Aviation Safety Investigation Report 198801411

Taylor JT1 Monoplane

13 December 1988

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198801411 Occurrence Type: Accident

Location: 3 km NW of Barwon Heads Township VIC

Date: 13 December 1988 **Time:** Between 1630 & 1830

Highest Injury Level: Serious

Injuries:

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	1	0	0

Aircraft Details: Taylor JT1 Monoplane

Registration: VH-ULJ
Serial Number: V20
Operation Type: Private
Damage Level: Substantial

Departure Point: Barwon Heads VIC

Departure Time: 1530

Destination: Barwon Heads VIC

Approved for Release: 4 May 1989

Circumstances:

The pilot had failed to return from a flight in the local area. A search was organised, and the wreckage of the aircraft was located the following morning. It had crashed into a swampy area and the pilot, although still alive, was seriously injured and unconscious. Although he subsequently survived his injuries he has no recall whatever of the accident sequence. Inspection of the wreckage indicated that the aircraft had hit the swamp in a flat attitude at a high vertical velocity but with little forward speed. The propeller was undamaged and appeared to have been stopped at the time of impact. A subsequent check of the engine revealed a faulty magneto. The precise nature of the fault was not determined but the engine would not start or run until an alternative ignition system was fitted. The engine then ran perfectly and no other faults were found with it. This particular engine was fitted with a single ignition system, as permitted by existing regulations.

Significant Factors:

The following factors were considered relevant to the development of the accident

- 1. The aircraft suffered an engine failure due to a faulty magneto.
- 2. The engine was not fitted with a dual ignition system.
- 3. For reasons not determined, control of the aircraft was lost prior to impact with the ground.

Reccomendations:

It is recommended that the Civil Aviation Authority consider a requirement for all amateur built aircraft to be fitted with dual ignition systems.