

Yak-50, G-BWJT

AAIB Bulletin No: 5/99 Ref: EW/G99/01/22 Category: 1.3

Aircraft Type and Registration: Yak-50, G-BWJT

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

Year of Manufacture: 1981

Date & Time (UTC): 23 January 1999 at 1200 hrs

Location: Brighton Airfield, North Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers -None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to propeller, engine shock loaded

Commander's Licence: Private Pilot's Licence

Commander's Age: 56 years

Commander's Flying Experience: 810 hours (of which 90 were on type)
Last 90 days - 5 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had completed an uneventful flight from Nottingham to Brighton in good weather. On arrival at Brighton, the pilot attempted to make radio contact but there was no response. He therefore continued his approach transmitting his position and intentions blind. On base leg for the grass Runway 29, he debated whether he should land on the grass runway or the parallel hard runway which is normally used as a taxi way, because recent rain may have made the grass runway unfit. However, having observed no standing water on the grass runway, he elected to use it for his landing. While deciding which runway to use, the pilot neglected to lower the aircraft's landing gear. The aircraft landed with the landing gear retracted but because the main wheels do not retract fully into the wheel wells, the aircraft suffered little damage to its airframe.

The pilot considered that the cause of the accident was his failure to lower the landing gear while he was distracted by making up his mind as to which runway to use.