

No: 3/91

Ref: EW/G90/11/13

Category: 1c

**Aircraft Type and Registration:** Reims Cessna FR172J, G-BBKG

**No & Type of Engines:** 1 Continental IO-360-H piston engine

**Year of Manufacture:** 1974

**Date and Time (UTC):** 30 November 1990 at 1049 hrs

**Location:** ¼ nm from Halfpenny Green Airfield, Staffordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Damage to the propeller, nose landing gear and wheel fairings and left wing

**Commander's Licence:** Private Pilot's Licence with IMC and Night ratings

**Commander's Age:** 33 years

**Commander's Total Flying Experience:** 616 hours (of which 164 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Following an uneventful VFR flight from Wellesbourne to Halfpenny Green, the pilot was making a 'straight in' approach to runway 34 when, at about 1 nm from touchdown, the engine suddenly lost all power. After transmitting a Mayday call, the aircraft force-landed on agricultural land approximately ¼ mile short of the runway. At the end of the short landing run, it tipped onto its nose and left wing tip before falling back onto its main landing gear. The pilot, who was wearing a lap and diagonal safety belt, was uninjured and able to make his exit from the aircraft unaided.

The aircraft was recovered to a maintenance organisation at Halfpenny Green Airfield where initial examination of the aircraft was carried out. It was reported by maintenance personnel that the left fuel tank was essentially empty and that the right tank was approximately ⅓ full, with no fuel leaks apparent. In addition, it was noticed that the fuel selector on the floor of the cockpit was some 20° to the left of the 'both' position. The aircraft is awaiting spares before an engine run can be carried out in order to establish the serviceability of the engine and fuel system. The pilot stated that there had been 190 lbs of fuel on board at the time of the engine failure.