

# Mooney M20J, N909RM, 14 May 2001 at 1315 hrs

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**Aircraft Type and Registration:** Mooney M20J, N909RM  
**No & Type of Engines:** 1 Lycoming IO-360-A3B6D piston engine  
**Year of Manufacture:** 1978  
**Date & Time (UTC):** 14 May 2001 at 1315 hrs  
**Location:** Thurrock Airfield, Essex  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1 - Passengers - None  
**Injuries:** Crew - Minor - Passengers - N/A  
**Nature of Damage:** Extensive general damage  
**Commander's Licence:** Private Pilot's Licence  
**Commander's Age:** 52 years  
**Commander's Flying Experience:** 411 hours (of which 547 were on type)  
Last 90 days - 5 hours  
Last 28 days - 5 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

Runway 27 at Thurrock is 650 metres long and the grass surface was wet. The wind was 250°/5 kt. The pilot reported that the approach was flown at 80 kt, reducing to 70 kt at the threshold. The aircraft was high on the final part of the approach and the speed increased to 80 kt as the pilot attempted to correct this. The brakes were applied shortly after touchdown, however the aircraft hit a bump in the runway and became airborne again. After the subsequent touchdown the brakes were again applied but the pilot felt that they were having little effect. The aircraft overran the runway and struck the boundary hedge at about 20 kt. When it came to rest, the pilot, who was wearing lap and diagonal upper torso restraint, escaped with minor injuries.

With hindsight, the pilot considered that he had made an incorrect assessment of the runway remaining and should have gone around at an early stage. He also considered that his unfamiliarity with the airfield, the slippery surface and the "locking of brakes" during the last part of the landing roll contributed to the accident.