan South along the coast towards Dublin, intending to participate in an Air Rally at Kilkenny Airport, scheduled for that weekend.

The pilot closed his flight plan with Dublin ATC overhead Brittas Bay Aerodrome, Co. Wicklow, at 1041 hours. He then decided to land there as he was unhappy with the low clouds over the mountains westwards on his route to Kilkenny. He made no ATC contact on the local frequency as it was unmanned at the time. The operator of the aerodrome did not receive any prior notification of the flight.

Following a visual check of the airfield windsock the pilot decided to land on Runway 25 (540m). On finals he applied full flap and, on landing, the aircraft bounced a few times and, as soon as he realised that he was in fact downwind, and that his stopping distance was too short, he applied full power to go-around again. This action was too late and the undercarriage main wheels struck the aerodrome's clearly marked perimeter fence, then struck a solid mud bank and cut through a second sheep restraining fence, finally coming to a halt in an unused rough area of the adjacent golf course. Fuel leaked onto the cockpit floor. There was no fire.

The pilot and passenger, who were wearing lifejackets and each secured by a five-point safety harness, exited the aircraft uninjured.

METARs issued by Dublin Airport on the morning of 13th. June, showed the wind varying from 310/350/10(+) knots, vis10(+) km, with Kilkenny reading 340/07 25 km. 5/1400 8/3000.

Brittas Bay Aerodrome is a Licensed Private PPR (Prior Permission Required).