

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	MW6-S (Modified) Merlin, G-MYIE
<b>No &amp; Type of Engines:</b>	1 Rotax 532 piston engine
<b>Year of Manufacture:</b>	1993
<b>Date &amp; Time (UTC):</b>	21 September 2008 at 1430 hrs
<b>Location:</b>	4 miles from City Airport Manchester
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)          Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to nose landing gear and fuselage
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	49 years
<b>Commander's Flying Experience:</b>	180 hours (of which 9 were on type) Last 90 days - 3 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

The pilot was carrying out a local flight when the aircraft developed a tendency to drop its right wing. He elected to carry out a 'power on' forced landing, at a higher speed than normal, but, on touching down, the aircraft turned over and damaged its nose landing gear and fuselage.

The pilot considered that a dislodged flying control cable was the most likely cause of the wing drop. However, while it was being recovered from the field, the aircraft sustained further damage and, consequently, this could not be confirmed. The pilot and his passenger received minor injuries.

**History of the flight**

The pilot and his passenger were conducting a local flight from City Airport Manchester in good weather conditions. The pilot reported that he had been flying, without incident, for approximately 25 minutes when the aircraft developed a tendency to drop its right wing. Initially, he was able to recover the aircraft to straight and level flight using the flying controls but, after about four minutes, the right wing dropped again and his attempts to recover the aircraft to straight and level flight became progressively less effective. The pilot found that the tendency for the wing to drop was reduced by decreasing power but he was then unable to maintain altitude. He identified a suitable field for a forced landing, with power, and flew a steeper than normal approach to retain maximum control, accepting

a faster speed at touchdown. During the landing, the combination of the aircraft's speed and the rough stubble surface of the field caused the aircraft to turn over, damaging its nose landing gear and fuselage. The pilot and his passenger received minor injuries and exited the aircraft through the right door. There was no fire.

All three emergency services attended the accident site.

### **Aircraft information**

The MW6-S is a conventional three axis aircraft fitted with ailerons, rudder and an elevator with an anti-balance/trim tab. It has a rigid structure with fabric-covered flying surfaces.



### **Conclusion**

The pilot considered that the accident was probably caused by a dislodged control cable. However, during the recovery of the aircraft from the field it received further significant damage and it was not possible to establish whether the control cables had been correctly connected at the time of the accident.