

ACCIDENT

Aircraft Type and Registration:	Aero AT-3 R100, G-SACY	
No & Type of Engines:	1 Rotax 912S piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	14 May 2009 at 1101 hrs	
Location:	Sherburn in Elmet Airfield, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Significant damage to fuselage and fin	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	167 hours (of which 10 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot, who was flying a series of circuits, inadvertently selected the choke instead of the carburettor heat during the downwind leg of the fifth circuit. As he reduced power and turned onto final approach, the engine stopped and he made a forced landing in a nearby field. The aircraft nosed-over during the landing roll and the pilot, who was uninjured, had to be released from the aircraft by the Airfield Fire and Rescue Service. The most likely reasons for the engine stoppage were considered to be an over-rich mixture due to the inadvertent selection of the choke or carburettor icing due to the carburettor heat not being selected.

The choke control has a cylindrical yellow knob and the carburettor heat has a square blue knob. Both controls have a similar action: pulling the knob selects the system ON and turning the knob to the right locks it in the ON position.

The choke and carburettor heat controls are situated close together on the centre panel extension (Figure 1).

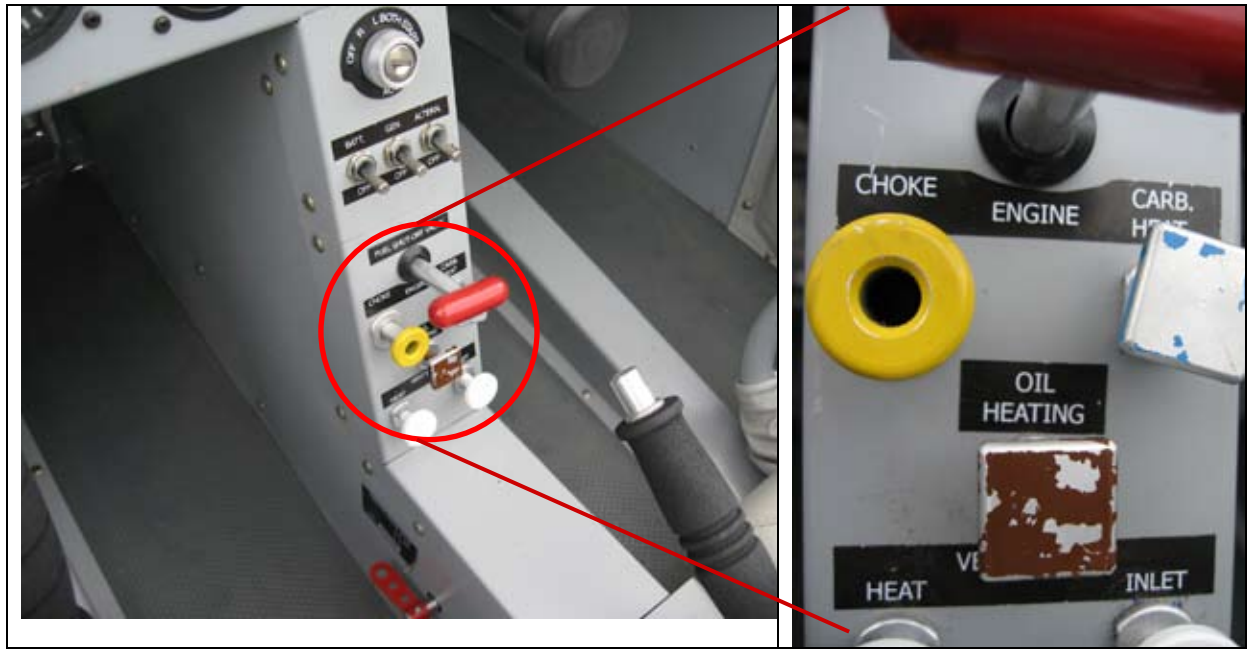


Figure 1
Ancillary engine controls (similar aircraft)