



# Air Accident Investigation Unit Ireland

**ACCIDENT REPORT**  
**TECNAM P-2002 Sierra, EI-WAT,**  
**Waterford Airport, Ireland**  
**18 June 2010**



*Department of Transport  
Tourism and Sport*

*An Roinn Iompair  
Turasóireachta Agus Spóirt*



AAIU Report No: 2011-010

State File No: IRL00910044

Published: 09/06/2011

In accordance with the provisions of SI 460 of 2009, the Chief Inspector of Air Accidents, on 19/06/2010, appointed Mr. Paddy Judge as the Investigator-in-Charge to carry out a Field Investigation into this Accident and prepare a Report. The sole purpose of this Investigation is the prevention of aviation Accidents and Incidents. It is not the purpose of the Investigation to apportion blame or liability.

Aircraft Type and Registration: TECNAM P-2002 Sierra, EI-WAT  
No. and Type of Engines: 1 x Bombardier-Rotax GMBH 9128 S2  
Aircraft Serial Number: 086  
Year of Manufacture: 2008  
Date and Time (UTC): 18 June 2010 @ 16.03 hrs  
Location: Waterford Airport (EIWF)  
N52° 11.00', W007° 05.00'  
Type of Flight: General Aviation (Private)  
Persons on Board: Crew - 1 Passengers - 0  
Injuries: Crew - 0 Passengers - 0  
Nature of Damage: Propeller and nose wheel leg  
Commander's Licence: JAA Private Pilot Licence (PPL)  
Commander's Details: Male, aged 35 years  
Commander's Flying Experience: 134 hours, of which 5 were on type  
Notification Source: EIWF  
Information Source: AAIU Field Investigation



## SYNOPSIS

Following a bounce, the aircraft departed the runway and sustained damage to the propeller and nose gear. The Investigation found that the probable cause was the Pilot's lack of recent flying experience.

## 1. FACTUAL INFORMATION

### 1.1 History of the Flight

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The Pilot stated that he had completed 3 circuits and that the next approach was flown at 65 kts with a slight crab, as there was a crosswind from the left. He remembered holding off for the landing and that the aircraft bounced. The EIRF Air Traffic Controller, who observed the accident, stated that the aircraft then drifted left, lost height and appeared to glance off the grass close to the runway before sliding to a stop on the top of a low mound. The Pilot exited the aircraft unhurt. The nose wheel leg fractured and the propeller was damaged.

The aircraft, which was owned by an Aviation Club, had a valid Certificate of Airworthiness and Release to Service.

The Pilot held a valid JAA PPL (A) issued by the Irish Aviation Authority (IAA). He had flown 5 hours in 2007 and 13 hours in 2009. In 2010, following a check flight on 25 March 2010, the Pilot had flown once on the 17 April 2010 and had a total of 1.5 hours in 2010 before the day of the accident.

Subsequently, the Aviation Club introduced new requirements. The former currency requirement of a proficiency check flight, if the Tecnam aircraft type had not been flown within 90 days, was reduced to 30 days.

## 2. ANALYSIS

The Pilot had two flights in 2010 and 5 hours total flight time on the aircraft type before the accident flight. Consequently, due to his lack of recent flight experience and proficiency, the Pilot was poorly equipped to control the aircraft following a bounced landing and as a result lost control.

In view of the new requirements introduced by the Aviation Club the Investigation considers that no Safety Recommendation is necessary.

## 3. CONCLUSIONS

Loss of control following a bounced landing, probably due to lack of recent flight experience and associated proficiency.

## 4. SAFETY RECOMMENDATIONS

This Investigation does not sustain any Safety Recommendations.

-END-

**In accordance with Annex 13 to the International Civil Aviation Organisation Convention, Regulation (EU) No 996/2010, and Statutory Instrument No. 460 of 2009, AIR NAVIGATION (NOTIFICATION AND INVESTIGATION OF ACCIDENTS, SERIOUS INCIDENTS AND INCIDENTS) REGULATION, 2009, the sole purpose of these investigations is to prevent aviation accidents and serious incidents. It is not the purpose of any such accident investigation and the associated investigation report to apportion blame or liability.**

**A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.**

Produced by the Air Accident Investigation Unit

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