

No: 8/92

Ref: EW/G92/06/11

Category: 1c

Aircraft Type and Registration: Cessna T210M Turbo Centurion, G-BMSW

No & Type of Engines: 1 Continental TSIO-520-R piston engine

Year of Manufacture: 1978

Date & Time (UTC): 17 June 1992 at 1500 hrs

Location: Eccles Sewage Works, Manchester

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - Minor Passengers - N/A

Nature of Damage: Beyond economic repair

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 42 years

Commander's Flying Experience: 352 hours (of which 57 were on type)
Last 90 days - 18 hours
Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and enquiries by AAIB

The pilot was concluding a flight Barton - Shobdon - Caernarfon - Barton when, two-thirds into the final approach and at approximately 450 feet, he attempted to apply power to maintain a suitable approach path and the engine failed to respond. A 'Mayday' call was made and a restart was attempted; a momentary response was felt but was not sustained. An attempt was made to extend the glide to avoid wires and the stall warning sounded as the wires were cleared. The aircraft was turned towards the only available landing area and a stalled landing was carried out on an open gravel bed of the Eccles Sewage Works. The aircraft maintained a reasonably upright attitude and the pilot was able to evacuate through the left side door. There was no fire and the pilot sustained only minor injuries.

All emergency services attended and witnesses who first arrived on the scene reported a very small leak of fuel near the engine, this had dissipated after half an hour leaving no further trace of fuel. When the wings were removed for recovery the left wing tank was reported to be bone dry and the right wing tank contained a 'cup-full' of fuel.

Before take-off from Barton the pilot had dipped both tanks and obtained approximately '135 lb left tank and 115 lb right tank'; this was consistent with previous fuel uplifts and usage. Gauge indications at Caernarfon were '70 lb left and 65 lb right', this was considered sufficient for the 35 minute journey to Barton, including diversions. The left tank was selected as the fullest tank and the flight was made on that tank up to change-over on the downwind leg. (A visual check of the gauges over Liverpool had indicated approximately '35 lb left and 65 lb right').

The fuel gauges are marked E $\frac{1}{4}$ $\frac{1}{2}$ $\frac{3}{4}$ F and the tanks are quoted in the Type Certificate as containing 3 lb per side unusable fuel. The flight manual does not comment on fuel gauge accuracy and the gauges were not calibrated following the accident because the aircraft was a write-off.