

YAK-52, G-BWFP

AAIB Bulletin No:	12/99	Ref:	EW/G99/10/15	Category:	1.3
Aircraft Type and Registration:	YAK-52, G-BWFP				
No & Type of Engines:	1 Ivchenko Vedeneyev M-14P piston engine				
Year of Manufacture:	1985				
Date & Time (UTC):	17 October 1999 at 1400 hrs				
Location:	Liverpool Airport				
Type of Flight:	Private				
Persons on Board:	Crew - 1 - Passengers - None				
Injuries:	Crew - None - Passengers - N/A				
Nature of Damage:	Broken propeller, shock loaded engine and flap damage				
Commander's Licence:	Private Pilot's Licence				
Commander's Age:	52 years				
Commander's Flying Experience:	583 hours (of which 99 were on type)				
	Last 90 days - 4 hours				
	Last 28 days - Nil				
Information Source:	Aircraft Accident Report Form submitted by the pilot				

The pilot had completed a local flight and on entering the downwind leg for Runway 09 at Liverpool airport lowered the landing gear. He confirmed that the three green landing gear indicator lights were illuminated and continued in the circuit pattern.

ATC informed the Yak pilot that he was number two to another aircraft which he could not see and was therefore instructed to orbit. Not knowing how many holds would be required the pilot raised the landing gear. After one orbit the pilot was advised to continue and located the number one in traffic on final approach at approximately 1.5 nm from touchdown.

The number one in traffic landed and continued the roll out to the turn off point with the Yak being cleared to 'land after'. The Yak pilot, whilst on short finals, monitored the progress of the other traffic on the runway and, when sufficient distance was available, landed with the landing gear still retracted. The aircraft wheels when retracted protrude below the underside of the wing and provided some protection to the underside of the aircraft, however the propeller struck the tarmac runway and the trailing edge of the flap had some 5 cm worn away over a width of 46 cm.

The pilot carried out the emergency drills, isolating the aircraft systems and exited by the normal method of sliding back the canopy. The airfield fire service attended immediately.

The weather at the time of the accident was good with the surface wind 110°/14 kt, visibility 5 km, nil weather, cloud few at 3,500 feet and a temperature of 13°C. The runway was dry.

There are no systems linked to throttle position or air speed on the Yak 52 to provide an audio warning to the pilot if the landing gear is not in the down position. The pilot considered that the cause of the accident was due to his not completing the cockpit checks prior to landing he being distracted when monitoring the progress of the other aircraft on the runway.