

ACCIDENT

Aircraft Type and Registration:	Tanarg/Ixess 15 912S(1), G-IMUP	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2006 (Serial no: BMAA/HB/478)	
Date & Time (UTC):	5 April 2015 at 1230 hrs	
Location:	Dunkeswell Airfield, Devon	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	Student	
Commander's Age:	51 years	
Commander's Flying Experience:	40.5 hours (of which 3 were on type) Last 90 days - 15.5 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional enquiries by the AAIB	

Synopsis

When running the engine to warm it up prior to a flight, the owner-pilot reports that, instead of stopping when he intended to shut it down, the engine ran up to high power and the aircraft started to move. The pilot was unable to hold it on the brakes and the aircraft struck two parked cars before coming to a halt. Relative unfamiliarity with the type of aircraft he had chosen may have been a factor in the accident.

History of the event

The pilot intended to perform a solo flight under the supervision of his instructor and had warmed up the engine by running it for 10 minutes at 2,000 rpm. He stated that, in order to stop the engine, he retarded the throttle to idle, selected magneto 1 and selected the ignition switch to OFF (this aircraft had a separate switch to select ignition on and off and another to select individual or both magnetos).

After another 5 minutes, he started the engine again but, whilst performing the same shutdown procedure, noticed that the engine ran very roughly when switched to magneto 1. When he switched the ignition off, the engine did not stop, but instead ran up to full power after about three seconds. Despite pressing hard on the brakes, he could not prevent the aircraft from moving forwards and he steered left to avoid other parked aircraft. He was now heading towards two parked cars, which the aircraft struck, but the pilot managed to roll himself out of the trike before impact and suffered only a

graze to his left hand. As he was not intending to fly immediately, he had not fastened his seat straps.

After recovery, the aircraft was evaluated for damage, during which no pre-impact defects with the throttle or ignition system were found. The pilot was of the opinion that, having accumulated the bulk of his flying experience on a different make of microlight, he would have been better advised to have purchased a similar machine to continue his tuition, as he would be more familiar with the engine controls. He also stated that he will in future be more aware of the aircraft positioning in relation to obstructions when starting the engine.