

ACCIDENT

Aircraft Type and Registration:	W.A.R. FW190 (replica), G-SYFW
No & Type of Engines:	1 Continental Motors Corp O-200-A piston engine
Year of Manufacture:	1984 (Serial no: PFA 081-10584)
Date & Time (UTC):	19 July 2013 at 1920 hrs
Location:	Shacklewell Farm, Leicestershire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to fuselage underside, air box and propeller
Commander's Licence:	Private Pilot's Licence
Commander's Age:	73 years
Commander's Flying Experience:	1,069 hours (of which 4 were on type) Last 90 days - 5 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft was landing at its home field. After one practice touch-and-go and a go-around due to another aircraft in the circuit, the aircraft landed wheels-up because the gear electric actuator fuse had blown. The pilot had not noticed that the green indicator lights were not lit on the approach.

History of the flight

The W.A.R. Focke-Wulf 190 is an approximately half-scale home-built replica of the WWII fighter. It has two electrically-actuated retractable mainwheels and a fixed tailwheel. When the mainwheels are down and locked, two green lights illuminate in the cockpit. In the event of failure of the electric actuation system, the gear can be extended using a manual crank system.

The pilot of G-SYFW was returning to his home field at Shacklewell Farm. Arriving overhead, he selected landing gear DOWN and commenced an approach for a touch-and-go landing. On finals he checked 'two greens' and executed the manoeuvre, retracting the gear as the aircraft climbed away. On the second approach, having extended the gear and checked 'two greens', the pilot saw that another aircraft was taking off so he decided to abandon the approach and selected gear UP again. Extending the climb-out to allow the other, slower aircraft to become established downwind, he selected the landing gear DOWN and continued the approach to land after it. As he flared to land, he realised that the landing gear was not down and the green indicator lights were not illuminated. The aircraft slid to a halt on its belly with relatively minor damage.

The pilot admits that he omitted to check the green lights during the last approach. It was subsequently found that the gear actuator motor fuse had blown and, after the aircraft was lifted, the gear was extended using the alternate crank mechanism.