

## YAK-52, LY-AFB

**AAIB Bulletin No:** 12/99      **Ref:** EW/G99/10/05      **Category:** 1.3

**Aircraft Type and Registration:** YAK-52, LY-AFB

**No & Type of Engines:** 1 Ivchenko Vedeneyev M-14P piston engine

**Year of Manufacture:** 1982

**Date & Time (UTC):** 5 October 1999 at 1832 hrs

**Location:** Stoneacre Farm, Kent

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - Minor - Passengers - N/A

**Nature of Damage:** Damage to wingtips, ailerons, rudder and propeller

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 35 years

**Commander's Flying Experience:** 790 hours (of which 320 were on type)  
Last 90 days - 48 hours  
Last 28 days - 11 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The first approach was to Runway 24, however the visibility into sun was limited and so, as the wind was calm, the pilot decided to go around and land on Runway 06. The strip was about 300 metre long and the grass surface was wet. The pilot reported that he did a "full-stall landing about 100 feet from the approach end". He braked gently on the uphill slope but the brakes "locked" at the point where the runway starts to slope downhill and the aircraft entered a skid. Despite releasing the brakes it went off the end of the runway, through a hedge and fence, and came to a halt inverted. The pilot was wearing a full 5-point harness and escaped with only minor injury.

He assessed that the cause of the accident was the fact that he had not taken into account the downhill slope and damp grass. He made the observation that, although the 5-point harness had saved him from more serious injury, the minor bruising to his head would not have happened if he had worn a helmet. He also thought a tool which could be used to break the canopy would have been a useful piece of emergency equipment.