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**ACCIDENT**

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| <b>Aircraft Type and Registration:</b> | Yak-50, G-HAMM  |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Ivchenko Vedeneyev M-14P piston engine  |                   |
| <b>Year of Manufacture:</b>            | 1983  |                   |
| <b>Date &amp; Time (UTC):</b>          | 27 June 2009 at 0740 hrs  |                   |
| <b>Location:</b>                       | North Weald Airfield, Essex   |                   |
| <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>               | Damage to landing gear and propeller  |                   |
| <b>Commander's Licence:</b>            | Private Pilot's Licence   |                   |
| <b>Commander's Age:</b>                | 48 years  |                   |
| <b>Commander's Flying Experience:</b>  | 1,151 hours (of which 391 were on type)<br>Last 90 days - 8 hours<br>Last 28 days - 5 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot  |                   |

The pilot joined right-hand downwind for Runway 20 at North Weald. He recalled lowering the landing gear and feeling it deploy. He did not report on final approach as the frequency was busy. Approximately 100 m after touchdown, the gear collapsed and the propeller struck the ground. Subsequent tests of the landing gear were

satisfactory and no obvious defects were found. The pilot considered that omitting the call on final may have been a contributory factor, as he had missed the opportunity to check that the gear was down and locked prior to landing.