

**No: 7/91**      **Ref: EW/G91/06/01**      **Category: 1c**

**Aircraft Type and Registration:**      Mooney M20C, G-ATAD

**No & Type of Engines:**      1 Lycoming O-360-A1D piston engine

**Year of Manufacture:**      1965

**Date & Time (UTC):**      1 June 1991 at 1345 hrs

**Location:**      Coal Aston airfield, Summerley, Derbyshire

**Type of Flight:**      Private

**Persons on Board:**      Crew - 1      Passengers - 3

**Injuries:**      Crew - None      Passengers - None

**Nature of Damage:**      Left wing bent and punctured, left main and nose landing gear collapsed, propeller bent

**Commander's Licence:**      Private Pilot's Licence with IMC rating

**Commander's Age:**      38 years

**Commander's Flying Experience:** 150 hours (of which 17 were on type)

**Information Source:**      Aircraft Accident Report Form submitted by the pilot

In a light easterly to north easterly wind, runway 11 was selected for the take-off. The runway has a declared up gradient of 1.6% and a grass surface.

The pilot carried out the engine run at the threshold of the runway and, having completed the pre-take-off checks, opened the throttle for take-off, using 15° flap. Although the engine indications were normal, the aircraft began to accelerate more slowly than expected but the pilot attributed this to the slope of the runway which is slightly steeper at each end than it is in the middle. The aircraft had accelerated to only about 50 mph as it reached the final third of the runway and, by the time the speed had reached 60-65 mph, it was necessary to rotate the aircraft in order to clear the boundary hedge.

The pilot states that, although neither he nor his passengers heard the stall warning device, the aircraft became airborne in a semi-stalled condition and, when he entered a gentle right turn in order to avoid a copse ahead, the aircraft descended into a field of barley, bounced and swung to the left before gently coming to rest.

