

# Yak 52, G-BWOD, 8 April 1996

**AAIB Bulletin No: 6/96 Ref: EW/G96/04/13 Category: 1.2**

## INCIDENT

**Aircraft Type and Registration:**Yak 52, G-BWOD

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

**Year of Manufacture:**1983

**Date & Time (UTC):**8 April 1996 at 1600 hrs

**Location:**Sywell Aerodrome, Northampton

**Type of Flight:**Private

**Persons on Board:**Crew - 1 Passengers - None

**Injuries:**Crew - None Passengers - N/A

**Nature of Damage:**Smoke and heat damage to regulator mounting bracket

**Commander's Licence:**Private Pilot's Licence

**Commander's Age:**40 years

**Commander's Flying Experience:**260 hours (of which 15 were on type)

Last 90 days - 5 hours

Last 28 days - 2 hours

**Information Source:**Aircraft Accident Report Form submitted by the pilot

After a normal start and warm-up the aircraft was taxied to the holding area for the runway in use where power and pre take-off checks were carried out. Subsequently, the pilot was cleared to line up and as the circuit was busy, there was just time for a quick final check after lining up. At this point the ammeter needle flicked around and the generator off-line red warning indicator lit up; both these events normally happen at idle, but not at 43% RPM. The pilot informed the tower that the flight was aborted because he was having problems and the aircraft was moved off the active runway.

As the generator was cutting in and out the pilot isolated it and shut down the inverters powering some of the instruments. The aircraft was taxied back to its parking area. After shutting down, further inspection revealed that under the front cockpit panel, just above and slightly behind the left rudder pedal, there is a mounting bracket at right angles to the fire wall; the edges of the bracket

were folded downwards, and the downwards facing edge was quite sharp. A 'P' clip that should have been holding a wiring loom a safe distance from the bracket was missing. This had allowed the loom to chafe against the sharp edge, cutting through the insulation resulting in arcing which had caused at least one cable to be burnt completely through.