

# Airworthiness Alert - October 2009

## Jabiru Engines – Lean mixture due to incorrect Jetting

Regular readers of **Safety Spot**, Light Aviation's monthly Airworthiness feature, will be aware that we have been investigating the engine failure that befell a Spitfire Mk. 26 shortly after take off; see:

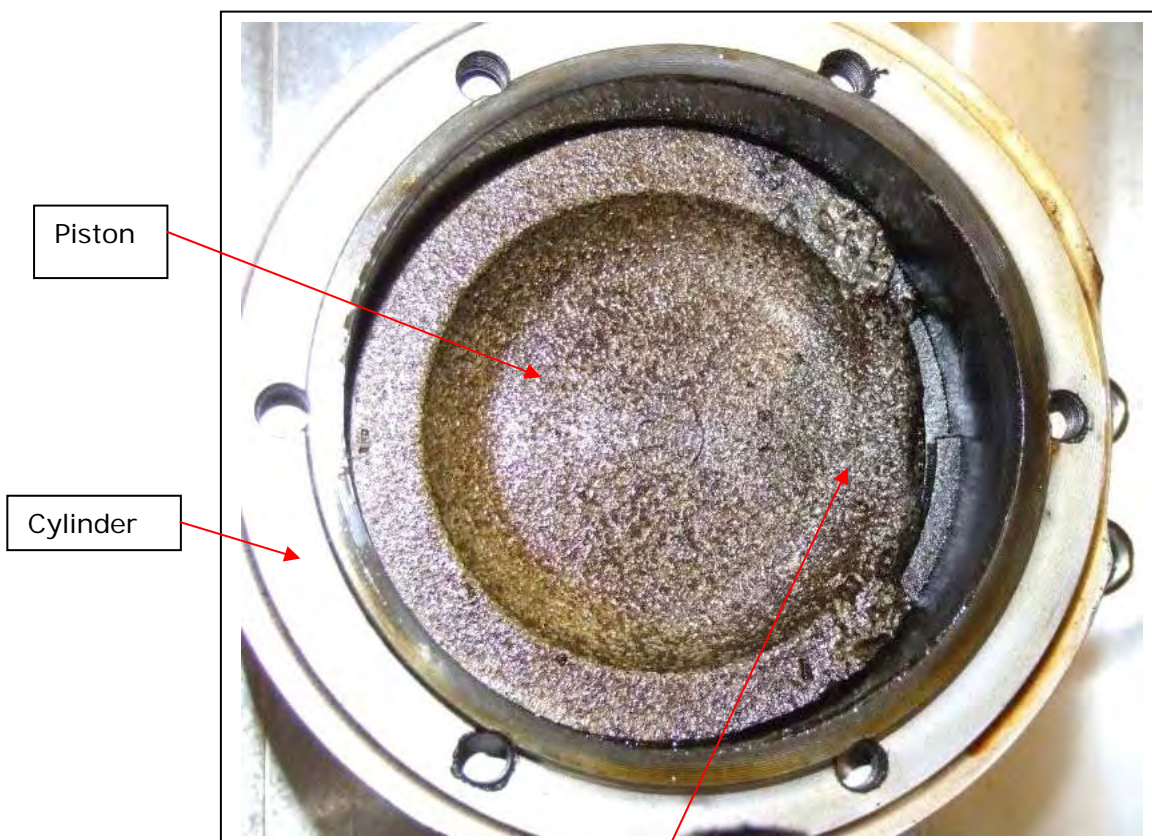
<http://www.lightaircraftassociation.co.uk/engineering/SafetyIssues/SafetySpotAug09.pdf>

This failure occurred on the aircraft's first flight and the aircraft was substantially damaged and is now being completely rebuilt.

There is strong evidence that the engine had been incorrectly 'set-up' and that the engine was running very lean at mid range and high power settings. The subject aircraft was not fitted with an Exhaust Gas Temperature gauge and the Cylinder Head Gauge sense probes had been fitted incorrectly and were severely under-reading. The pilot was therefore unaware that the engine was overheating.

In May 2009 Jabiru Aircraft PTY LTD re-issued guidance relating to the tuning of all Jabiru engines, however, this bulletin was not widely promulgated and it looks likely that the advice contained in this Service Bulletin was not undertaken.

It is strongly advised that owners and/or operators of Jabiru engines read the Jabiru Service Bulletin relating to this issue; this document can be downloaded here: [JSB 018-2](#)



Note: Severe piston crown damage associated with multiple impacts from molten material from the piston's edge. This piston has melted right down to the rings allowing hot gasses through into the crankcase, hence the pilot's report of smoke/oil in the cockpit.