



# Air Accident Investigation Unit Ireland

**FACTUAL REPORT  
INCIDENT TO  
REIMS CESSNA – 172N, D-EOWY  
Trevet Airfield (EITT), Co. Meath  
06 March 2011**



**An Roinn Iompair  
Turasóireachta agus Spóirt**

Department of Transport,  
Tourism and Sport

**AAIU Report No: 2012-014**  
**State File No: IRL00911015**  
**Report Format: Factual Report**  
**Published: 08/08/2012**

In accordance with Regulation (EU) No. 996/2010 and the provisions of SI 460 of 2009, the Chief Inspector of Air Accidents, on 06/03/2011, appointed Graham Liddy as the Investigator-in-Charge to carry out a Field Investigation into this incident and prepare a Report. Due to his retirement, the Chief Inspector, Mr. Jurgen Whyte, appointed himself, on the 29 February 2012, as the Investigator-in-Charge to complete the Investigation. The sole purpose of this Investigation is the prevention of aviation Accidents and Incidents. It is not the purpose of the Investigation to apportion blame or liability.

**Aircraft Type and Registration:** REIMS CESSNA – 172N, D-EOWY  
**No. and Type of Engines:** 1 x Lycoming O-320-H2AD  
**Aircraft Serial Number:** 1696  
**Year of Manufacture:** 1978  
**Date and Time:** 06/03/2011 @ 16.40 hrs (Local)  
**Location:** Trevet Airfield (EITT), Co. Meath  
**Type of Operation:** Private - Local  
**Persons on Board:** Crew - 1  
**Injuries:** Crew - None  
**Nature of Damage:** Minor to propeller  
**Commander's Licence:** UK PPL (Aeroplane)  
**Commander's Flying Experience:** 584 hours, of which 450 were on type  
**Notification Source:** Pilot notified the AAIU  
**Information Source:** AAIU Pilot Report Form submitted by Pilot



## SYNOPSIS

Unbeknown to the Pilot, the aircraft took off with the tow-bar still attached to the nose wheel. The aircraft subsequently landed with the tow-bar hanging from the nose wheel. The tow-bar disconnected from the aircraft during the landing roll, made contact with and damaged the propeller tips. There were no injuries.

## FACTUAL INFORMATION

The Pilot had intended to conduct a short solo flight out of Trevet Airfield (EITT) in benign weather conditions. The aircraft was pulled from the hangar by means of a standard tow-bar, which was attached to the nose undercarriage wheel. The Pilot carried out his routine pre-flight walk-around inspection, everything was to his satisfaction and he was happy that the aircraft was in a safe airworthy condition for flight. The Pilot climbed on board the aircraft and went through his checklist in the normal manner. He completed his engine power checks and lined up on Runway (RWY 04) for a departure to the north.

The Pilot flew north of the airfield for a short while; he reported that everything was normal and that the aircraft flew smoothly. He then re-joined the circuit and made a normal approach and landing to RWY 04. The touchdown was reported as smooth, however, at about 200 metres on the ground roll the Pilot heard a 'Ding' type of noise that was unusual but he didn't think anything of it at the time. As he was back-tracking along the RWY 04, he saw his red tow-bar in the middle of the runway, about 200 metres from the RWY 04 threshold and then realised that he must have forgotten to remove the tow-bar prior to flight. He shut-down the aircraft in the parking area and retrieved the tow-bar from the runway. He inspected the aircraft for damage and noted that the propeller tips were bent.

The Pilot advised the co-owners of the aircraft about the incident and the aircraft was grounded pending a technical examination.

The Pilot subsequently stated that *"it was his normal practice during a pre-flight inspection to remove the tow-bar and place it by the hangar door, but on this occasion he clearly did not"*.

*The Pilot also advised the Investigation that, "he had amended his personalised checklist under; **Vital Actions Before Engine Start – Verify that TOW-BAR is removed and secure.**"*

## AAIU COMMENT

This event clearly highlights the importance of a thorough and precise pre-flight walk-around inspection.

- END -

**In accordance with Annex 13 to the International Civil Aviation Organisation Convention, Regulation (EU) No 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of these investigations is to prevent aviation accidents and serious incidents. It is not the purpose of any such accident investigation and the associated investigation report to apportion blame or liability.**

**A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.**

Produced by the Air Accident Investigation Unit

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