

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB100, G-DASS	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2005 (Serial no: 0509-6758)	
Date & Time (UTC):	11 April 2014 at 1330 hrs	
Location:	Leicester Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to left main landing gear, nosewheel and propeller	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	181 hours (of which 91 were on type) Last 90 days - 8 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional enquiries by the AAIB	

Synopsis

After takeoff, the pilot found that he could not reduce power from the takeoff setting. He climbed overhead the airfield before intentionally stopping the engine and carrying out a glide approach. An area of 'sink' caused the aircraft to land heavily short of the runway.

It was found that the throttle linkage had fouled a hole in the centre console side panel, causing it to jam. This was a problem known to the agent/distributor for Ikarus, who had issued a recommended Service Bulletin (SB) 28 in 2010 containing details of an inspection and modification to overcome it. G-DASS did not have the modification embodied.

History of the flight

The pilot intended to return to Wickenby following a flight to Leicester. He conducted his pre-flight checks and takeoff without noticing any abnormalities. However, after takeoff, he found he could not reduce the throttle from the full power setting, as it appeared to be jammed. After a number of unsuccessful attempts to reduce power, he climbed overhead the airfield to 2,400 ft agl and switched off the engine, intending to do a glide approach. However, the pilot encountered an area of sink and landed heavily in crops about 100 m short of the runway. He is of the opinion that aiming for a touchdown point further along the runway would have given him a better margin for this eventuality.

The company tasked to repair the aircraft noted that the circumstances of the accident bore similarities to an account of an incident described in Pioneer Aviation UK Ltd Service Bulletin C42 SB 28 Issue 1 dated 25 May 2010. The SB described how a student pilot was unable to move the throttle lever towards the closed position but after the instructor intervened and successfully forced the lever towards closed, the engine rpm would still not reduce. The cause was found to be that the head of a clevis pin in the throttle linkage had caught on a hole in the centre console right side panel at the full throttle position. Furthermore, the action of forcing the throttle closed had bent the arm from the throttle cross tube such that the arm no longer had sufficient range of movement to close the throttle.

On G-DASS, a witness mark showed interference between the clevis pin and the hole in the centre console side panel, and a bent throttle arm, as depicted in SB 28. The SB was classified as "*Recommended.....preferably before the next flight or if not as soon as practical*" to conduct an inspection for contact between the clevis pin and the side panel. Even if no evidence of contact was found, it was still recommended that an associated modification be embodied, which involved the replacement of a fixed spacer between the side panel and the aircraft structure with a longer spacer to guarantee adequate clearance with the throttle linkage. G-DASS had not had the modification embodied.