

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Whittaker MW6-S Fatboy Flyer, G-MYPP	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no: PFA 164-12413)	
<b>Date &amp; Time (UTC):</b>	16 March 2018 at 1130 hrs	
<b>Location:</b>	Lenham Airstrip, near Ashford, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to one wing spar, both wing struts, fuselage tube, fuselage pod and windshield	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	993 hours (of which 257 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

At a height of approximately 80 ft agl and at 48 KIAS, the engine power reduced to idle and could not be increased. The pilot lowered the nose, to achieve approximately 50 KIAS, and aimed towards a field in front of him, that he had previously identified for such circumstances. Before reaching the field, the aircraft penetrated a line of trees and bushes, estimated to be 20 ft tall, and then settled into a lower, boundary hedge, a few metres beyond the first hedge line. The occupants, who were wearing protective helmets and full seat harnesses, escaped unaided.



**Figure 1**

G-MYPP pictured prior to a previous flight

After the accident, the pilot discovered that a nipple on the throttle cable had detached, causing the engine to throttle back to idle. He noted that the aircraft (Figure 1), which had last flown four weeks previously, is a low inertia microlight and “does not have a great glide ratio”. He estimated that the elapsed time from the loss of power to impact was 10 seconds.