

ACCIDENT

Aircraft Type and Registration:	Mooney M20K 231, G-BYEE	
No & Type of Engines:	1 Teledyne Continental TSIO-360-LB1 piston engine	
Year of Manufacture:	1980 (Serial no: 25-0282)	
Date & Time (UTC):	4 October 2015 at 1130 hrs	
Location:	Caernarfon Airport, Gwynedd	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Severe damage to left wing and minor damage to propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	70 years	
Commander's Flying Experience:	896 hours (of which 449 were on type) Last 90 days - 11 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB	

Synopsis

The aircraft bounced twice before landing to the left of the runway and colliding with a fence post. The pilot taxied the aircraft to the parking area and shut it down normally. The left wing was substantially damaged.

History of the flight

The aircraft was flown from Wellesbourne Airfield to Caernarfon Airport and joined the circuit for asphalt Runway 07. The pilot reported that, when he turned onto final approach, the weather conditions were good, with the wind from 180° at 6 kt. He stated that he flew a normal approach but flared too high and this led to a bounced landing. He briefly increased the power, in an effort to stabilise the aircraft, but it bounced a second time and deviated to the left of the runway. The pilot believes the crosswind might have caused the aircraft to drift left and that the left wheel touched the grass to the side of the runway, causing the aircraft to veer further left.

The aircraft, now with all three wheels on the grass, continued to deviate from the runway. The pilot saw a vehicle ahead of him, parked on a disused taxiway and this was the focus of his attention when the left wing struck a fence post, 46 m from the runway centreline, which he had not noticed. The collision caused the aircraft to turn abruptly, further to the left, and it continued its landing roll.

The pilot refrained from trying to brake the aircraft sharply, as it was travelling over an unknown surface. It crossed a disused, intersecting runway and he then regained full control, steering the aircraft back towards Runway 07, leaving the parked vehicle to his left. He did not appreciate the extent of the damage to the left wing until he had taxied the aircraft to the parking area and shut it down. There was also damage to one propeller blade, possibly caused by a loose stone during the landing.



Figure 1

G-BYEE showing the severely damaged left wing