

# Gulfstream AA-5B Tiger, G-IRIS

## AAIB Bulletin No: 7/97 Ref: EW/G97/05/05 Category: 1.3

<b>Aircraft Type and Registration:</b>	Gulfstream AA-5B Tiger, G-IRIS
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4K piston engine
<b>Year of Manufacture:</b>	1979
<b>Date &amp; Time (UTC):</b>	15 May 1997 at 1045 hrs
<b>Location:</b>	Carlisle Airport, Cumbria
<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>	Right wing and engine frame; engine was shockloaded and propeller damaged beyond repair
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	41 years
<b>Commander's Flying Experience:</b>	78 hours (of which 2 were on type) Last 90 days - 8 hours Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft moved forward when the engine was started; the pilot closed the throttle and applied the toe brakes. She then concentrated on avoiding two aircraft parked in front but was unable to avoid hitting a third which was parked to her left.

The aircraft suffered damage to right wing and engine frame; the engine was shock-loaded and the propeller was damaged beyond repair. The outer part of the left wing of the parked aircraft was damaged and it suffered similar damage to the engine and propeller as G-IRIS.

The pilot was inexperienced on the type and, in a frank assessment of the cause of the accident, she considered that, when she started the engine, the park brake may not have been fully applied and the throttle was too far open; she found it stiff when she tried to close it. The throttle lever is a rod type which is pushed into the panel to increase power and pulled out to reduce power; friction is applied by adjusting a ring which causes a cork insert to apply pressure to the rod at the point where it enters the panel. The possibility exists that the pilot may have set the throttle for starting slightly

behind the open position rather than slightly forward of the closed position. With hindsight the pilot considered that her immediate action should have been to close the throttle and lean the mixture to stop the engine.