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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:	Schweizer Aircraft Corporation
Model:	Model 269C-1
State of Registry:	Ireland
Registration:	EI-CZL
Serial Number:	0147
Year of Manufacture:	2002
2. OPERATOR:	Private
3. TYPE OF OPERATION:	Aerial Work (Flight Training)
4. DATE AND TIME (UTC):	1 April 2009 @ 16.35 hrs (17.35 hrs Local)
5. POSITION OF OCCURRENCE:	Kilshanchoe, Co. Kildare, Ireland
6. PERSONS ON BOARD:	Crew: 2 Passengers: Nil
7. INJURIES:	Crew: 2 (Fatal) Passengers: Nil
8. DAMAGE:	Helicopter destroyed
9. INVESTIGATOR-IN-CHARGE:	Leo Murray

The helicopter was engaged on an instructional flight detail from Weston Airport, Co. Kildare. Two persons were onboard, a Flight Instructor and a Student Pilot. The helicopter departed Weston at 16.01 hrs and made its final radio contact at 16.12 hrs. The last movement recorded at Weston on the day was the arrival of a privately owned helicopter at 19.21 hrs. The Air Traffic Watch was closed shortly afterwards at 19.30 hrs, with the end of Visual Flight Rules (VFR) operation.

The following morning, 2 April 2009, a concerned family member contacted the airfield, and a search for the missing helicopter was initiated. At 10.38 hrs, Dublin ATC requested the assistance of the Irish Coast Guard. The Coast Guard helicopter, call sign 'Rescue 116', commenced a search at 11.02 hrs in the Kilcock-Enfield-Clane area. The accident site was located, in bog land near Kilshanchoe, at 11.27 hrs. Three Inspectors of Air Accidents from the Air Accident Investigation Unit attended the scene a short time after and commenced a Formal Investigation.

Preliminary Investigation revealed that the helicopter had struck electrical transmission lines and impacted in an area of machined bog land, 6 km east of Carbury, Co. Kildare. The lines were unpowered at the time. Both occupants were fatally injured.

The wreckage was subsequently removed under escort to the AAIU wreckage examination facility at Gormanston, Co. Meath.

At this point the Investigation is of the opinion that weather was not a factor in the accident. The Investigation is currently examining all engineering and operational aspects of the flight, including what exercise was being carried out at the time of the accident. The Investigation is concerned over the amount of time that had elapsed before the helicopter was notified as missing and will therefore be examining the flight planning process and requirements associated with the accident flight.

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

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