

# Yak-50, RA44549

<b>AAIB Bulletin No:</b> 10/2002	<b>Ref:</b> EW/G2002/07/11	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Yak-50, RA44549	
<b>No &amp; Type of Engines:</b>	1 Ivchenko Vedeneyev M-14P piston engine	
<b>Year of Manufacture:</b>	1982	
<b>Date &amp; Time (UTC):</b>	7 July 2002 at 1820 hrs	
<b>Location:</b>	Compton Abbas Airfield, Wilts	
<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>	Propeller, cowling and shockloading to engine	
<b>Commander's Licence:</b>	Commercial Pilots Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	976 hours (of which 39 were on type)	
	Last 90 days - 48 hours	
	Last 28 days - 21 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Whilst flying downwind in the circuit, the pilot believed he moved the landing gear selector lever to the down position and engaged the locking slide. This locking slide is primarily designed to prevent an up selection when on the ground. He was unable to recall whether the green landing gear locked lights illuminated as he was concentrating on other circuit traffic. On finals he visually checked that the lever was not in the up position and remembers seeing the locking bar correctly engaged. The aircraft subsequently landed with the landing gear still retracted resulting in shock loading to the engine as well as damage to the cowling and propeller. Subsequent engineering inspection showed the landing gear system to be fully serviceable.

Flight testing confirmed that it was possible to lower the landing gear lever to a position where the locking slide could be engaged but the lowering system not activated. It was extremely difficult however to achieve this position.

