

**No:** 1/89

**Ref:** EW/G88/10/14

**Category:** 1c

**Aircraft Type  
and Registration:**

Mooney M20J, PH-PIT

**No & Type of Engines:**

1 Lycoming 10-360-A3B60 piston engine

**Year of Manufacture:**

1981

**Date and Time (UTC):**

10 October 1988 at 0922 hrs

**Location:**

Lydd Airport, Kent

**Type of Flight:**

Private (business)

**Persons on Board:**

Crew - 1                      Passengers - 1

**Injuries:**

Crew - None                  Passengers - None

**Nature of Damage:**

Damage to underside of fuselage and to propeller

**Commander's Licence:**

Private Pilot's Licence

**Commander's Age:**

46 years

**Commander's Total  
Flying Experience:**

500 hours (of which 100 were on type)

**Information Source:**

Aircraft Accident Report Form submitted by the Pilot and telephone enquiries

The aircraft had arrived from the Continent with a suspected magneto defect, and was left for investigation and repair. The magneto was removed and sent for overhaul, during which a defective coil was replaced. It was then returned and re-fitted to the aircraft, which subsequently remained on the airfield for about a week before being collected. During this time heavy rainfall occurred on two days. There was no fuel uplift during this period.

On the morning of the accident the pilot collected the aircraft and, together with a passenger, boarded it for the return flight. Later the aircraft was seen to taxi to the hold-point for runway 22 where somewhat lengthy power checks were carried out. The tower controller eventually asked the pilot if there was any difficulty, but the pilot replied in the negative. The aircraft was then seen to line-up on the runway and take-off. As it began to climb away, the landing gear was retracted. Almost immediately the engine stopped and the pilot elected to land straight-ahead, on the runway, with the landing gear still retracted. There were no injuries, and there was no fire.

The aircraft was raised on jacks and the undercarriage lowered. The fuel drains were checked. Large quantities of water were found in the left fuel tank. There was no water found in the fuel from the right tank. The engine fuel strainer bowl drain was checked and the bowl found to contain water, with almost no fuel. Water was also found in the injector lines.

Following the accident, the engine was removed for shock-loading checks and found satisfactory. It was also bench-run. It was refitted to the aircraft which was then ferried to another airfield for repairs, without further incident.