

SYNOPTIC REPORT

AAIU Report No.: 2003-007

AAIU File No.: 2003-0001

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Aircraft Type and Registration:	Piper Cub J3, EI-CCH	
No. and Type of Engines:	One, TCM C-85-8	
Aircraft Serial Number:	7278	
Year of Manufacture:	1941	
Date and Time (UTC):	4 January, 2003, 1500 hours	
Location:	Adamstown Lodge, Trim, Co. Meath	
Type of Flight:	Private	
Persons on Board:	Pilot – One	Passenger - One
Injuries:	Pilot – Slight	Passenger - None
Nature of Damage:	Serious, undercarriage separated from fuselage, prop strike on ground	
Commanders Licence:	Private Pilot	
Commanders Age:	52 Years	
Commanders Flying Experience:	318 hours (of which 78 on type)	
Information Source:	Aircraft Accident Report Form submitted by pilot and further AAIU enquiries	

1. **FACTUAL INFORMATION**

The pilot was carrying out circuit training onto a private grass field of some 400 metres in length. Runway 28/10, with an east/west alignment, was almost entirely surrounded by ploughed land. In particular the approach to the threshold of Runway 28 was heavily furrowed. It was, in fact, a grass landing strip within a ploughed field.

This was the fourth and last circuit onto Runway 28. The aircraft was flown from the rear seat, with the first time passenger occupying the front seat. Both wore lap only harnesses. Following a normal circuit and approach the aircraft wheels touched down at a point at the beginning of the grass threshold of Runway 28, struck a frozen sod probably thrown up during the ploughing, and came to a sudden stop. The undercarriage was effectively severed from the aircraft and the propellor struck the ground.

The aircraft remained with its tail in the air. There was no fire and both occupants exited the aircraft safely.

Weather conditions during the circuits were good with a little wind on a cold clear winter's afternoon. The pilot's assessment of the cause of the accident was that he was blinded by the strong low setting winter sun and in touching on struck an unseen frozen sod, with the resultant damage.

The investigation ascertained during the visit to the accident site that there were no suitable aircraft fire fighting equipment available in or near the adjacent purpose built hangar. The nearest Fire Brigade station is located at Trim, from which the crew operate on a retained basis.