

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Yak-52, G-YAKI	
<b>No &amp; Type of Engines:</b>	1 Ivchenko Vedeneyev M-14P piston engine	
<b>Year of Manufacture:</b>	1986	
<b>Date &amp; Time (UTC):</b>	7 September 2006 at 1800 hrs	
<b>Location:</b>	Popham Airfield, Hampshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passenger - 1
<b>Injuries:</b>	Crew - None	Passenger - None
<b>Nature of Damage:</b>	Broken propeller; minor damage to flaps; two small dents to right wing leading edge	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	113 hours (of which 12 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Following an uneventful local flight, the aircraft landed with its landing gear retracted.

he operated the emergency lowering system and that he heard the hissing of air but the landing gear stayed retracted.

**History of the flight**

On returning to Popham airfield after an uneventful 20 minute local flight, the aircraft joined the cross-wind leg for a right-hand circuit on Runway 03. The pilot reports that, at this point, he attempted to lower the landing gear but the lever would not move beyond the MID or OFF selection and the landing gear would not lower. After several orbits, during which he made several further unsuccessful attempts, he made a pass over the airfield followed by a steep pull-up. As this had no effect, the pilot reports that late on the downwind leg

The pilot states that, as his passenger was now feeling sick, he decided to land with the gear retracted but with the engine rotating and flaps extended. Although it was part of the design intention that the Yak-52 would be able to land with the landing gear retracted with minimal damage, it is inevitable that, if the propeller is still rotating, then damage to this (and the engine) will occur and, if the flaps are extended, they too will incur damage. The aircraft rolled to a halt with the expected damage, plus some minor dents in

the leading edge of the right wing consistent with the wheels-up landing. The pilot and passenger evacuated normally without injury.

After fitment of a replacement engine and propeller and some temporary airframe repairs, the aircraft was ferried

to its maintenance organisation at White Waltham, who are specialists in Yak aircraft. There, extensive testing of the landing gear system did not replicate the symptoms reported by the pilot and no faults were found.