

Follow-up Action on Occurrence Report

ACCIDENT TO YAK-52, G-CBSS, AT COUVIN, BELGIUM, ON 14 FEBRUARY 2017

CAA FACTOR NUMBER : F7/2018
FACTOR PUBLICATION DATE : 31 August 2018
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201732467
BELGIAN AAIU REPORT : AAIU-2017-AII-02

SYNOPSIS

From the Belgian AAIU report:

After a short flight starting from the airfield of Cerfontaine (EBCF), the engine suddenly began to sputter and lost power. The pilot determined he could not fly back to the airfield and decided to land the plane where he could. Just before landing, the aeroplane hit the top of a tree, pitch nosed down and violently hit the ground.

The engine loss of power was most probably caused by the internal corrosion of the carburettor which partially blocked the fuel flow at the pressure regulator valve. The corrosion of the magnesium alloy casing of the carburettor was likely caused by water contamination. The limited height above ground level when the engine loss power occurred and the limited maximum lift to drag ratio did not leave the pilot much time to prepare the landing.

The schedule used for the last maintenance dated June 2016 did not require the cleaning of the fuel fine filter.

FOLLOW UP ACTION

Recommendation BE-2018-0001

It is recommended that the UK CAA review all current YAK 52 maintenance schedules approved for use in the UK to ensure that the cleaning of the fuel fine filter and the draining of the fuel compensation tank are included and to ensure any future schedules submitted for approval also contain the tasks.

Cont.

CAA Response

The CAA accepts this recommendation. In the interests of undertaking the corrective action in the most timely manner to minimise the probability of a similar occurrence, the CAA will issue a Mandatory Permit Directive (MPD) to address the safety recommendation. The MPD will require operators of all YAK-52 aeroplanes on the UK register to include in the aircraft maintenance schedule the cleaning of the fuel fine filter and the draining of the fuel compensation tank. This MPD will be issued by 30 September 2018.

It should be noted that maintenance schedules for national Permit to Fly aircraft with single engines of less than 450hp are not directly approved by the CAA, but it is the responsibility of the owner/operator for ensuring that the aircraft is maintained to an airworthy standard. The CAA will sample compliance of this requirement through its standard oversight of the YAK-52 national Permit to Fly fleet.

CAA Status – Closed