

ACCIDENT

Aircraft Type and Registration:	Aerostar YAK-52, G-CCJK	
No & Type of Engines:	1 Ivchenko Vedeneyev M-14P piston engine	
Year of Manufacture:	1996 (Serial no: 9612001)	
Date & Time (UTC):	21 August 2018 at 0915 hrs	
Location:	East Hoe Manor private strip, Hambledon, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to cowling, propeller and wing leading edges	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	1,271 hours (of which 372 were on type) Last 90 days - 64 hours Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

G-CCJK overran the runway whilst landing on a private farm strip. The pilot subsequently discovered that the runway surface was slippery due to the combination of hard surface, new grass and morning dew.

History of the flight

The pilot was flying G-CCJK from White Waltham Airfield to East Hoe Manor; a private farm strip near Hambledon, which is a 460 m long, grass and orientated south-west north-east. Approaches are only possible from the south-west due to high trees at the north-east end.

After an uneventful flight the pilot flew over the airfield to inspect the runway and observed the windsock was showing a very light wind from the south-west. He made a "short field" approach which he described as using full flap and an airspeed of 130 km/hr. On landing the pilot applied the brakes, but the wheels immediately locked and the aircraft started to skid. He corrected the skid but was unable to slowdown. With people and a parked aircraft on the right of the runway and a fence to the left he decided the only option was to continue straight ahead and overrun the end of the runway.

The pilot turned the fuel and forward magnetos OFF. The rear magnetos remained ON, as there was no one in the rear cockpit where the switches are located, so the propeller

continued to rotate. The aircraft overran the runway at approximately 10 mph and collided with a fence. It came to a stop a few metres beyond the fence and the pilot was able to exit the aircraft unaided (Figure 1).



Figure 1

G-CCJK after the accident

The collision with the fence caused damage to both leading edges, the right lower cowling and the propeller (Figure 2).



Figure 2

G-CCJK showing fence post damage to both leading edges and propeller

After the accident the pilot inspected the runway and found the surface was very hard, with new shoots of grass and damp with dew. He believed that this combination of conditions made the surface slippery. He reported that the YAK 52's normal ground roll

was approximately 150 m, but on this occasion it had used over 380 m. He reflected that he should have checked the runway surface conditions before departing.

The CAA Safety Sense Leaflet 12 – ‘Strip Flying’¹ describes the hazards of flying to unlicensed aerodromes and provides advice to mitigate the risk. The leaflet states ‘*short wet grass should be treated with the utmost caution, it can increase landing by 60% - it’s like an icy surface!*’. The CAA Safety Poster – ‘Airstrips’² (Figure 3) reminds pilots to check length, obstructions, slope, surface and animals.

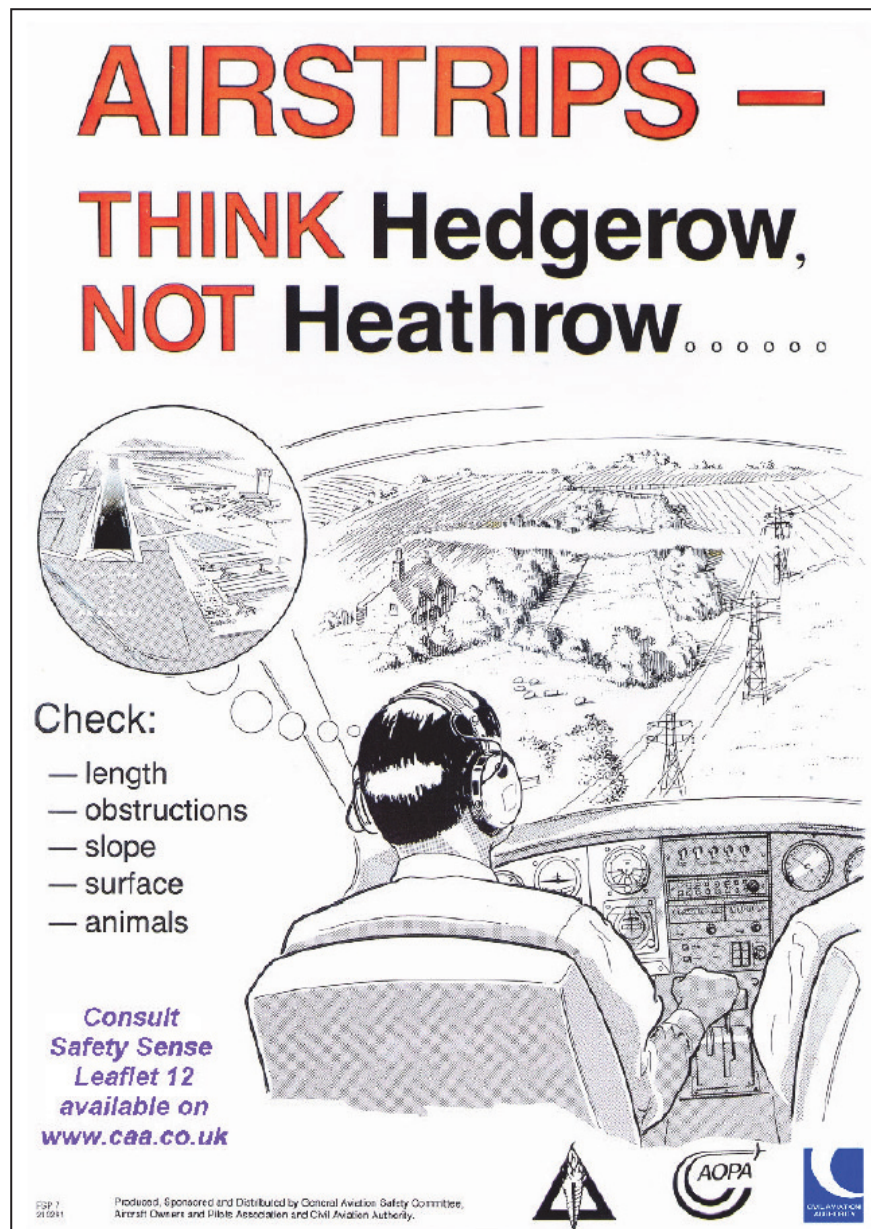


Figure 3
CAA Safety Poster – Airstrips

Footnote

¹ <http://publicapps.caa.co.uk/docs/33/20130121SSL12.pdf> (accessed on 7 September 2018).

² http://publicapps.caa.co.uk/docs/33/srg_gad_airstrip_poster.pdf (accessed on 7 September 2018).