

On July 9, 2012 I was conducting an instructional flight in Mooney N137MP. My student was Steve Faliks, the owner of N137MP, who holds a Private Pilot license with an instrument rating. Mr. Faliks had just purchased N137MP from a company named Aircraft Depot Inc. in Punta Gorda, FL. In fact, Mr. Faliks and I had flown the airplane from Punta Gorda to Arizona just a few days before this incident occurred. When we picked up the airplane in Punta Gorda, Aircraft Depot Inc. presented us with logbooks and other documentation indicating they had just performed an annual inspection on the airplane and certifying it was airworthy.

On the morning of July 9, 2012 at 0900 local time Mr. Faliks and I departed in N137MP from 18AZ where Mr. Faliks was hangering the airplane. There were 20 gallons of fuel in the left fuel tank and 25 gallons of fuel in the right tank when we began the flight. We proceeded to KSDL to practice touch-and-go landings so that Mr. Faliks could become more proficient at landing the airplane. Mr. Faliks was the pilot flying and I was instructing him. The flight conditions were day VFR with visibility greater than ten miles and no reported ceiling. Mr. Faliks and I were the only occupants of the airplane.

We arrived at KSDL and proceeded to conduct four touch-and-go landings on runway 21 (8,249 ft. in length, 100 ft. wide, asphalt surface in excellent condition) without incident. On the fifth touch-and-go landing (at approximately 0930 local time) Mr. Faliks flared slightly high and the aircraft bounced on touchdown. At that point I instructed him to "go around." I observed Mr. Faliks push the power lever to the full open position and then move his right hand to the flap handle. Unfortunately, the engine did not respond at all to Mr. Falik's application of full power, so we were unable to complete the balked landing. Fearing the airplane would stall I pushed the nose down and attempted to level the wings. These actions produced the desired result as the airplane impacted the ground in a fairly level attitude, which minimized the severity of the impact. The left wing was still about 10° low so the left wingtip was the first part of the airplane to impact the ground, causing the airplane to turn to the left as it came to a stop.

After the airplane came to a stop my next concern was exiting the airplane as quickly as possible due to the possibility of a post-crash fire. I opened the door (which fortunately did not jam) and exited the airplane, as did Mr. Faliks. My concern regarding a possible post-crash fire turned out to be justified as I observed a small fire under the engine compartment. Personnel from Scottsdale Air Center came out with a fire extinguisher and extinguished that fire.

At that point personnel from the Scottsdale Fire Department arrived. Based on their evaluation at the scene they elected to transport Mr. Faliks and me to the trauma center at Scottsdale Healthcare Osborn Medical Center. Mr. Faliks was treated and released. When the airplane impacted the ground my torso was twisted out of my 3-point shoulder harness and my chest impacted the control wheel, which cracked my sternum. Because of this chest impact the hospital kept me overnight for observation. I was released the next morning at 1030 local time. I also sustained cuts and abrasions on my left hand, right wrist and both knees.

On the afternoon of July 9, 2012 I was contacted by an FAA Inspector whose name I do not remember and I related this same description of the incident to him.

  
s/s Robert W. Littlefield, July 12, 2012