

YAK-52, LY-ALU

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Category: 1.3

INCIDENT

Aircraft Type and Registration:	YAK-52, LY-ALU	
No & Type of Engines:	1 Ivchenko Vedeneyev M-14P piston engine	
Year of Manufacture:	N/K	
Date & Time (UTC):	31 December 2001 at 1429 hrs	
Location:	Exeter Airport, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller, trailing edge of flaps, possible shock loading of engine	
Commander's Licence:	Commercial Pilots Licence with Instrument and Flying Instructor Ratings	
Commander's Age:	54 years	
Commander's Flying Experience:	2,700 hours (of which 300 were on type)	
	Last 90 days Not known	
	Last 28 days Not known	
Information Source:	Information supplied by the pilot	

The pilot was returning to Exeter with the intention of performing a low approach and go-around. However, while on final approach, he decided to land. It was not the pilot's usual practice but, on this occasion, he simultaneously selected both the flaps and landing gear down, by releasing his right hand from the control column and moving the gear selector 'cross-handed', while selecting flap with his left hand.

The pilot recalled that he heard the sound of the pneumatic system operating, which led him to believe that the landing gear had moved to the 'DOWN' position. The pneumatic system provides pressure to operate the brakes, flaps, landing gear and for engine starting.

The landing gear selector, located to the left of the instrument panel in front of the throttle, is normally operated with the left hand. It has three positions, 'UP', 'NEUTRAL' and 'DOWN'. The landing gear has two position indicating systems, one electrically operated comprising six lights in each of the front and rear cockpits, and one mechanical indicator system. The latter consists of three indicator rods, one in each wing and one in the upper fuselage in front of the cockpit, which have three coloured and three white bands, all of which should be visible when the landing gear is down and locked.

The pilot reported that the difficult sunlight conditions, with the sun low in the sky, possibly contributed to his failure to notice that the landing gear mechanical warning rods were not visible. This lack of positive confirmation resulted in the aircraft touching down with the landing gear retracted.

On this type of aircraft, when the landing gear is retracted, the wheels continue to protrude below the underside of the wing surface, thus providing some protection to the underside of the aircraft, and limiting the consequent damage in these circumstances.