

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Vickers-Armstrongs Ltd Spitfire T9, D-FMKN	
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce Merlin 66 piston engine	
<b>Year of Manufacture:</b>	1943	
<b>Date &amp; Time (UTC):</b>	7 September 2015 at 0847 hrs	
<b>Location:</b>	Field near Woodchurch, Ashford, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Left wing detached, damage to underwing radiator units and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	68 years	
<b>Commander's Flying Experience:</b>	5,299 hours (of which 30 were on type) Last 90 days - 56 hours Last 28 days - 32 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had taken off from Woodchurch, an airstrip southwest of Ashford, and was heading for Biggin Hill Airport. In the cruise at about 1,200 ft agl the pilot set 2,000 engine rpm and a boost of +1. About 30 seconds later he sensed a reduction in power but a check of all the engine gauges and controls did not reveal any abnormalities. He advanced the throttle but this resulted in a series of misfires and backfires, so he decided to return to Woodchurch, finding that the engine would only run smoothly at idle – any attempt to increase throttle resulted in it misfiring or cutting completely.

The pilot realised that he would not make the airfield, so trimmed for best glide speed of 85-90 kt and selected the largest suitable field for a wheels-up forced landing. This was successful but the soft stubble surface appeared to allow the underwing radiators to dig into the soil and the resulting drag detached the left wing at its root.