

YAK 18T, LY-AOO

AAIB Bulletin No: 7/2001 **Ref:** EW/G2001/02/19 **Category:** 1.3

Aircraft Type and Registration: YAK 18T, LY-AOO

No & Type of Engines: 1 M-14P KR241041 piston engine

Year of Manufacture: 1981

Date & Time (UTC): 23 February 2001 at 1408 hrs

Location: Humberside International Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Propeller and nose cowling

Commander's Licence: Private Pilot's Licence

Commander's Age: 29 years

Commander's Flying Experience: 210 hours (of which 20 were on type)

 Last 90 days - 13 hrs

 Last 28 days - 4 hrs

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had landed the aircraft on Runway 27 at Humberside. He was instructed by ATC to "hold" at holding point Sierra, just short of the intersection with Runway 21. This was to permit another aircraft to backtrack Runway 21. The pilot brought the aircraft to a halt at the holding point and carried out his after landing checks which included retracting the flaps. Instead of selecting the flap lever, which is located in the lower part of the centre console, he moved the landing gear selection handle to the UP position. This handle is situated on the lower left of the instrument panel, next to the left knee of the left seat pilot. The nose landing gear retracted aft but the main landing gear was prevented from retracting inwards due to the aircraft being stationary with the brakes on. The propeller struck the ground and the aircraft came to rest on the engine cowling. The pilot secured the aircraft and he and his passenger exited through the left door. The ATCO activated the airport Crash Alarm and the airport Rescue and Fire Fighting service responded, attending the scene within one minute.

The landing gear selector handle has a safety pin which slides from right to left above the handle when it is in the DOWN position to prevent inadvertent UP selection. On this occasion, the safety pin had not been moved across the handle to the safe position when the landing gear was selected down for landing.