No: 11/92 **Ref: EW/G92/08/17** **Category: 1c**

Aircraft Type and Registration:	Druine D.62B Condor, G-AXGT
No & Type of Engines:	1 Rolls Royce Continental O-200-A piston engine
Year of Manufacture:	1969
Date & Time (UTC):	16 August 1992 at 1530 hrs
Location:	Harvest Farm, near RAF Wattisham, Suffolk
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Aircraft destroyed
Commander's Licence:	Private Pilot's Licence
Commander's Age:	23 years
Commander's Flying Experience:	91 hours (of which 11 were on type) Last 90 days - 5 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional inquires made by the AAIB

The pilot of G-AXGT was taking part in a fly-in at a farm strip at the invitation of the owner. The invitation contained the following warning:

"Please note that the maximum length is 500 yards and if you, your aircraft or your experience are not up to short strips, you should consider our alternate Elmsett which is 5nm away to the ENE. A shuttle service will be provided to Harvest Farm"

The grass strip at Harvest Farm is 450 metres by 20 metres and on the day of the accident was dry and well mown. Due to the unstable nature of the ground away from the prepared strip, three visiting aircraft were parked on the upwind end of the runway protruding some five metres in from the left hand side. This restricted the available runway length to about 400 metres and presented a two metre vertical obstruction at the end of the reduced take-off run available. However, prior to the accident to G-AXGT, a Mooney with two passengers and a Cessna 172 with four passengers had taken-off in a westerly direction without any problems.

The weather was fine with a surface wind quoted by the pilot as 220°/5 kt and a temperature of +15°C. The surface wind and temperature at RAF Wattisham, some 4 nm to the north east, were 250°/13 kt and +19°C respectively. At about 1500 hrs, the pilot decided to take a passenger on a local flight. Having completed all checks satisfactorily, he lined up at the extreme downwind end of the runway before commencing his take-off. Evidence from a video recording of the early part of the take-off run indicates that initial acceleration appears to have been normal with the tail lifting shortly after brake release. The aircraft continued down the runway in a level attitude for about 300 metres until, with an airspeed of 55 kt, the pilot rotated the aircraft for take-off. The video recording shows that this rotation placed the aircraft's tailwheel back in contact with the ground but that the mainwheels failed to leave the ground. The aircraft continued along the runway in this condition for at least three seconds before the pilot lowered the nose in an attempt to gain airspeed. At this stage the pilot assessed that there was insufficient runway remaining in which to abandon the take-off and stop the aircraft. However, he was convinced that the aircraft would become airborne in the length of the runway remaining. The aircraft became airborne before the end of the runway, but failed to gain sufficent height to avoid colliding with a Cessna 172 which was parked just beyond the end of the runway. Despite the severe disruption of the Condor's airframe, there was no fire and both occupants were able to evacuate the aircraft with some assistance from bystanders. The best available performance data for the Condor indicates that under the conditions prevailing at the time of the accident, it should have required less than 365 metres to reach a height of 50 feet agl.