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**AIR ACCIDENT
INVESTIGATION UNIT**

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PRELIMINARY ACCIDENT REPORT

This is preliminary information, subject to change, and may contain errors. Any errors in this Report will be corrected when the Final Report has been completed.

1. AIRCRAFT MANUFACTURER:	Laverda SpA
Model:	Super Falco IV
State of Registry:	Ireland
Registration:	EI-BMF
Serial Number:	416
Year of Manufacture:	1968
2. OPERATOR:	Private Owner
3. TYPE OF OPERATION:	Private
4. DATE / TIME:	10 April 2010 @ 14.09 hrs (UTC)
5. POSITION OF OCCURRENCE:	Powerscourt Airfield
6. PERSONS ON BOARD:	Crew: 1 Passengers: 1
7. INJURIES:	Crew: 1 (Fatal) Passengers: 1 (Fatal)
8. DAMAGE:	Destroyed
9. INVESTIGATOR-IN-CHARGE:	Leo Murray

At approximately 13.40 hrs the aircraft took off from a private airfield at Powerscourt on a local flight with two persons on board, the Pilot, who was the owner of the aircraft, and a passenger. The Pilot initially flew east and then south to Gorey on a Visual Flight Rules (VFR) flight before returning to Powerscourt. Weather on the day was good with light variable winds from the southeast. Due to a slope on the runway (RWY) at Powerscourt, the take-off direction was downhill on RWY 12 with the intended landing being upslope on the reciprocal RWY 30. This procedure, which was reported to be the Pilot's normal practice, could only be carried out in calm or light wind conditions.

After the 30-minute flight, the aircraft positioned visually to land on RWY 30. Witnesses said that the undercarriage was in the down position when the aircraft was on final approach. At low altitude, and prior to ground contact, the Pilot apparently abandoned the landing attempt and initiated a go-around. The reason for the go-around has yet to be determined. The aircraft continued on runway heading, passing over the runway end at low altitude before crossing a local access road and the boundary fence of Powerscourt Golf Course.

The left wing of the aircraft struck the upper branches of a tree situated approximately 71 metres beyond the runway end. The aircraft then contacted the ground with the left wingtip, and made a second and more substantial impact before coming to rest in an inverted position approximately 133 metres beyond the tree. A fuel-fed fire then occurred which consumed most of the aircraft structure. The Passenger was fatally injured. The Pilot was airlifted to hospital by an Irish Coast Guard S.61 helicopter and died two days later.

The Investigation is currently carrying out a detailed examination of the aircraft wreckage including the powerplant. The Investigation is examining the suitability of the airfield for the operation of this aircraft type and has concerns regarding the general suitability of this airfield for light aircraft operations.

In light of these concerns, the Investigation makes the following **Interim Safety Recommendation**:

- *That the landowner of Powerscourt Airfield suspends all operations at the airfield pending completion of this Investigation. [\(IRLD2010003\)](#)*

The following Response was made:

- *I would like to confirm that with reference to your Interim Safety Recommendation we have Suspended all operations at Powerscourt Airfield. We have installed runway closed markings, and will inform any pilots that request permission to use the Airfield that it is now closed.*

The Investigation is ongoing and a Final Report will be published in due course.

- END -