

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Thruster T600N 450, G-OBAX	
<b>No &amp; Type of Engines:</b>	1 Jabiru 2200A piston engine	
<b>Year of Manufacture:</b>	2001 (Serial no: 0051-T600N-053)	
<b>Date &amp; Time (UTC):</b>	27 February 2019 at 1330 hrs	
<b>Location:</b>	Balado Airfield, Kinross	
<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>	Damage to propeller and both wings. Engine shock-loaded	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	69 years	
<b>Commander's Flying Experience:</b>	132 hours (of which 127 were on type) Last 90 days - 1 hour Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

After startup the engine developed high power, which the pilot could not reduce. The aircraft travelled over 100 metres very rapidly down an inclined taxiway, with the pilot having very limited control, and collided with a parked digger.

## History of the flight

The pilot's intention was for a local flight of about 90 minutes, including some practice circuits. After completing a preflight inspection he started the engine and found that, instead of settling into an 'idle', the engine developed high power straight away. The pilot quickly checked the throttle and choke positions, which appeared to be in the expected positions. Despite pulling back hard on the throttle lever with his left hand, the aircraft moved forward with what appeared to be full power, against the pressure the pilot was exerting with his right hand on the handbrake on the control column.

The aircraft's ground speed increased quickly and the pilot attempted to direct the aircraft down the incline of the grass taxiway leading to Runway 07/25. His control was limited and it was a struggle to maintain the aircraft's direction and its wings-level attitude against the crosswind and to prevent it from flying. At the same time he was attempting to switch off the left and right magnetos, to stop the engine, which was difficult as the magneto controls were located behind the control column. Before reaching the runway there was a parked

digger in the path of the aircraft. It would normally have been no problem to avoid this digger but, with the limited directional control, the aircraft struck the digger, just as the pilot was able to switch off the magnetos. The aircraft came to an abrupt stop, having travelled over 100 metres very quickly. However, as the cockpit ended up under the arm of the digger, the pilot was able to exit the aircraft uninjured.

### **Analysis**

The pilot considered that during his pre-starting checks he was able to move the throttle control lever through its normal range and the cause of the throttle and power problem after starting was unclear. However, he also commented that it was possible for the seat cover to move and that this could impede rearward movement of the lever. He also commented that he should have been quicker to switch off the magnetos and this would have been more instinctive and easier to find and operate if it had been a 'key'-type ignition switch and starter.