



**United Kingdom
Civil Aviation Authority**

MPD No: 2004-006

Issue Date: 22 April 2004

MANDATORY PERMIT DIRECTIVE

In accordance with Article 9A(5)(b) of the Air Navigation Order 2000 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2004-006 YAKOVLEV / AEROSTAR SA / INTREPRINDEREA DE AV BACAU

Subject: Installation of barriers across the rear fuselage.

Applicability: Yakovlev Yak-52 aeroplanes (manufactured by Aerostar SA or Intreprinderea De Av Bacau).

Reason: The investigation into the fatal crash of a Yak-52 ascertained that the primary cause of the accident was a loose article, in the form of a screwdriver, jamming the aft elevator quadrant and preventing the elevator from being moved beyond neutral in the up direction. Another causal factor was the design of the aeroplane's fuselage, which is fully open from front to rear. The fuselage design, in conjunction with the design of the elevator control on this particular aeroplane type and the undertaking of aerobatics, increases the risk of loose articles in the cockpit migrating to the rear of the aeroplane and jamming the elevator control.

Compliance: Not later than two months from the effective date of this MPD, install two barriers in the rear fuselage to close off the aft elevator quadrant from the cockpit area, in order to prevent loose articles finding their way to the rear of the aeroplane and jamming the elevator control. The first barrier must be installed across the aft most fuselage frame opening. The frame is to the aft of the flux detector and is accessible through the flux detector panel on the rear left hand fuselage beneath the tailplane. This barrier must cover the frame opening with as small a hole as is possible to allow for the elevator control cable. A second barrier must be installed across the upper two lightning holes in the rear fuselage forward tailplane attachment bulkhead with as small a hole as is possible to allow for the elevator trim cables.

continued overleaf

Notes:

1. The barriers must be installed under a Minor Modification. Suitable aerospace fabric or CAA agreed alternative must be used.
2. In addition to the installation of the barriers, the Maintenance Schedule must be amended to include a requirement for the enclosed area behind the aft barrier to be inspected whenever the tailplane to fin fairing is removed and in any case as part of the annual maintenance inspection. This inspection may require the removal of the barrier and its subsequent replacement if the inspection cannot be carried out by other means.
3. A CAA Approved Modification, reference Yak/61, which would satisfy this MPD is available from Yak UK Ltd.

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 26 April 2004.