

BULLETIN ADDENDUM

AAIB File:	EW/G2006/04/29
Aircraft Type and Registration:	Replica SE5A, G-BMDB
Date & Time (UTC):	22 April 2006 at 1325 hrs
Location:	Boscombe Down Airfield
Information Source:	Aircraft Accident Report Form and a follow-on report submitted by the pilot

AAIB Bulletin No 7/2006, page 89 refers

Following the accident to this aircraft reported in AAIB Bulletin 7/2006, it was repaired and given an annual maintenance inspection in preparation for its Permit to Fly renewal. Whilst carrying out this inspection it was found that there was excessive backlash in the throttle operation. Investigation of the problem found that the bracket that holds the outer sheath of the carburettor end of the throttle Bowden cable was loose on its mountings. The bracket is attached to a 5/16th inch stud that projects downwards from the right rear engine mounting. The

plain nut and shake-proof washer were loose and had backed off by 1/8th inch allowing the Bowden cable and the carburettor butterfly arm, to which it is attached, to move. This would have allowed the throttle to open a small amount even though the cockpit lever was locked. The plain nut has been replaced by a Kaylock type stiff nut. The pilot considers that this was the reason that the aircraft started to taxi after he had removed the wheel chocks rather than the original explanation that he gave just after the accident.