

No: 10/92

Ref: EW/G92/07/09

Category: 1c

Aircraft Type and Registration: Cessna T210K Turbo Centurion, G-MIST

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

Year of Manufacture: 1970

Date & Time (UTC): 10 July 1992 at 2020 hrs

Location: Bretton Hall Farm, Nr Chester

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - Minor Passengers - 1 minor

Nature of Damage: Beyond economic repair

Commander's Licence: Basic Commercial Pilot's Licence (restricted) with Instructor rating

Commander's Age: 34 years

Commander's Flying Experience: 3,500 hours (of which 950 were on type)
Last 90 days - 90 hours
Last 28 days - 28 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and subsequent AAIB inquiries and examination of the aircraft and accident site

The planned flight was from a field at Bretton Hall Farm to Stansted Airport. The pilot reported that, during the take-off roll, the main landing gear struck a bump; this caused the left main gear leg to fail. The aircraft was steered away from trees and brought to a halt.

Examination of the site and related inquiries revealed that the field used was adjacent to the main farm buildings. There was no clearly defined strip but it was normal for aircraft which used it to embark passengers at the farm end and take-off in a south-easterly direction. The surface was of grass and clover which was dry and about 9 inches long; the surface wind on the evening of the accident was calm and the temperature was 15° C. A hedge, orientated about 060°/240°, bounded the south-eastern end of the field; it was 6 to 8 feet tall and was embedded with unevenly spaced trees about 30 feet tall. A ditch ran along the far side of the hedge. The distance from the normal start of the take-off roll to this hedge was estimated to be 3,000 feet.

The aircraft had passed through the hedge, between two trees, and had made a 15 foot gap; part of the left horizontal stabiliser was found among the debris in this area. Examination of the aircraft revealed considerable damage to the propeller and to the underside of the fuselage; there was an overload failure of the left main landing gear leg. As normal wheel tracks were observed for a short distance before the aircraft hit the hedge, the landing gear failure probably occurred when the aircraft passed through the hedge where a large tree stump was seen to have been uprooted on the left side of the gap. The main portion of the aircraft then continued in a left arc for about 450 feet when it came to rest on the bank of a small stream which was orientated approximately north/south.