

Yak 18T, LY-AIH

AAIB Bulletin No: 10/2000 **Ref: EW/G2000/08/34** **Category: 1.3**

Aircraft Type and Registration: Yak 18T, LY-AIH

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

Year of Manufacture: 1981

Date & Time (UTC): 22 August 2000 at 1930 hrs

Location: White Waltham Airfield, Buckinghamshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Propeller, flaps, and underside of the aircraft damaged

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 50 years

Commander's Flying Experience: 9,451 hours (of which 22 were on type)
Last 90 days - 185 hours
Last 28 days - 68 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

On returning to White Waltham from Earls Colne Airfield, the pilot carried out an overhead join for a left-hand circuit to Runway 03. On turning downwind, the pilot selected fine pitch, which normally preceded his use of the downwind checklist. The pilot identified a Piper Cub, which was ahead of him on the downwind leg. Due to the Cub being much slower than the Yak, the pilot became concerned about the reducing separation between the two aircraft. This distracted him from carrying out the downwind checks and, as a consequence, the landing gear was not lowered.

The Cub flew a wide circuit, which resulted in the Yak extending the downwind leg by 1.4 nm from the Runway 03 threshold before the pilot judged that sufficient separation existed on the final approach. Without landing gear and flap, but on an approach angle somewhat flatter than normal, the pilot required a power setting similar to that required for a normal approach. If a lower than normal power setting had been required it might have alerted the pilot to the fact that the landing gear was still in the up position.

When the aircraft was in the landing flare, the White Waltham radio operator transmitted 'YAK, GO AROUND'. It was too late for the pilot to prevent the propeller from striking the ground and the

aircraft sank onto the runway and slid to a halt. The pilot carried out the emergency shutdown drills and he and his 12 year old daughter exited the aircraft within 5 seconds. Prior to the flight he had fully briefed her on the four point harness and the release mechanism including her demonstrating the use of it. The airfield Rescue and Fire Fighting Service responded immediately and were promptly on the scene.

The pilot concluded that he allowed himself to become distracted from completing the downwind checks, including the lowering of the landing gear, due to his pre-occupation with maintaining separation from the other circuit traffic.