

Yak-52, G-YYAK

AAIB Bulletin No: 12/2003	Ref: EW/G2003/09/05	Category: 1.3
Aircraft Type and Registration:	Yak-52, G-YYAK	
No & Type of Engines:	1 Ivchenko Vedeneyev M-14P piston engine	
Year of Manufacture:	1987	
Date & Time (UTC):	7 September 2003 at 1540 hrs	
Location:	Beverley (Linley Hill) Airfield, Humberside	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller and possible shock loading to the engine	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	339 hours (of which 80 were on type)	
	Last 90 days - 10 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After an uneventful flight the pilot elected to make a straight in approach to land on Runway 12 at Linley Hill Airfield. He was unfamiliar with the airfield and had been briefed about pylons, 100 feet agl, crossing the final approach path approximately 1,200 metres from the threshold. With 3 miles to run, the pilot selected, and confirmed that, the landing gear was down. He then concentrated on locating the pylons. When he selected landing flap he did not feel the normal pitch change associated with flap selection but, having now located the pylons, his attention was focussed on avoiding them. When the aircraft touched down it bounced several times, the propeller splintered and it immediately became obvious that the landing gear was not down. When the aircraft came to rest, the pilot noticed that both the gear and flap selectors were in the 'up' position.

The pilot concluded that he must have raised the gear when he meant to lower the flaps. Unfamiliarity with the airfield and distractions on finals had resulted in the landing checks not being executed correctly. Furthermore he believed an overhead join, allowing time for him to familiarise himself with the airfield, would have been a more appropriate option.