

Yak 52, LA-ABQ

AAIB Bulletin No: 2/99 Ref: EW/G98/12/10 Category: 1.3

Aircraft Type and Registration: Yak 52, LA-ABQ

No & Type of Engines: 1 Ivchenko Vedeneyev M-14P piston engine

Year of Manufacture: N/K

Date & Time (UTC): 20 December 1998 at 1320 hrs

Location: Leicester Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - Minor - Passengers - Minor

Nature of Damage: Canopy, top of the fin and propeller damaged. Engine shock loaded

Commander's Licence: Private Pilot's Licence

Commander's Age: 59 years

Commander's Flying Experience: 1,080 hours (of which 143 were on type)

Last 90 days - N/K

Last 28 days - N/K

Information Source: Aircraft Accident Report Form submitted by the pilot and examination of the aircraft by the AAIB

The pilot, after advising ATC of his intentions, had taxied the aircraft onto the active runway and had started to backtrack to the holding point of Runway 33 when he heard another aircraft call 'Finals'. After a short period, he saw an aircraft side-slipping from height towards Runway 33 with the apparent intention to land. He therefore increased engine power to backtrack expeditiously, but on closing the throttle towards the end of the runway he found that he had insufficient braking and runway distance remaining in which to stop. The aircraft overran the hard surface and entered an area of soft ground where the nosewheel sank and the aircraft turned over onto its back, assisted by a strong tailwind.

Subsequent examination of the aircraft, after it had been recovered to a nearby hangar, found that the brake system air reservoirs were charged and that the system functioned correctly. It was noted that the air valve in the cockpit was in the OFF position, but it was considered that this may have been moved to OFF during the aircraft's recovery. It is apparently well known with this aircraft type that brake 'fade' may occur when the wheel brakes become hot.