

ACCIDENT

Aircraft Type and Registration:	Yak-3, G-CDBJ	
No & Type of Engines:	1 Allison V1710-YAK 2F piston engine	
Year of Manufacture:	2003	
Date & Time (UTC):	5 July 2008 at 1600 hrs	
Location:	Pent Farm Airstrip, Folkestone, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left main landing gear leg detached, and two of the propeller blades were damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	1,640 hours (of which 14 were on type) Last 90 days - 16 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst landing, the aircraft overran the runway at low speed. The left main landing gear struck a substantial fence post, detaching the leg from the aircraft. Both occupants were uninjured and able to vacate the aircraft unaided.

History of the flight

After a flight from London City Airport where it had been displayed at their 'Fun Day', the tailwheel aircraft was attempting to land on Runway 03 at Pent Farm, its base. The runway is 925 m long with a grass surface that was dry and firm at the time of the accident. The runway slopes up approximately 230 ft along its length and is, therefore, the preferred runway for this type of aircraft in

all but very strong southerly wind conditions. The wind was reported by the pilot as southerly at 10 kt.

The aircraft had touched down on all three wheels and light braking was being applied. A cart track crosses the runway approximately half way along its length and, as the aircraft crossed the track, it was launched back into the air. The pilot considered a go-around, but discounted the option due to the power lines and steeply rising high ground ahead.

As the aircraft settled back onto the runway, braking was resumed. When the pilot realised that he was not going to stop by the end of the runway, he decided to

continue ahead and through a fence, rather than attempt a ground loop manoeuvre. The left main landing gear leg struck a six inch diameter fence post, detaching the leg from the aircraft, which caused the propeller to strike the ground.

The aircraft came to a stop and both occupants, who were uninjured, vacated the aircraft as normal, through the opened canopy.

Comment

The Met Office provided an aftercast of the likely local conditions at the time of the accident.

A south westerly gradient covered the incident site, with a cold front some 100 nm to the east, and a low

pressure centre positioned over St George's Channel, to the west. The air mass was returning polar maritime, with visibility of the order of 15 km to 30 km, with small amounts of 'fair weather' cumulus at approximately 3,000 ft to 45,00 ft above mean sea level. There was no significant weather.

The south westerly gradient was analysed and from that analysis, and consideration of nearby Lydd and Manston airport weather reports, the following wind estimate was given; surface wind, 220°/12-15 kt, gusting 20 kt/25 kt and the 500 ft wind, 230°/20 kt.