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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.

<b>1. AIRCRAFT MANUFACTURER:</b>	Piper Aircraft Corporation
<b>Model:</b>	PA 28-180 Cherokee Archer
<b>State of Registry:</b>	United Kingdom
<b>Registration:</b>	G-BGTJ
<b>Serial Number:</b>	28-7405083
<b>Year of Manufacture:</b>	1975
<b>2. OPERATOR:</b>	Private
<b>3. TYPE OF OPERATION:</b>	General Aviation
<b>4. DATE:</b>	25 October 2008
<b>5. POSITION OF OCCURRENCE:</b>	Corriebracks Mountain, Co. Wicklow, Ireland
<b>6. PERSONS ON BOARD:</b>	Crew: 1                      Passengers: 3
<b>7. INJURIES:</b>	Crew: 1 (Fatal)          Passengers: 3 (Fatal)
<b>8. DAMAGE:</b>	Aircraft destroyed
<b>9. INVESTIGATOR-IN-CHARGE:</b>	Leo Murray

The aircraft (G-BGTJ) was on a private visual flight rules (VFR) flight from Gloucestershire Airport in the UK, to Kilrush Airfield, Co Kildare, Ireland. A total of four persons were on board. The aircraft departed Gloucestershire at 08.57 hrs and routed in a north-westerly direction towards the Isle of Anglesey. The Pilot made initial contact with Dublin Air Traffic Control (ATC) at 10.12 hrs and was recorded crossing the Irish Sea at an altitude of 6,500 feet.

At 11.10 hrs, the Pilot called Dublin ATC advising that he was '*coasting in at Newcastle*'. Radar returns verify that the aircraft flew over Newcastle Airfield, Co. Wicklow at an altitude of 4,000 feet and continued on a westerly heading for Kilrush. At 11.17:02 hrs, the Pilot advised Dublin ATC that he was 24 miles from Kilrush, and requested to continue own navigation to Kilrush and to close his flight plan. Dublin ATC closed the flight plan at 11.17:13 hrs and no further transmissions were received from the aircraft.

The last known radar contact was observed at 11.26 hrs with the aircraft on a westerly heading at an altitude of 3,400 ft in the vicinity of Glenmacnass Waterfall, northeast of Tonelagee Mountain.

Earlier in the week, the Pilot contacted Kilrush and advised of his intention to fly into the airfield the following weekend. While an ATC flight plan was filed on the day of the accident, the Pilot did not advise Kilrush Airfield of the date or estimated time of his arrival (ETA), and therefore was not expected. In addition, having closed his flight plan during flight, there was no longer a requirement for the Pilot to make telephone contact with ATC to confirm his safe arrival, nor was there a requirement for ATC to confirm his actual arrival at Kilrush.

At 17.26 hrs, Dublin ATC were advised by Shannon Aeronautical Information Service (AIS), following a call from a concerned relative of the Pilot, of an overdue aircraft identified as G-BGTJ. All airfields in the southwest region were contacted and following a negative response the Emergency Services were advised that an aircraft was missing. An overnight search was conducted in the general area of the Wicklow Mountains. At 09.10 hrs the following morning, the wreckage was located by a local Mountain Rescue Team near the summit of Corriebracks Mountain, Co. Wicklow at an Altitude of 1,500 ft. The accident site was approximately 9 miles west of the last recorded radar position. The four occupants were found fatally injured within the cabin of the aircraft.

The accident site was secured by An Garda Síochána at 09.43 hrs and two Inspectors' of Air Accidents from the Air Accident Investigation Unit arrived by Air Corps helicopter at 12.30 hrs and commenced the Investigation.

The Investigation is currently examining all aspects of the flight, in particular the weather conditions prevailing en-route and at the time of the accident.

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

**- END -**