

Safety Regulation Group
Applications and Certification Section

09 September 2003

Our Ref 9/97/CtAw/258

LETTER TO OWNERS/OPERATORS NO 2464
YAK 50 and other aircraft types with similar components.
PNEUMATIC RESERVOIR – SERIOUS INCIDENT

A recent serious ground incident occurred to a Yak 50 where the pneumatic system reservoir, while at normal working pressure, explosively ruptured causing serious damage, jamming the throttle in the open position and tipping the aircraft onto its nose. Fortunately, no one was injured.

Initial findings reported by the Air Accident Investigation Branch indicate that the reservoir failure was caused by internal corrosion, which had weakened the wall, particularly in the lower area where water had accumulated.

The reservoir, a spherical vessel of various sizes dependant upon aircraft applicability, is installed on many aircraft of foreign origin e.g. Yak, Sukhoi, Aero-Vodochy and Nanchang. It is sometimes but not always identified as LM-375a-[]-50. Its function is to store air pressure for airframe system operation and/or engine starting. We therefore believe there is a potential for a number of aircraft types to have hidden defects, which could develop into potentially catastrophic failures.

Maintenance tasks to protect against and detect corrosion of these reservoirs are prescribed by the manufacturer and by the relevant CAA Airworthiness Approval Notes. These are:-

1. After every flight;-
Open the water trap.
2. 50 hours or annually, which ever occurs first;
Drain water from the reservoir.
3. 5 years;
Conduct internal visual inspection and hydrostatic test.

It is important to note that no limits are quoted for internal corrosion.

This LTO is issued to highlight the importance of following the correct maintenance regime for these components.

continued overleaf.....

Civil Aviation Authority

Floor 1E Aviation House Gatwick Airport South West Sussex England RH6 0YR
Phone +44 (0) 1293 573149 Fax +44 (0) 1293 573993

The CAA will issue a Mandatory Permit Directive in the near future which will specify any additional maintenance activities necessary to ensure the continued airworthiness of these components.

Enquiries regarding this LTO should be referred to Mr N Davis Aircraft Certification Section Telephone No 01293 573309 at the address shown.

B Garwood (Mrs)
Assistant Airworthiness Directive Co-ordinator