

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Gemini Flash IIA, G-MVSN	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Year of Manufacture:</b>	1989	
<b>Date &amp; Time (UTC):</b>	17 March 2012 at 1310 hrs	
<b>Location:</b>	Eshott Airfield, Northumberland	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft destroyed	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	51 hours (of which 7 were on type) Last 90 days - None Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and CCTV footage	

**Synopsis**

The microlight's engine ran to full power on start-up. The student pilot was unable to stop the aircraft accelerating and abandoned it, sustaining injury. The microlight became airborne for a short while before crashing.

**Description of the event**

The student pilot, who part-owned the microlight, was preparing it for an instructional flight. The weather was fine and calm. The pilot had moved the microlight from its hangar to a suitable area and, while waiting for his instructor who was airborne at the time, carried out the pre-flight checks and prepared to start the engine. His normal practice was to start the engine prior to flight to

let it warm up, and he had done this about 30 minutes earlier, running it successfully for about 10 minutes.

After priming the engine again, the student pilot sat in the microlight to start it. Part of the pre-start checks was to ensure the hand operated throttle was closed and the foot operated throttle was clear. However, on pulling the start cord, the engine started and immediately ran up to full power. The brakes were applied but did not prevent the aircraft moving forward. The pilot manipulated the throttle control but without obvious effect.

As the pilot was not intending to fly straight away, he was not strapped in or wearing a protective helmet.

With the aircraft accelerating towards a hangar, he chose to abandon it rather than risk injury if it struck the hangar. He threw himself out of the left side, sustaining a broken leg and torn ligaments when the aircraft's left wheel ran over his right knee.

The aircraft missed the hangar but continued and became airborne. Footage from a CCTV camera showed the microlight climbing steeply before stalling

and entering a dive. It then performed a low-level looping manoeuvre, striking the ground at relatively high speed before the manoeuvre was completed. The aircraft was destroyed in the accident and a wire fence was also damaged. A small fire broke out, causing localised damage to an area of grass and small trees.