

INCIDENT

Aircraft Type and Registration: Mooney M20J, G-BPKL

No & Type of Engines: 1 Lycoming IO-360-A3B6D piston engine

Year of Manufacture: 1981

Date & Time (UTC): 31 December 1993 at 1620 hrs

Location: Davidstowe Airfield, Cornwall

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Minor damage to the tips of both propeller blades, and right main gear door slightly bent

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 51 years

Commander's Flying Experience: 836 hours (of which 15 were on type)
Last 90 days - 7 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After a VFR flight from Leavesden, the pilot joined the Davidstowe circuit in the overhead at 800 feet agl; the weather was good with a surface wind of 210°/15 kt. He made his approach to Runway 24, but noticed a car obstructing his landing area, and so transferred his approach to Runway 20. As Runway 20 was short (550 metres), the pilot stated that he tried to land at the threshold; however, he misjudged his flare and the aircraft bounced. After controlling this, and with the nosewheel on the ground, the pilot initiated a go-around. Because of the heavy landing, he decided to leave the gear down for the subsequent circuit and then carried out an uneventful landing on Runway 30. When taxiing in, he noticed that the taxiway was very rough and waterlogged with deep potholes, and stated that he could not avoid all of these. Damage to the aircraft was noted the next day during a pre-flight inspection. The pilot considers that the damage most probably occurred during taxiing, but acknowledges that it could have been caused during the initial heavy landing and subsequent bounce.