

No: 6/89

Ref: EW/G89/04/12

Category: 1c

Aircraft Type and Registration: Taylor Titch, (Modified), G-CAPT

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1981

Date and Time (UTC): 22 April 1989 at 1128 hrs

Location: Hazelden Farm, Cranbrook, Kent

Type of Flight: Private (Pleasure)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Right-hand landing gear axle broken, propeller and fuselage damaged

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 57 years

Commander's Total Flying Experience: 951 hours (of which 7 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was engaged on a world speed record attempt between London and Paris. It had taken off from Luton Airport and, from overhead Stapleford Tawney it was routing direct to Toussous-le-Noble, South of Paris in the company of a Cessna 180 carrying official observers. Some 28 minutes after take-off and at maximum power cruise the pilot experienced excessive vibration, heard a loud report and observed the engine overspeeding. Having shut down the engine and switched off the fuel, he prepared to force-land the aircraft into a field.

As he approached the selected field, the pilot realised it had a greater upslope than was previously apparent and, upon touchdown, the aircraft bounced removing the right-hand wheel at the axle. The stub of the undercarriage leg dug into the ground and the aircraft ground-looped through about ninety degrees to the right.

The pilot evacuated the aircraft uninjured whilst the Cessna 180 aircraft co-ordinated rescue and notification procedures from overhead.

Upon inspection it was found that the wooden propeller had lost approximately two-thirds of one blade and suffered trailing edge damage to the other. The spinner and part of its back-plate were missing and an engine retaining bolt had sheared.

The pilot is of the opinion that the accident was precipitated by failure of the spinner backplate, liberating the spinner which consequently damaged the propeller. The sheared engine bolt is considered to be a result of the severe vibration which ensued.