

Accident

Aircraft Type and Registration:	Cessna T182, G-CIMM	
No & Type of Engines:	1 Lycoming O-540-L3C5D piston engine	
Year of Manufacture:	1982 (Serial no: 182-68092)	
Date & Time (UTC):	30 July 2024 at 1804 hrs	
Location:	Little Stretton, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	The nose wheel collapsed on the landing roll causing prop and front fuselage underside damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	456 hours (of which 391 were on type) Last 90 days - 32 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries made by the AAIB	

Synopsis

The pilot was conducting an overhead join to Leicester Airport and was adjusting the throttle to reduce speed. As he did so, the engine speed disproportionately dropped to idle. There was no response to any further throttle inputs, which the pilot noted were "stiff and notchy". He carried out a force landing in a nearby field during which the nose landing gear collapsed. Subsequent examination of the aircraft found there was a throttle cable restriction which led to a power loss.

History of the flight

The pilot had completed a cross-country flight and was joining overhead Leicester Airport. As he adjusted the throttle to reduce speed, there was a disproportionate drop in engine speed to idle. He immediately set best glide speed, checked the fuel system settings and tank quantity, and found all were satisfactory. The pilot had no response from the engine to any throttle movements, and observed that the throttle handle felt "stiff and notchy". He declared a PAN to Leicester air to ground radio, selected a suitable field and carried out a forced landing. As a result of the forced landing, the nose landing gear collapsed and caused damage to the underside of the nose section of the aircraft. The pilot and passengers vacated the aircraft uninjured.

Engineering cause

An examination of the aircraft found a slight stiffness in the throttle mechanism which caused a restriction of the cable when advanced towards the half-throttle setting at the carburettor throttle arm. Its stiffness and effect on the throttle cable was therefore the most likely cause of the power loss.