

FINAL REPORT

AAIU Synoptic Report No: 2004-017

AAIU File No: 2004/0021

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 26 April 2004, appointed Frank Russell as the Investigator-in-Charge to carry out an Investigation into this occurrence and prepare a Synoptic Report.

Aircraft Type and Registration:	PA 23-250E, EI-EEC
No. and Type of Engines:	2 x Lycoming IO-540-C4B5
Aircraft Serial Number:	27-7554045
Year of Manufacture:	1975
Date and Time (UTC):	25 April 2004 @ 1810 hrs
Location:	Shannon Airport
Type of Flight:	Aerial Work
Persons on Board:	Crew - One Passengers - One
Injuries:	Crew - Nil Passengers - Nil
Nature of Damage:	Substantial, both propellers bent, engine shock loaded, lower fuselage, bulkhead damaged.
Commander's Licence:	Commercial Pilots Licence
Commander's Details:	Male aged 28 years
Commander's Flying Experience:	265 hours (of which 65 were on type)
Information Source:	Maintenance Organisation and AAIU Incid Report Form submitted by pilot.

History of the Flight

The pilot of EI-EEC had completed a routine aerial photography tasking and was returning to base at Shannon Airport. Final approach to Runway 24 was normal, at 1000 feet the aircraft was fully set up for landing. As the pilot was about to flare the aircraft for landing, at about 15-20 feet above the runway, the aircraft seemed to drop rapidly. The aircraft made surface contact on all three landing gears and bounced up in the air. The pilot then applied full throttle to regain safe airspeed and landed without further incident.

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On returning to the operating company's hangar apron the pilot noted the bent propellers and skin wrinkling on parts of the wings and fuselage.

Weather information obtained by the pilot on ATIS gave wind as 140°/10 kt. Visibility of 10 Km and cloud scattered (SCT) 3,000 feet. There was no significant weather reported.