

No: 9/89

Ref: EW/G89/04/13

Category: 1c

**Aircraft Type
and Registration:**

Mooney M20K, G-BPCR

No & Type of Engines:

1 Continental Motors Corp TSIO-360-GB3 piston engine

Year of Manufacture:

1981

Date and Time (UTC):

9 April 1989 at 1347 hrs

Location:

Lydd Airport, Kent

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1

Passengers - 1

Injuries:

Crew - None

Passengers - None

Nature of Damage:

Minor damage to underside of fuselage

Commander's Licence:

Private Pilot's Licence

Commander's Age:

38 years

**Commander's Total
Flying Experience:**

140 hours (of which 50 were on type)

Information Source:

Aircraft Accident Report Form Submitted by the pilot and a report by the CAA Air Traffic Standards Department

When overhead Tunbridge Wells on a flight from Biggin Hill to Bembridge the aircraft suffered electrical failure when the pilot switched on the weather radar. He continued on track towards the South Coast while he attempted without success to restore electrical power. On reaching the coast he turned east and flew towards Lydd. The pilot reported that as he approached Lydd the engine started to run roughly. As he had no radio available, he flew back and forth over the sea to the south of Lydd in order to attract the attention of the controllers in the visual control room. He then flew directly at the control tower descending to a height of about 800 ft before climbing back out to the south. During this manoeuvre the engine started to lose power and the pilot decided that he had to land as soon as possible. Having selected the landing gear down using the normal but not the emergency system, he made an approach to runway 04 while watching the control tower for visual signals. No signals were observed and the aircraft landed with its landing gear retracted. The pilot and his passenger were unhurt and vacated the aircraft without difficulty. Subsequent examination of the aircraft revealed that the battery charge state was low, the alternator was not producing any charge and the turbo-charger was unserviceable.

The failure of the air traffic controllers to see the aircraft during its initial manoeuvres and their failure to give any warning when it was seen at about 1 nm on final approach with its landing gear retracted was

