

No: 11/89

Ref: EW/G89/07/12

Category: 1c

**Aircraft Type and Registration:** Scheibe SF25E Super Falke, G-BKVG

**No & Type of Engines:** 1 Limbach SL 1700-EAI piston engine

**Year of Manufacture:** 1983

**Date and Time (UTC):** 14 July 1989 at 1805 hrs

**Location:** North Hill Airfield, Nr Honiton, Devon

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial to left wing, propeller destroyed, slight damage to engine and right wing.

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 74 years

**Commander's Total Flying Experience:** 1,253 hours (of which 22 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot reported that whilst about to stop the aircraft after taxiing from the launch point, the engine suddenly increased in power. He therefore closed the throttle. Unfortunately it came off in his hand. Before he was able to take further action the aircraft travelled down a slope, collided with the club house and struck his car.

The throttle control system on the aircraft takes the form of a cable which, at the cockpit end, passes inside a tube forming the shaft of a plunger type throttle control. The cable has a nipple on its end which locates it in the tube and in turn is locked there by means of the spherical operating knob screwed onto the end of the tube.

Examination revealed that the nipple had separated from the cable. More detailed examination indicated that the nipple was attached to the cable by means of a soldered joint of doubtful quality, few of the strands appearing to have been joined effectively. Failure had occurred at the soldered joint.

The company responsible for repairing the aircraft noted that the design of the throttle permitted twisting to occur in this area when the throttle friction control was operated.