

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 210D Centurion, G-OWAN
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp IO-520-A piston engine
<b>Year of Manufacture:</b>	1964 (Serial no: 210-58321)
<b>Date &amp; Time (UTC):</b>	20 July 2013 at 1200 hrs
<b>Location:</b>	Pendle View Farm, North Yorkshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 2                      Passengers - 1
<b>Injuries:</b>	Crew - None                      Passengers - None
<b>Nature of Damage:</b>	Damage to propeller and fuselage underside
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	66 years
<b>Commander's Flying Experience:</b>	5,806 hours (of which 80 were on type) Last 90 days - 176 hours Last 28 days - 28 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

The aircraft had taken off from a farm strip but returned when oil was seen to be leaking from the engine compartment and onto the left side of the windscreen. On short finals, the pilot handling in the left seat asked the pilot in the right seat to perform the landing because his visibility was impaired. In so doing, they omitted to extend the landing gear and the aircraft landed wheels-up.

**History of the flight**

The aircraft had undergone a pre-flight check which included a top-up of the engine oil. On boarding the aircraft the owner, who held a Private Pilot's Licence, sat in the front left seat and another pilot, who held a Commercial Pilot's Licence, sat in the right seat. A passenger also took his place in the rear left seat.

The pre-flight and power checks were carried out as normal and the aircraft took off with the left seat pilot handling. During the climb out, he noticed oil seeping from the cowling and flowing onto the windscreen and decided to return. However, on short finals to land, his forward vision was becoming obscured by the oil and he asked that the pilot in the right seat perform the landing. This the latter did but, as the aircraft touched down gently and slid to a halt along the grass on its belly, they realised that they had forgotten to extend the landing gear.

The cause of the oil leakage was found to be an improperly secured filler cap. The right seat pilot stated that, given that he was asked to take control at a very late stage, the fact that the flaps were already lowered

meant he had assumed the aircraft was fully configured for landing. He notes that the gear warning horn did not sound, which should occur if the throttle is set close to

idle without the landing gear extended. At the time of preparation of this report, the reason why the warning did not sound had not been determined.