

## **Yakovlev YAK-50, G-BWYK, 20 February 2000**

**AAIB Bulletin No: 4/2000**      **Ref: EW/G2000/02/10**      **Category: 1.3**

**Aircraft Type and Registration:**      Yakovlev YAK-50, G-BWYK

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

**Year of Manufacture:**      1981

**Date & Time (UTC):**      20 February 2000 at 1250 hrs

**Location:**      North Weald Airfield, Essex

**Type of Flight:**      Private

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

**Injuries:**      Crew - Serious - Passengers - N/A

**Nature of Damage:**      Nil to aircraft

**Commander's Licence:**      Airline Transport Pilot's Licence

**Commander's Age:**      38 years

**Commander's Flying Experience:**      9,000 hours (of which 30 were on type)  
Last 90 days - 180 hours  
Last 28 days - 60 hours

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

The pilot had prepared the aircraft for start-up prior to taxiing to the live side of the airfield to refuel. Having pulled the propeller through nine blades by hand, to check for hydraulic lock, he returned to the cockpit and primed the cylinders with fuel to assist the start procedure. Although he had set the parking brake, he did not check the position of the magneto switch. As the pilot pulled the propeller through compression to 'suck in', the engine fired. He believed he was struck a glancing blow to his right elbow, which knocked him off his feet and, as he fell, he was struck again on the upper right thigh, which threw him to the ground. When he realised the severity of his injuries, which included a severe open wound, broken femur and slight abrasions to head, he called for help using his mobile phone. He applied a tourniquet to his leg and waited for help. When assistance arrived it was confirmed that the magnetos were on.

The Yak 50/52 aircraft is not fitted with an idle cut-off mixture control and therefore the normal operating procedure is to stop the engine by turning off the magnetos. The pilot considered that although he had many years experience of hand starting aircraft, on this occasion he omitted to check that the magnetos were off before moving the propeller.

