

Yak 52, RA44463

AAIB Bulletin No: 8/2003	Ref: EW/G2003/03/12	Category: 1.3
Aircraft Type and Registration:	Yak 52, RA44463	
No & Type of Engines:	1 Ivchenko M114P piston engine	
Year of Manufacture:	1988	
Date & Time (UTC):	17 March 2003 at 1410 hrs	
Location:	Royal Naval Air Station, Yeovilton, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right aileron, right flap and underside of rudder	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	2,536 hours (of which 45 were on type) Last 90 days - 69 hours Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The purpose of the flight was to allow the co-owner, who was flying as Pilot 2 (P2), to become familiar with the aircraft, although he had considerable experience, which included aerobatics, gained on other aircraft that he owned.

The start-up, taxi and takeoff were uneventful and the first part of the sortie consisted of upper air work, which included stalls and spins. The aircraft was then recovered to the Yeovilton circuit and the commander indicated that he would take control for the first landing, but asked the P2 to lower the flaps and landing gear. After touchdown, the speed decayed to around 10-20 kts with the engine at idle, and the commander asked for the flaps to be raised. At this point the P2 mistakenly raised the landing gear lever and the aircraft began to settle onto its right side. The commander immediately stopped the engine by switching off the magnetos and operating the fuel cut-off lever. At the same time the aircraft slewed to the right as the propeller stopped, and came to rest at the edge of the runway supported on its tail, right wing tip and the still extended nose leg. After switching off the electrical circuits the crew, who were uninjured, vacated the aircraft.

In his statement the P2 noted that he considered himself reasonably proficient and experienced and that the preceding part of the flight in the Yak did not result in any adverse effects such as causing him to become disorientated or feel unwell. However, his unfamiliarity with the aircraft did cause him some momentary confusion whilst turning onto final approach, such that he had to ask the

Document title

commander to help him confirm that the landing gear was down. It is thus probable that his subsequent, inadvertent selection of the landing gear lever was also the result of unfamiliarity.