

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Mooney M20K 231, D-EKUR	
<b>No &amp; Type of Engines:</b>	1 Continental TSIO-360-B1 piston engine	
<b>Year of Manufacture:</b>	1980	
<b>Date &amp; Time (UTC):</b>	25 July 2008 at 1300 hrs	
<b>Location:</b>	Garston Farm Airstrip, Chippenham, Wiltshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Right wing, landing gear and propeller blades	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	65 years	
<b>Commander's Flying Experience:</b>	3,000 hours (of which 500 were on type) Last 90 days - 20 hours Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

**Synopsis**

Shortly after becoming airborne, the aircraft stalled and landed in a field of standing crop. The four occupants were uninjured and were able to vacate the aircraft without assistance. The aircraft sustained significant damage. The pilot candidly notes that he inadvertently reduced power below that required for safe flight and did not notice the low power setting in time. He considers that this may have been due to the slightly bumpy runway and that his concentration was focused on the takeoff roll.

Another person, who had discussed the accident with the pilot, reported that he had been concerned with avoiding a propeller strike and was keeping the weight off the nosewheel during the takeoff run. This rearward pressure on the controls may have led to the aircraft lifting off earlier than intended. Once airborne at a low speed, the high drag of this configuration would have prevented the aircraft from accelerating and climbing normally, especially if less than full power was applied.