

FINAL REPORT

AAIU Synoptic Report No: 2003/0011

AAIU File No: 2003/0031

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 7 July 2003, appointed Mr Jurgen Whyte as the Investigator-in-Charge to carry out an Investigation into this occurrence and prepare a Synoptic Report.

Aircraft Type and Registration:	Piper P-22-160 Pacer, G-BUXV
No. and Type of Engines:	1 Lycoming 0-320 B2B piston engine
Aircraft Serial Number:	22-6685
Year of Manufacture:	1959
Date and Time (UTC):	5 July 2003 @ 18.05 hrs
Location:	Runway 31, Inisheer
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 3
Injuries:	Crew - Nil Passengers - Nil
Nature of Damage:	Extensive to port wing, port undercarriage leg and possible engine shockloading - Runway and ground scrape marks
Commander's Licence:	Private Pilot's Licence (Fixed wing)
Commander's Age:	Male, aged 45 years
Commander's Flying Experience:	402 hours of which 11 were on type. The majority of hours flown were on tail wheel aircraft
Information Source:	Accident Report Form submitted by pilot.

The aircraft was landing on tarmac Runway 31 at Inisheer (EIRR) at the end of an uneventful private VFR flight from Trim Airfield (EITM). The landing wind was estimated by the pilot to be 250° at 04 kt. Visibility was excellent with cloud FEW at 3,000 feet.

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The pilot told the investigation that after an initial main wheel bounce, the tail wheel aircraft touched down a second time and immediately ground-looped to the left. During the course of the ground-loop, the port undercarriage leg folded in under the fuselage and the port wing tip struck the ground.

The aircraft came to rest on the left side edge of the runway on a heading of approximately 060° (M). All four occupants were able to vacate the aircraft unaided. There was no reported injuries or fire.

The pilot reported no technical difficulties with the aircraft prior to the mishap. The aircraft had a valid UK Certificate of Airworthiness (COA), it was in excellent condition and had been well maintained.