

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and location, services obtained, and intended destination. Provide as much detail as possible.

I left Jerome at approximately 9:30 AM after receiving a full briefing from Loughheed flight services (1800 wx brief) and consulting Garmin Pilot. I sought and received Flight Following immediately after takeoff. My initial destination intention was MOAB/Canyonlands but weather was poor along that flight path so after ground weather/flight briefing I had chosen to head towards 06U Jackpot Hayden Field with conditions being VFR through to Henderson Field Nevada. En route it became evident through observation and FSS briefing that conditions were reasonable/ VFR through to SGU. My intention was to stop there, rest, and evaluate continuing on to Canyonlands.

On approaching SGU, I contacted Las Vegas Center and obtained the most recent automated weather – approximately 20 minutes old. I cannot recall the altimeter reading but applied it. Winds were reported as 5 at 28. I approached from the northwest. There was a reasonable amount of chop over the proceeding hour crossing the plateau. I elected to join downwind left for 01, broadcasting intentions/transitions on unicom 122.8. I effected a smooth 3 point landing centerline on 01 with 20 deg of flaps after a few mild gusts on approach. On approach I had applied some right rudder and left aileron to keep the plane level and straight with the centerline of the runway. On landing I backed off throttle remaining, keeping the 'stick' fully pulled back, left aileron applied, no brakes and the plane was running down the centerline slowing down. After four seconds the plane started rolling to the left despite full right rudder. I was applying power to correct this when there was a sudden sharp swing to the left to the point the wheel(s) started skidding effecting brake action and continuing the swing. I was then swinging through 90 deg to the centerline and the plane was slowing with the skid. The plane was firmly on the ground with no sensation of a wing lifting. I elected to apply left rudder hoping to continue the rotation and put the plane into a better position to apply power to stop motion. The plane was almost stopped when the right wheel came to the edge of the runway. This wheel caught on the edge effecting a stop to the planes motion and gave way dropping the plane motionless onto the right wing.

Operator/Owner Safety Recommendation

Apply power faster on the first sense of the plane turning

Other Information

The aircraft is registered to 388706 Alberta Ltd – a holding company solely owned by myself and which has no other asset. The original registration was for the convenience of my original partner whom I have bought out from the company. I am in the midst of changing the registration to my name. The plane while owned by myself (26 years) has never been used for commercial purposes

I do not have a current IR rating and don't have immediate access to my hours. I owned and ran a Mooney 201 under instrument conditions for several years around 2000.