



**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.

<b>1. AIRCRAFT MANUFACTURER:</b>	Beechcraft
<b>Model:</b>	BE77 Skipper
<b>State of Registry:</b>	Ireland
<b>Registration:</b>	EI-BHT
<b>Serial Number:</b>	WA77
<b>Year of Manufacture:</b>	1980
<b>2. OPERATOR:</b>	Private
<b>3. TYPE OF OPERATION:</b>	General Aviation
<b>4. DATE / TIME:</b>	11 May 2008 @ 15.47 hrs UTC
<b>5. POSITION OF OCCURRENCE:</b>	Kilmovee, County Mayo
<b>6. PERSONS ON BOARD:</b>	Crew: 1                      Passengers: 1
<b>7. INJURIES:</b>	Crew: 1 Fatal              Passengers: 1 Serious
<b>8. DAMAGE:</b>	The aircraft was destroyed
<b>9. INVESTIGATOR-IN-CHARGE:</b>	Mr Paddy Judge

The aircraft took off from Ireland West, Knock Airport (EIKN) at 15.35 hrs on RWY 09 for Weston Aerodrome (EIWT). Approximately 7 minutes later the Pilot reported vibration on the engine. He later reported limited power and being unable to hold altitude and then attempted a forced landing in difficult terrain.

Witnesses described a laboring engine, which stopped, restarted for a couple of seconds and stopped again some seconds prior to the noise of impact.

An on-site inspection of the wreckage did not exhibit signs of propeller rotation at impact.

A strip examination of the engine was later conducted at the AAIU facility at Gormanston, Co. Meath, under the supervision of an AAIU Inspector. This examination determined that the inlet valves in Cylinder No. 2 and No. 3 were damaged with radial cracking extending from the valve seat towards the stem (**Appendix A**). A segment of the inlet valve in Cylinder No. 2 had separated and was found in Cylinder No. 4.

The cause of this radial cracking has yet to be determined and further research is required.

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

### **Appendix A**



**Inlet valve Cylinder No. 2**

**- END -**