

ACCIDENT

Aircraft Type and Registration:	Mooney M20J, I-IJMW	
No & Type of Engines:	1 Lycoming IO-360-A3B6D piston engine	
Year of Manufacture:	1987 (Serial no: 24-1633)	
Date & Time (UTC):	11 January 2014 at 1155 hrs	
Location:	Dunkeswell Airfield, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, engine, left wingtip, right flap, and landing gear	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	385 hours (of which 22 were on type) Last 90 days - 22 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While landing, the left wingtip contacted the runway and the aircraft veered to the left. The pilot was unable to prevent a runway excursion, during which the propeller made ground contact and the nose leg and the right main landing gear collapsed.

History of the flight

An into wind approach was flown to Runway 04 at Dunkeswell Airfield after a flight from Manston Airport. It was a fine day, with visibility of around 30 km, and the wind was reported as being from 040° at 5 to 10 kt. Full flap was selected and a stable final approach was achieved at 80 KIAS. About three feet above the runway the aircraft ballooned, so the pilot increased power and made a nose-down control input. The left wing dropped suddenly and the left wingtip and the left wheel contacted the runway before the other two wheels touched down. The aircraft veered left and the pilot was unable to prevent it departing the paved surface. After travelling a short distance, the nose leg sank into the soft ground and the propeller made contact with the surface. The aircraft pivoted anti-clockwise and the nose leg and the right main landing gear leg collapsed. The aircraft came to a halt nose-down, resting on its right wing and left main landing gear.

The pilot noted that there was some light turbulence as he approached the runway but he did not believe that this affected his control of the aircraft. He concluded that he had

inadvertently allowed the airspeed to reduce until the left wing stalled and this was why it dropped suddenly. There was a stall warning vane on the left wing but the pilot could not remember hearing it operate.