

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Yak-52, G-LYFA	
<b>No &amp; Type of Engines:</b>	1 Ivchenko Vedeneyev M-14P piston engine	
<b>Year of Manufacture:</b>	1982	
<b>Date &amp; Time (UTC):</b>	15 January 2012 at 1114 hrs	
<b>Location:</b>	Manchester Barton Airfield	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers -N/A
<b>Nature of Damage:</b>	Propeller and engine cowling damaged, minor damage to airfield building	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	290 hours (of which 64 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and report by the aircraft maintenance organistaion	

**Synopsis**

The pilot lost braking effect and directional control of the aircraft during taxi. The aircraft rolled into an airfield building at slow speed. Leaks in the aircraft's pneumatic system were found which accounted for the loss of braking.

**Description of the event**

The aircraft was parked on a grass area and had been prepared for flight following a period of about eight weeks during which it had not been used. The two occupants were both members of the same group and both qualified on the Yak-52.

Following a warm-up period after engine start, power was increased to start taxiing. Once on the hard taxiway surface, the aircraft rolled forward freely at idle power but, when the pilot applied left rudder and brake to initiate a turn, the aircraft did not respond. Further brake applications produced no braking effect and the aircraft rolled straight forward, towards an airfield building on the opposite side of the taxiway. The pilot switched off the magnetos to stop the engine while the rear-seat pilot, who had also tried his brakes to no effect, closed the fuel switch.

The aircraft rolled into the building at slow speed but

with the propeller still turning. The two occupants vacated the aircraft after ensuring it was correctly shut down. The aircraft was pushed back to its parking position, having sustained damage to its engine cowling and propeller; the building, which was 14 m from the aircraft's parked position prior to taxi, suffered light scoring from the propeller and a broken window sill.

Subsequent inspection by the aircraft's maintenance organisation revealed the presence of four leaks in the undercarriage 'down' line of the pneumatic system. As this line also fed the pneumatically operated brake units, the leaks were established as the reason for the loss of braking.