

Yak 52, G-CBRH

AAIB Bulletin No: 4/2003

Ref: EW/G2003/02/06

Category: 1.3

INCIDENT

Aircraft Type and Registration: Yak 52, G-CBRH

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

Year of Manufacture: 1984

Date & Time (UTC): 9 February 2003 at 1530 hrs

Location: Haverfordwest Aerodrome

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Propeller blade tips damaged

Commander's Licence: Private Pilots Licence

Commander's Age: 52 years

Commander's Flying Experience: 683 hours (of which 121 were on type)

Last 90 days - 11 hours

Last 28 days - 3 hours

Information Source: Air Accident Report Form submitted by the pilot

The pilot was intending to carry out a practice short/soft field takeoff from the unlicensed Runway 35 at Haverfordwest Aerodrome, with the surface wind from 330° at 15 kt. The pilot backtracked the aircraft downwind along Runway 17 and he wound on nose down trim, to assist with keeping the control column forward and left, for the downwind conditions.

After completion of the before takeoff checklist, the aircraft was lined up on Runway 35. Initially, the pilot held the aircraft stationary against the brakes, while he applied full power for takeoff. After brake release, the aircraft accelerated rapidly and the pilot rotated as early as possible, at a speed estimated as 100 kph (54 kt). The take-off run was short and, immediately after lift off, the pilot lowered the nose attitude and retracted the landing gear. He then reduced the power slightly. During the retraction cycle, the aircraft sank back towards the surface and the propeller tips struck the runway. The pilot heard a thump, closely followed by three further thumps as the landing gear retraction was completed. The aircraft was put into a climb and the pilot flew a low level circuit,

during which he observed that there was moderate vibration at all power settings. He then carried out an uneventful landing and vacated the runway before shutting down the engine.

After shutdown, inspection revealed that both propeller tips had come into contact with the runway surface. The pilot subsequently considered that his omission to return the pitch trim to the correct takeoff setting after the downwind taxi may have contributed to the incident.