

FINAL REPORT

AAIU Synoptic Report No. 2003-015
AAIU File No.: 2003/0038
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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 23 July 2003 appointed Frank Russell as the Investigator-in-Charge to carry out a Field Investigation into this occurrence and prepare a Synoptic Report.

Aircraft Type and Registration: Piper PA-32-300, PH-SMD

No. and Type of Engines: 1 Lycoming I0-540-KIG5 Piston Engine

Aircraft Serial Number: 32-7840196

Year of Manufacture: 1979

Date and Time (UTC): 22 July 2003, @1200 hrs

Location: Brittas Airfield, Co. Limerick

Type of Flight: Private

Persons on Board: Crew – 1

Injuries: Crew – None

Nature of Damage: Substantial to engine, propeller, port wing

Commanders Licence: Irish Commercial Pilot's Licence

Commanders Age: 34 Years

Commanders Flying Experience: 587 hours (of which 229 were on type)

Information Source: AAIU Field Investigation and Aircraft Accident Report Form submitted by the pilot.

History of Flight

The pilot was ferrying his aircraft on a short flight from Shannon Airport to Brittas Airfield, 10 miles east of Limerick city. This private airfield has one runway of approximately 750 metres in length, with a 16/34 orientation. Its surface is mostly short grass, with compacted gravel in places. Runway 34, the selected runway for this landing, has a continuous downgradient from a minor hill on its approach.

The pilot was familiar with the airfield as he had landed there on a number of occasions.

The pilot obtained the Shannon weather forecast which showed nil significant weather, winds variable 5-10 kt and cloud Few at 2,500 feet. There were scattered rain showers about the general area that morning and on the airfield. The pilot said that the final approach to Runway 34 was made at 80 kt, which on reflection, was too fast and, in addition, the aircraft was “landed long”. When full brakes were applied, braking action was poor, the runway surface was damp, and with insufficient runway remaining the aircraft overran the end of the runway and finally stopped with its nose in the airfield boundary ditch. The pilot, who was wearing a lap and diagonal harness, exited the aircraft uninjured. There was no fire.

Certificate of Registration

As the aircraft was registered in the Kingdom of the Netherlands, the Air Accident Investigation Unit (AAIU) routinely advised the Dutch Transportation Safety Board of the accident. In reply, the Safety Board stated that PH-SMD is no longer a valid registration, that the Dutch authorities had removed the Registration on 5 June 2003 and that the Dutch Certificate of Airworthiness would have lapsed on the same date. They understood that it was the owners intention to register the aircraft in the Republic of Ireland. The AAIU has determined that no such registration has been issued by the Irish Aviation Authority for this aircraft.