

ACCIDENT

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| Aircraft Type and Registration: | Yak 18T, HA-YAP | |
| No & Type of Engines: | 1 Vedenyev M14P radial piston engine | |
| Year of Manufacture: | 2004 | |
| Date & Time (UTC): | 8 April 2006 at 1301 hrs | |
| Location: | Shoreham Airport, West Sussex | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 3 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | None to HA-YAP; rudder damaged on G-CDEK | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 38 years | |
| Commander's Flying Experience: | 177 hours (of which 33 were on type) Last 90 days - 41 hours Last 28 days - 19 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The Yak pilot inadvertently taxied his aircraft into the rear of another.

History of the flight

The pilot of HA-YAP had taxied to the area of 'K1', the holding point for Runway 20 in preparation for a takeoff from the grass runway. He stopped the aircraft on a northerly heading and approximately 30 to 40 ft behind another aircraft, a Diamond DA40, registered G-CDEK which was awaiting takeoff clearance. The weather was good with a surface wind of 220°/ 17 kt.

In preparation for his engine checks, the pilot advanced the throttle with the intention of turning the aircraft to the left into wind. As HA-YAP started to move forward,

the pilot applied full left rudder and brake. However, the aircraft continued to move slowly, directly, forward. After it had moved approximately 10 ft, the pilot centralised the rudder pedals, retarded the throttle and re-applied full brake. Despite this, the aircraft continued to move slowly forward towards G-CDEK. The pilot of HA-YAP considered that a collision was imminent and switched off the engine magnetos. The engine stopped but the aircraft continued to move forward very slowly and contacted the rear of G-CDEK.

Damage assessments

Following the collision, both aircraft returned to the parking area. G-CDEK had sustained damage to its rudder which had to be replaced. There was no indication

of any damage to HA-YAP but the pilot contacted another member of the aircraft owning syndicate who was a qualified aircraft engineer. It was then agreed that, with no indication of damage, the pilot should do an engine ground run before flight; this was successfully completed. A subsequent inspection confirmed that the aircraft was undamaged.

Causal factors

Initially, the pilot of HA-YAP thought that he had experienced a brake failure. However, he later checked

the brake system and confirmed that it was serviceable. The aircraft has a non-steerable castoring nosewheel and pneumatic brakes operated by a lever on the control wheel. To obtain full braking effectiveness, the rudder must be centralised. In the collision, the pilot considered that the lack of braking may have resulted from the rudder pedals not being centralised due to a combination of the crosswind and a slight slope at 'K1'. He also acknowledged that the "pressure of the moment" may have been a factor in him not ensuring that the rudder pedals were central.