

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pitts S-1S Special, G-REAP	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4A piston engine	
<b>Year of Manufacture:</b>	1991	
<b>Date &amp; Time (UTC):</b>	13 November 2010 at 1510 hrs	
<b>Location:</b>	Netherthorpe Airfield, Nottinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller, left landing gear, tailplane, wing, fuselage	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	74 years	
<b>Commander's Flying Experience:</b>	598 hours (of which 271 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was on a local non-aerobatic flight to maintain currency. The weather conditions were fine and, having flown for a longer time than originally planned, the sun was setting as he began his approach to Runway 24. To the south of Runway 24 there is a barbed wire fence which separates the airfield from a narrow road. On the far side of the road there is another fence bordering fields.

Having assessed that he was too high, the pilot reduced power and commenced a sideslip to the left to increase the rate of descent. He stated that, during the final stages

of the approach he became temporarily blinded by the low sun which was directly over the end of the runway. Despite wearing sunglasses he was unable to read his ASI and he also lost external visual references. The pilot stated that he maintained the sideslip approach.

The aircraft touched down short of the runway, the tail striking the top of the fence adjacent to the fields. The nose impacted the barbed wire boundary fence and the aircraft came to rest. The pilot was wearing a full harness and helmet and escaped uninjured.