

ACCIDENT

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| Aircraft Type and Registration: | YAK-52, G-CDJJ | |
| No & Type of Engines: | 1 Vedeneyev M-14P-400 piston engine | |
| Year of Manufacture: | 1989 (Serial no: 899912) | |
| Date & Time (UTC): | 18 June 2015 at 1553 hrs | |
| Location: | North Weald Airfield, Essex | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Left landing gear, left wing and flap, and propeller | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 82 years | |
| Commander's Flying Experience: | 876 hours (of which 435 were on type) Last 90 days - 2 hours Last 28 days - 0 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

While landing, the aircraft descended low on final approach and struck a fence in the undershoot. This damaged the landing gear, which collapsed during the landing roll. The airfield operator has since repainted the lead-in lines to the displaced threshold of the runway.

History of the flight

The pilot was completing a short post-maintenance check flight, before returning to his home base at Shoreham. He had taken off from Runway 02 but, on return, the duty runway had changed to Runway 30. On approach, the pilot was aware of another aircraft on the runway. The aircraft was slower to vacate than he expected, which he later considered may have been a distraction. He descended low on final approach and the aircraft struck a fence in the undershoot to Runway 30. This caused damage to the landing gear, which subsequently failed during the landing roll.

The pilot commented that, although familiar with North Weald, he had never used Runway 30 before and was unaware of the fence in the undershoot. He did not see the fence during his approach to land, and considered that the limited visibility over the nose of the aircraft and the reduced visual contrast created by the sunlight at the time may have been factors.

Airfield layout

Runway 30 is an unlicensed paved runway formed from part of a larger disused runway (see Figure 1). Another paved runway, orientated 02/20, intersects the disused part of Runway 30, adjacent to the displaced threshold of the used part, and should not be used for landing. A 150 cm high fence parallels Runway 02 and lies in the undershoot of Runway 30, about 138 m before the Runway 30 displaced threshold.



Figure 1

Overview of North Weald runway layout and fence location

Safety action

The airfield operator has repainted the lead-in lines to the displaced threshold on Runway 30 and is planning to repaint the runway closed X markings on the disused paved surface outside the airfield boundary.