Stolp Starduster Too SA300, G-BNNA

AAIB Bulletin No: 8/2003	**Ref: EW/G2003/04/14**	**Category: 1.3**
Aircraft Type and Registration:	Stolp Starduster Too SA300, G-BNNA	
No & Type of Engines:	1 Lycoming O-360-A1F piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	18 April 2003 at 1315 hrs	
Location:	Leicester Airport, Leicester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Collapsed port undercarriage leg. Damaged port lower wing	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	41 years	
Commander's Flying Experience:	385 hours (of which 33 were on type)	
	Last 90 days - 18 hours	
	Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

All pre-flight checks were completed normally, and the aircraft departed Leicester Airport on a pleasure flight. Having climbed to a safe height, the pilot performed a slow roll and, on completion of the manoeuvre, reduced power to a cruise setting. As he retarded the throttle, the pilot immediately noticed that throttle movement had become stiff and he checked with his passenger in the front seat that she was not impeding throttle movement. Further movement of the throttle failed to clear the problem and the pilot became aware that the engine was now at 1,200 RPM and that he could no longer increase power from the existing setting.

At this stage the aircraft was still within gliding range of Leicester Airport and so the pilot made an emergency PAN call and manoeuvred the aircraft for a forced landing on grass Runway 06. As he positioned the aircraft on final approach the pilot tried to close the throttle completely, but found that this was not possible. As a result of not being able to reduce power, the aircraft was now too high to complete a landing on Runway 06 and the pilot therefore decided to cut the power completely by turning off the magnetos and to land instead on Runway 28. The landing was completed successfully but he was unable to prevent the aircraft from ground looping in the 25 kt crosswind. The aircraft came to a halt having suffered damage to the left main landing gear and the underside of the left wing. The pilot and his passenger, who were both wearing five point harnesses, were uninjured and vacated the aircraft through the normal exits.

The throttle control in this aircraft utilises a Bowden cable arrangement with an inner cable running through an outer, flexible, sheath which is supported at various points by 'P' clips. After the accident,

the pilot traced the route of the cable and found that at least one clip was missing. In his assessment of the cause, he considered that the missing clip allowed the outer cable to become kinked and, as a result, the inner, throttle cable jammed.