

From: [John Van Geffen](#)
To: [Smith Maja](#)
Subject: September 23, 2017 - N52KF
Date: Wednesday, October 4, 2017 4:19:17 PM

Dear Inspector Smith:

It was a pleasure speaking with you. Pursuant to our conversation this email is intended for your use in the preliminary report.

Please feel free to share this with the FAA personnel assigned to this matter and copy me on the transmission.

Per our discussion, the whereabouts of Paul Smith's prior counsel, Patricia Fox, is unknown. Mr. Smith retained our firm earlier today to ensure that you received a timely response to your questions. We understand that you usually require that the 6120.1 be submitted within 10 days of an occurrence and appreciate your providing us with a brief extension as we have just substituted in for Ms. Fox.

Occurrence:

Aircraft type: YAK-52W
Registration: N52KF
S/N: 9111213
Date of occurrence: 9/23/17
Local time: approximately 1430
Operator FAR Part 91

Overview:

The Pilot in Command (PIC) conducted a normal preflight, completed the starting engine checklist and attempted to start the engine but was unable to do so due to a required recharge of the pneumatic system.

Another individual arrived with a tank of air to pressurize the system, allowing the PIC to remain in the aircraft. The PIC had shut off the compressed air supply valve as the first step in recharging the pneumatic system requires that the valve be shut off to ensure against over pressurizing the system.

The individual with the tank of air realized that they had accidentally brought the wrong adapter for the subject aircraft and left to find the correct adapter.

Then a second individual arrived and offered to assist start the engine by turning the prop over as the PIC primed the cylinders as there appeared to be sufficient existing air pressure. The PIC accepted the offer and the process of turning the prop over while the PIC primed the cylinders was successful and the engine started.

The PIC then completed the post start checklist and called for taxi. Taxi was approved by ground control from the transient ramp to Runway 27R via Delta.

Unfortunately, the checklist does not include a step for doing an air pressure check after engine start to ensure the air pump is operating and providing pressure to the system. If the valve were still closed, this would not occur immediately alerting the pilot that the air valve was closed before taxing.

After a break check and clearing the transient area and while on Taxiway Delta, the aircraft began losing braking. As the Yak-52 is steered using differential braking using a caster nose wheel, the loss of braking affects steering capabilities.

Immediately upon realizing that the compressed air supply valve was still shut off, the PIC attempted to turn it back on while turning the engine off and maintaining steering control. Due to the size constraints of the cockpit the PIC cannot reach said valve without unstrapping and turning around and there simply was not sufficient time for the PIC to do this before the aircraft impacted a fence.

No one was injured.

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Very truly yours,

John T. Van Geffen

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