

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	1) Cessna 150M, G-BPAX 2) Diamond DA 40 D Diamond Star, G-CDEK
<b>No &amp; Type of Engines:</b>	1) 1 Continental Motors Corp O-200-A piston engine 2) 1 Thielert TAE 125-02-99 piston engine
<b>Year of Manufacture:</b>	1) 1975 2) 2004
<b>Date &amp; Time (UTC):</b>	6 June 2010 at 1100 hrs
<b>Location:</b>	Shoreham Airport, West Sussex
<b>Type of Flight:</b>	1) Private 2) N/A
<b>Persons on Board:</b>	1) Crew - 1                  Passengers - None 2) Crew - None              Passengers - None
<b>Injuries:</b>	1) Crew - None              Passengers - N/A 2) Crew - N/A                Passengers - N/A
<b>Nature of Damage:</b>	1) Propeller and nose cone bent, rear tiedown torn off, right wing leading edge punctured, fuselage creased near wing root 2) Tail section severed
<b>Commander's Licence:</b>	1) Private Pilot's Licence 2) N/A
<b>Commander's Age:</b>	1) 64 years 2) N/A
<b>Commander's Flying Experience:</b>	1) 325 hours (of which 291 were on type) Last 90 days - 1 hour Last 28 days - 1 hour 2) N/A
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

The pilot of G-BPAX reported that when starting the engine with the throttle set near to its idle position, it increased speed rapidly to its maximum of about 2,500 rpm. The aircraft then travelled forward and the pilot was unable to stop it using the brakes or control its direction. After travelling approximately 90 ft, G-BPAX

collided with G-CDEK, which was parked. The pilot of G-BPAX was uninjured and vacated the aircraft. The pilot was unsure of the reason for the accident. The braking system was subsequently confirmed by an engineer as being serviceable.

**History of the flight**

G-BPAX was parked on a grass area adjacent to the main terminal building at Shoreham Airport. Positioned ahead of G-BPAX and on an adjacent hardstanding area to its left were a number of parked aircraft, which included G-CDEK. The pilot of G-BPAX had planned to make a local flight and, having completed the external pre-flight inspection, entered the cockpit to continue his checks. He recalled setting the engine mixture to fully rich and the throttle to just above the idle position. The pilot stated that upon start-up the engine speed immediately increased to its maximum of about 2,500 rpm. The aircraft then moved forward and veered to the left with the nosewheel lifting from the ground. The pilot attempted to stop the aircraft using the brakes and steer away from the other aircraft, but was unable

to prevent it from colliding with G-CDEK. G-BPAX had travelled about 90 ft from its parking position. On impact, the engine stalled and the aircraft came to a stop. The pilot, who was uninjured, vacated the aircraft through the cockpit door with the AFRS in attendance. During the collision, the tail section of G-CDEK had been severed and G-BPAX had sustained damage to its propeller, spinner and right wing root and leading edge. The rear tiedown of G-BPAX had also been torn from the aircraft. The pilot stated that he had removed the tiedown ropes during the pre-flight inspection and that the damage to the rear of the aircraft had been a result of the aircraft tail striking the ground. The pilot was unsure as to the reason for the accident. Following the accident, an engineer inspected the braking system and confirmed that it was serviceable.