

# YAK-50, RA01293

|  |  |                      |
|--|--|----------------------|
| <b>AAIB Bulletin No:</b> 12/2001       | <b>Ref:</b> EW/G2001/07/01                           | <b>Category:</b> 1.3 |
| <b>Aircraft Type and Registration:</b> | YAK-50, RA01293                                      |                      |
| <b>No &amp; Type of Engines:</b>       | 1 Ivchenko M-14P piston engine                       |                      |
| <b>Year of Manufacture:</b>            | 1985   |                      |
| <b>Date &amp; Time (UTC):</b>          | 1 July 2001 at 1145 hrs                              |                      |
| <b>Location:</b>                       | RAF Waddington, Lincoln                              |                      |
| <b>Type of Flight:</b>                 | Air Display  |                      |
| <b>Persons on Board:</b>               | Crew - 1   | Passengers - None    |
| <b>Injuries:</b>                       | Crew - None  | Passengers - N/A     |
| <b>Nature of Damage:</b>               | Broken propeller and engine damage                   |                      |
| <b>Commander's Licence:</b>            | Private Pilot's Licence                              |                      |
| <b>Commander's Age:</b>                | 40 years   |                      |
| <b>Commander's Flying Experience:</b>  | 611 hours (of which 53 were on type)                 |                      |
|  | Last 90 days - 7 hours                               |                      |
|  | Last 28 days - 3 hours                               |                      |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot |                      |

The aircraft was one of seven forming a team scheduled to display in an airshow at RAF Waddington, Lincolnshire. Weather conditions were reported as; surface wind 360°/10 kt, visibility 10 km, scattered cloud at 5,000 feet and temperature 20°C. The team leader called Air Traffic Control (ATC) and obtained taxi clearance from Bravo dispersal area, along the eastern taxiway, to the holding point of Runway 21. This section of the eastern taxiway was located some 660 metres from the tower. The lead aircraft used the right hand side of the taxiway and the second aircraft, in accordance with the team's usual practice, the other side.

The second aircraft came to a sudden halt while going along the taxiway and the pilot alerted ATC that he had been in a collision. After securing the aircraft the pilot exited and discovered that the aircraft had contacted a car, parked on the taxiway 1.5 metres from the left hand edge. The propeller had struck the roof of the car from behind causing considerable damage. There were two occupants of the car, neither of whom was injured.

The aircraft type has limited forward visibility on the ground and the pilot stated that surface wind conditions made weaving to achieve a better view difficult. Video footage showed the pilot had been looking out to his right for about one minute before the contact with the car on his left occurred. He had also expected that the taxiway would be clear as the formation had been cleared to taxi along it.

The car was being used by the ground support crew of a visiting display aircraft. It had stopped on the taxiway and the rear seat passenger had disembarked and was standing at the side of the taxiway at the time of the collision. The driver of the car had received an airfield driving briefing. The Airfield Driving Orders included the following paragraph:

"Vehicles are not to be halted on the taxiway except, at traffic lights, by order of ATC, aircraft marshallers or a security patrol acting on behalf of ATC."