

No: 8/89

Ref: EW/G89/06/07

Category: 1c

**Aircraft Type
and Registration:**

Cessna 172P, G-BOLH

No & Type of Engines: 1 Lycoming O-320-D2J piston engine

Year of Manufacture: 1981

Date and Time (UTC): 18 June 1989 at 1255 hrs

Location: Downton Farm, Near Walton, Powys

Type of Flight: Private (pleasure)

Persons on Board: Crew - 2 Passengers - 1

Injuries: Crew - None Passengers - 1 (minor)

Nature of Damage: Extensive damage to wings and landing gear

Commander's Licence: Private Pilot's Licence

Commander's Age: 36 years

**Commander's Total
Flying Experience:** 84 hours (of which 10 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot, information from the operator and photographs provided by the Central Counties Air Operations Unit

Prior to a flight from Shobden to Aberystwyth (and return), which the pilot estimated would require approximately 1 hours total flying time, he carried out a thorough pre-flight check of the aircraft, including a visual check of fuel quantity. Both the visual check and the fuel contents gauges indicated that the aircraft had "½ to ⅔ full" fuel tanks.

During the course of the flight, after turning overhead Aberystwyth and during a climb from 1500 feet to 5000 feet, the pilot noted that both fuel gauges were indicating nearly empty. The pilot continued back towards Shobden, flying at a height of 5,000 feet. Approximately two minutes after passing overhead Radnor NDB, the engine failed. Having checked that the fuel was selected to ON and that the mixture was selected to fully RICH, the pilot deduced that the engine had failed due to lack of fuel. A forced landing was carried out in fields some two miles north of Old Radnor. After initial contact with the ground in the intended landing field, the aircraft bounced and collided with a hedge and tree before coming to rest in an adjoining field.

On site examination, by the operators staff, found no fuel in the aircraft's fuel tanks and no external indications of a fuel leak. Examination of aerial photographs of the accident site showed that both fuel

tank caps were present. Unfortunately no fuel system leak checks or inspection of the fuel tank caps fit were made prior to dismantling the aircraft and removing it from the accident site.

Inquiries and checks of fuel uplift, and the aircraft flying records, by the operators Chief Flying Instructor established that the aircraft had departed from Shobden with sufficient fuel for the flight, including a fully adequate reserve.

No & Type of Engines:	1 Lycoming O-320 D21 piston engine
Year of Manufacture:	1981
Date and Time (UTC):	18 June 1989 at 1255 hrs
Location:	Downton Farm, Near Watton, Powsy
Type of Flight:	Private (pleasure)
Persons on Board:	Crew - 2 Passengers - 1
Injuries:	Crew - None Passengers - 1 (minor)
Nature of Damage:	Extensive damage to wings and landing gear
Commander's License:	Private Pilot's License
Commander's Age:	36 years
Commander's Total Flying Experience:	84 hours (of which 10 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot, information from the operator and photographs provided by the Central Command Air Operations Unit

Prior to a flight from Shobden to Aberystwyth (and return) which the pilot estimated would take approximately 1 hour total flying time, he carried out a thorough pre-flight check of the aircraft including a visual check of fuel quantity. Both the fuel check and the fuel quantity gauge indication that the aircraft had "½ to ¾ full" fuel tanks.

During the course of the flight, after turning over the air Aberystwyth and during a climb from 1000 feet to 3000 feet, the pilot noted that both fuel gauges were indicating nearly empty. The pilot continued back towards Shobden, flying at a height of 1000 feet. Approximately two minutes after passing overhead Radnor NDB, the engine failed. Having checked that the fuel was selected to ON and that the mixture was selected to fully RICH, the pilot deduced that the engine had failed due to lack of fuel. A forced landing was carried out in fields some two miles north of Old Radnor. After a hard landing, the aircraft bounced and collided with a hedge and the ground in the intended landing field, the aircraft bounced and collided with a hedge and the ground coming to rest in an adjoining field.

On site examination, by the operators staff, found no fuel in the aircraft's fuel tanks and no indications of a fuel leak. Examination of aerial photographs of the accident site showed that both fuel