

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Yak-52, G-CBOZ	
<b>No &amp; type of Engines:</b>	1 Ivchenko Vedeneyev M-14P piston engine	
<b>Year of Manufacture:</b>	1981	
<b>Date &amp; Time (UTC):</b>	19 June 2008 at 1840 hrs	
<b>Location:</b>	Lashenden Airfield, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Broken propeller, engine possibly shock-loaded, broken gear uplock release catch	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	683 hours (of which 474 were on type) Last 90 days - 3 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft was deliberately landed wheels-up, following the failure of the right main landing gear to deploy. Bird remains were found embedded in the left gear uplock mechanism which had prevented its normal operation.

## History of the flight

On arrival at Headcorn, the pilot had selected the landing gear to DOWN. The green 'down and locked' indications indicated that the nose and right main landing gears were correctly positioned; however, there was no green indication for the left main landing gear. He carried out a low flypast to confirm these indications with ground personnel. The pilot then performed numerous landing

gear retractions and extensions, high g manoeuvres and emergency system extensions in order to attempt to lower the left main landing gear, but without success. He then elected to carry out a wheels-up landing and alerted the emergency services, circling to burn off excess fuel. He landed on an area of long grass adjacent to Runway 29 and, having touched down, the aircraft continued for about 100 m before coming to rest. The pilot was uninjured and exited the aircraft without difficulty.

Bird remains were subsequently found embedded in the left gear uplock mechanism, which had prevented its normal operation, precluding extension of the gear.

The main landing gear on the Yak-52 retracts forward and, when retracted, the legs remain exposed beneath the forward fuselage and wings. The pilot commented that he had carried out a low, fast flypast at Headcorn prior to selecting the landing gear and, although he had not been aware of any birds, he considered that the birdstrike was likely to have occurred during this manoeuvre.