

Taylor Titch, G-BABE

AAIB Bulletin No: 7/2004	Ref: EW/G2004/05/08	Category: 1.3
Aircraft Type and Registration:	Taylor Titch, G-BABE	
No & Type of Engines:	1 Continental Motors O-200-A piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	15 May 2004 at 1757 hrs	
Location:	Elmton, North East Derbyshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Serious damage to fuselage and right hand wing, engine	
	shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	240 hours (of which 5 were on type)	
	Last 90 days - 5 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The Taylor Titch is a home-built single-seat low-wing monoplane aircraft with a tailwheel configuration landing gear. The pilot, who owned the aircraft, had taken off from Netherthorpe Airfield on a local pleasure flight. About five minutes into the flight, he experienced a rapid reduction in engine power and, suspecting carburettor icing, he applied carburettor heat, but this made no apparent difference. Although the pilot perceived that the engine was running smoothly, it did not seem to be producing much power. There was then a slight increase in power for one or two seconds, followed by a total loss of power and so with no other options available, he selected a field for a forced landing. Whilst making attempts to regain power, he found himself too high on the approach to the chosen field and so selected another. However, the aircraft was gliding far better than he had anticipated and he again found himself too high and was forced to choose another field. After touchdown in this field, the aircraft nosed over and came to rest inverted. The pilot was wearing a four-point harness and sustained only minor injuries in the accident. He evacuated the aircraft via the broken canopy after isolating the fuel and electrics.

Subsequently, the carburettor was disassembled for examination by the pilot/owner, who is an aircraft engineer. During this disassembly, a small piece of aluminium dropped out of the float bowl. The fragment was too large to have passed through the carburettor inlet filter and inspection of the filter

showed it to be free of debris. On closer examination, the shape of the fragment appeared consistent with it having been crushed against the needle valve. The owner concluded that it had probably been present in the float bowl and had worked its way into the needle valve, causing it to jam. Had it jammed in the closed position, it would have prevented fuel from entering the float bowl, causing the engine to be starved of fuel. Conversely, if the valve had jammed open, the float bowl would have overfilled, producing an excessively rich mixture. In either event, the available engine power would have been severely reduced.