

ACCIDENT

Aircraft Type and Registration:	X'air Hawk, G-CESJ	
No & Type of Engines:	1 Jabiru Aircraft PTY 2200A piston engine	
Year of Manufacture:	2008	
Date & Time (UTC):	21 February 2010 at 1420 hrs	
Location:	Whiterashes Airfield, Aberdeenshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Landing gear nose leg collapsed and damage to left landing gear leg, broken propeller and engine shock loaded, damage to left wing	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	302 hours (of which 80 were on type) Last 90 days - 14 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst boarding the aircraft with the engine running the pilot accidentally set full power, causing the aircraft to leave the runway and collide with a wall and earth dyke.

History of the flight

The two owners of the aircraft decided to fly circuits at the airfield where the aircraft was based. The aircraft had not been flown for a couple of months and, despite having previously charged the battery, required the use of jump leads to start the engine.

One of the owners then flew three circuits before

landing and stopping on the runway to hand the aircraft over to his colleague. Due to the earlier problems starting the engine, it was decided to keep it running during the change of pilots, with the wheels being chocked as a precaution. The second pilot reported that, after the first pilot had vacated the aircraft, he was boarding when the leg of his overalls caught the throttle lever, causing it to apply full power. The pilot was not in a position to close the throttle and apply the wheelbrakes and the aircraft jumped the chocks, leaving the edge of the runway and hitting a low stone wall and earth dyke. This collapsed the landing gear nose leg and broke the propeller. It also bent the left

landing gear leg and damaged the left wing. The pilot, who was not strapped in, was uninjured and managed to isolate the fuel and magnetos before vacating the aircraft.

Comment

The aircraft is flown from the left seat as the wheelbrakes are only accessible from that side. This

meant that it would not have been possible for the first pilot to have remained at the controls whilst his colleague boarded the aircraft.

Shutting down the engine, although inconvenient, would mitigate the effect of inadvertent throttle movement.