

## FINAL REPORT

**AAIU Synoptic Report No: 2005-005**

**AAIU File No: 2005/0007**

**Published: 31/03/2005**

**In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 07/02/2005, appointed Frank Russell as the Investigator-in-Charge and to prepare a Synoptic Report.**

<b>Aircraft Type and Registration:</b>	S-6IN, EI-CXS
<b>No. and Type of Engines:</b>	2 x GE CT58 140-2
<b>Aircraft Serial Number:</b>	61816
<b>Year of Manufacture:</b>	1978
<b>Date and Time (UTC):</b>	6 February 2005 @ 1640 hrs
<b>Location:</b>	120 NM West of Shannon Airport
<b>Type of Flight:</b>	Search and Rescue (SAR)
<b>Persons on Board:</b>	Crew - 4      Passengers - Nil
<b>Injuries:</b>	Crew - Nil      Passengers - Nil
<b>Nature of Damage:</b>	Perspex roof panel broken by bird strike
<b>Commander's Licence:</b>	ATPL (H)
<b>Commander's Details:</b>	Male, aged 49 years
<b>Commander's Flying Experience:</b>	5,200 hours, of which 4,401 were on type
<b>Information Source:</b>	AAIU Incident Report Form submitted by the aircraft Commander

### **INTRODUCTION**

The S-61 SAR helicopter, based at Waterford Airport, is operated on behalf of the Department of Communications, Marine and Natural Resources by CHC (Ireland) Ltd. Its activities are coordinated by the Irish Coast Guard.

### **HISTORY OF THE FLIGHT**

The helicopter, with a crew of two pilots and two crewmen, was on a search mission for a missing trawler-man, some 120 nautical miles West of Shannon. The weather in the search area was CAVOK in daylight, with a light North Easterly wind.

## FINAL REPORT

There were, in addition, a number of trawlers involved in the same search, which in turn, attracted a large number of sea birds, as is usual in this environment.

At the conclusion of the search, as the helicopter headed back to Shannon at 300 ft and 110 kts, a large black and white bird was seen directly ahead of the aircraft. The pilot took evasive rolling action to his right. However, the bird impacted on the clear perspex panel and broke it, just above the co-pilot position. In fact, two holes were created in the roof forward perspex panel. The Commander recalled having to avoid other sea birds earlier during the search and despite the amounts of lights on the helicopter, the red anti-collision light, the high intensity white strobe lights on the sponsons and the forward facing white landing light being on, the bird strike still occurred.

The helicopter continued on to Shannon, with no further damage being found on landing. The Commander felt that his evasive action to the right meant that the impact was less severe than might have been the case with a head-on impact.



Photograph from CHC showing perspex panel damage