

Yak-18T, RA81584

AAIB Bulletin No: 9/99 Ref: EW/G99/06/29 Category: 1.3

Aircraft Type and Registration:	Yak-18T, RA81584
No & Type of Engines:	1 M14P piston engine
Year of Manufacture:	1983
Date & Time (UTC):	25 June 1999 at 0920 hrs
Location:	White Waltham Airfield, Berkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Minor damage to right rear corner of flap
Commander's Licence:	Private Pilot's Licence
Commander's Age:	53 years
Commander's Flying Experience:	3,070 hours (of which 200 were on type) Last 90 days - 20 hours Last 28 days - 10 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft had been flown from Henstridge to White Waltham. On arrival at White Waltham the landing gear was selected DOWN. Whilst the left main and nose gear green lights showed that they were locked down there was no green light for the right main gear. A serviceability check of the indicator light confirmed that it was illuminating and a visual check of the over wing mechanical indicator showed that the gear was in the fully extended position. The landing gear system is pneumatic and the pressure gauge showed normal operating pressure. The pilot recycled the landing gear on three occasions, manoeuvring the aircraft in order to try and lock down the landing gear that was lowering. Whilst the right main landing gear mechanical indicator showed gear extended the associated green light would still not illuminate. A low pass over the Airfield Fire and Rescue Service confirmed the landing gear was fully extended.

An approach was made to the grass Runway 07 at White Waltham and landing flap selected. The flap is also pneumatically operated and this lowered normally. Touchdown was smooth at about 115 kph however at approximately 50 kph the right main gear collapsed and the aircraft came to rest on the right rear corner of the flap.

An inspection of the right main landing gear operating mechanism showed that the over centre elbow joint hinge had become too stiff for the pneumatic ram to overcome, thus preventing the landing gear from locking in the DOWN position.