

FINAL REPORT

AAIU Synoptic Report No: 2005-012

AAIU File No: 2004/0068

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 19 December 2004, 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:	Cessna 150, EI-COP
No. and Type of Engines:	1 x Continental 0-200-A
Aircraft Serial Number:	1058
Year of Manufacture:	1974
Date and Time (UTC):	19 December 2004 @ 1300 hours.
Location:	Milltown Pass, Private Airfield, Co Westmeath
Type of Flight:	Private
Persons on Board:	Crew - One Passengers - One
Injuries:	Crew - Nil Passengers - Nil
Nature of Damage:	Damaged beyond economic repair
Commander's Licence:	Australian Private Pilot (Aeroplane) Licence,
Commander's Details:	Male, aged 39 years
Commander's Flying Experience:	170 hours (of which 12 were on type)
Information Source:	AAIU Accident Report submitted by Pilot. AAIU Field Investigation.

History of the Flight

The pilot took off from Abbeyshrule Airfield on a pre-Christmas pleasure flight with one passenger. Very heavy rain had fallen over the Eastern part of the country and the Midlands during the previous night but, on the day of the flight, this rain belt had cleared westwards, leaving the Midlands area in a clear and bright slack easterly airflow. The pilot elected to make a landing on a private airfield near Miltown Pass, Co. Westmeath.

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This was his first landing at this airfield. He choose the runway with an West/East orientation, which is about 430 metres in length. A second and slightly longer runway has a more Southwest/Northeast orientation. The surfaces were grass which were wet and soft in places. There was some standing water between runways where they fanned apart diagonally.

The pilot, in his recall of events, said that as he landed too far down the westerly runway he knew he had to stop or apply power for a go-around. He quickly realised that the go-around was not going to work in time and commenced braking action. However, with the grass wet and the ground soft, the breaking action was not effective and the aircraft exited the runway and taxied into a wide and deep cut airfield boundary stream. The pilot and passenger quickly exited the aircraft. There was no fire and no injuries reported to either man. The aircraft was structurally seriously damaged and the engine shock loaded.

The owners of the aircraft had fitted a new 4 point harness to each seat during a recent maintenance inspection and the pilot stated that this new harness had undoubtedly saved himself and his passenger from serious head or other injuries.

The investigation noted that the initial touchdown ground marks were approximately 180 metres into the runway and that the windsock indicated a following light easterly wind.

