

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Replica War P-47, G-BTBI	
<b>No &amp; Type of Engines:</b>	1 Continental Motors O-200-A piston engine	
<b>Year of Manufacture:</b>	1985	
<b>Date &amp; Time (UTC):</b>	6 April 2007 at 1530 hrs	
<b>Location:</b>	Yeatsall Farm, Abbots Bromley, Staffordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Both wings separated, fuselage damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	329 hours (of which 8 were on type) Last 90 days - 9 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft approached too low and, whilst attempting a go-around, struck a hedge.

**History of the flight**

The pilot reported that the aircraft was returning from Tatenhill to its home base of Yeatsall Farm. After an uneventful flight, he positioned the aircraft to join downwind for Runway 05. The windsock was motionless and the nearby reservoir indicated little wind. Being concerned about the length of his ground roll in zero wind conditions, the pilot selected Runway 05 since the ground at the overshoot end was suitable to run on to without damage. It was normal practice at Yeatsall to use Runway 05 in zero wind conditions. The runway was reported to be of grass and 500 metres

long. Two closely spaced hedges, orientated at approximately right angles to the runway centre-line, formed boundaries of a minor road which passed the south-western limit of the field.

The pilot lowered the landing gear and proceeded to slow the aircraft down to approximately 75 mph as it descended on a curved approach, executed to maintain visibility with the runway. At this speed there is no forward vision due to the long nose and the aircraft attitude. The pilot's normal approach is curved all the way to the ground, but on this occasion the final approach was straight and the pilot lost perception of his height in relation to the threshold. Realising the limited view from the cockpit was not right, he applied

full throttle to go around. The engine picked up, but unfortunately at that point the aircraft flew through the first of the two hedges and came to rest at the base of the second hedge.

switched off the electrics, turned off the fuel and vacated the aircraft. He noticed fuel escaping from the engine compartment and called the fire service, who proceeded to cover the aircraft in foam as a precaution.

### **Survival and evacuation**

The pilot reported that his four-point harness held, significantly reducing the potential for injury. He