

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jabiru UL-D, G-SUTD	
<b>No &amp; Type of Engines:</b>	1 Jabiru 2200A piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	18 February 2007 at 0945 hrs	
<b>Location:</b>	Wickenby Aerodrome, Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft damaged beyond economic repair	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	52 years	
<b>Commander's Flying Experience:</b>	73 hours (of which 2.5 were on type) Last 90 days - 3 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB	

**Synopsis**

The engine was being started prior to an instructional sortie and it came to life at a high power setting. The aircraft accelerated rapidly towards some obstacles, which it struck before the pilot could react.

**History of the flight**

The pilot of G-SUTD had recently purchased the aircraft and had been taking instruction in order to gain experience on the type. He had flown two sessions with instructors and it was his intention that this would be the last lesson before flying the aircraft solo. The instructor was late arriving, so the pilot was advised to position and prepare the aircraft for flight. Having topped up the oil, he pulled the aircraft out of the hangar

and undertook the external checks. He then boarded and prepared for starting.

He followed the normal procedure of opening and closing the throttle, switching on the master switch, fuel pump and both magnetos. Because it was the first start of the day, he also applied full choke before pressing the starter button. The propeller turned but the engine did not start. He switched everything off before repeating the procedure but to no avail. On the third attempt, the engine fired and ran up to speed so rapidly that it took the pilot by surprise; the aircraft quickly accelerating away towards a Portakabin building in front. The pilot used the rudder pedals to turn the aircraft to the left, away

from the building, and succeeded in merely clipping a corner of it with the right wingtip. Unfortunately, the space he was now heading for was occupied by a weighbridge which the aircraft struck, coming to rest on a sidewall. The aircraft, which was severely damaged and subsequently declared a total loss, had some six flying hours logged since new.

The pilot did not recall the position of the throttle when the engine started and is at a loss to explain how it appears to have been at a high power setting. He states

that the whole incident took only a few seconds to cover the 25 to 30 metres between the aircraft's parked position and the weighbridge. He does not recall whether he set the parking brake, but admits that it probably was not set as he had just pushed the aircraft out of the hangar (the brakes are actuated by a lever forward of the centrally mounted control column and can be locked for parking using a ratchet mechanism). He believed a major factor in the accident was his inexperience both on type and flying generally.