

ACCIDENT

Aircraft Type and Registration:	Yak-52, G-OCBT	
No & Type of Engines:	1 IvchenkoVedeneyev M-14P piston engine	
Year of Manufacture:	1990	
Date & Time (UTC):	1 May 2009 at 0930 hrs	
Location:	Little Gransden Airfield, Cambridgeshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller, aerial, engine shock-loaded	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	1,145 hours (of which 50 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Prior to landing, the pilot selected the landing gear lever from UP, to what he believed was DOWN. Just before the aircraft touched down the propeller was seen to shatter; the aircraft had landed with its landing gear retracted. The pilot had selected the three position landing gear lever from UP to NEUTRAL and had not checked the indication.

History of the flight

The pilot was returning from Wyton Airfield to Little Gransden Airfield, Cambridgeshire and this was his third flight of the day. Prior to landing he flew aerobatics for 20 minutes in the overhead of the airfield. Having joined the visual circuit downwind he completed the

before landing checks. He selected the three position landing gear lever from UP, to what he believed was DOWN, but did not check the indication. Just before the aircraft touched down the propeller shattered and passed down the right side of the aircraft. When the aircraft stopped the pilot noticed the landing gear lever was in the NEUTRAL position. The aircraft had landed with its landing gear retracted.

The aircraft suffered damage to its propeller, landing gear up locks and the engine was shock-loaded.

The pilot believed the landing gear had lowered as he heard the "hiss" of the pneumatics which is the normal sound of it lowering. He added that he probably did not

check the indication due to the “heavy work load” of the flight and the short transition from aerobatics to landing.

He had also recently been flying another aircraft type that has a two position landing gear lever.