

**Accident**

<b>Aircraft Type and Registration:</b>	Exodus Deltajet 500 Stingray, G-CMMW
<b>No &amp; Type of Engines:</b>	1 BMW R1200 two-cylinder piston engine
<b>Year of Manufacture:</b>	2023 (Serial no: EA 006)
<b>Date &amp; Time (UTC):</b>	1 May 2024 at 1635 hrs
<b>Location:</b>	St Michael's Airfield, Lancashire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)      Passengers - N/A
<b>Nature of Damage:</b>	Significant damage possibly beyond economic repair
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	70 years
<b>Commander's Flying Experience:</b>	1,143 hours (of which 69 were on type) Last 90 days - 2 hours Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

Shortly after takeoff, the engine foot throttle jammed with the engine at high rpm, so the pilot shut the engine down and prepared to return to the airfield. He believed he had sufficient height and speed to land safely. To reduce height, he carried out a turn which positioned him further away from the airfield than he intended. As he reached the boundary fence, the aircraft encountered a wind gradient, stalled and subsequently struck the ground. An image of the aircraft after the accident is shown in Figure 1. The pilot suffered serious leg injuries but commented that his injuries would have been much worse had he not been wearing his upper torso restraint and helmet. The cause of the throttle restriction could not be positively determined.



**Figure 1**

Image showing substantial damage to the fuselage and base bar