

No: 6/89

Ref: EW/G89/04/18

Category: 1c

**Aircraft Type
and Registration:**

Reims Cessna F172N, G-BHAW

No & Type of Engines:

1 Lycoming O-320-H2AD piston engine

Year of Manufacture:

1979

Date and Time (UTC):

19 April 1989 at 1730 hrs

Location:

Montpellier, France

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1 Passengers - 1

Injuries:

Crew - None Passengers - None

Nature of Damage:

Right undercarriage, right wing tip and horizontal stabiliser damaged

Commander's Licence:

Private Pilot's Licence

Commander's Age:

24 years

**Commander's Total
Flying Experience:**

92 hours (of which 55 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

The aircraft was to be flown from Sandtoft aerodrome, near Blackpool, to Beziers in France, landing at Lydd and Lyons en-route. The useable fuel capacity of the Skyhawk II is 32 Imp gal but, if the "long range" tanks are fitted, this capacity is increased to 40 Imp gal. The aircraft was equipped with the long range tanks.

On arrival at Lydd, 26 Imp gal of fuel were added to provide full tanks, which the pilot records as 42 Imp gal. The aircraft had then flown for 4.5 hours since being refuelled to full tanks and he calculated that this confirmed his prior estimate of the fuel consumption as approximately 6 Imp gal/hr. Take-off was at 1130 hrs and the flight to Lyons was conducted without incident, landing at Lyons and shutting down the engine at 1620 hrs. A visual check of the fuel was carried out and the pilot calculated that they had used 23 Imp gal, leaving 19 Imp gal, sufficient for the 1.5 hr flight to Beziers.

The aircraft took off from Lyons at 1545 hrs and, at 1720 hrs when abeam of Montpellier at 6000 feet, the engine rpm suddenly dropped to 5-700. The airfield was 7-8 nm away but the pilot had to fly round the south side of the town situated between the aircraft and the airfield. The pilot settled the aircraft into a 65-70 kt glide and carried out the re-start checks but, as this was unsuccessful, he transmitted a Mayday distress call and looked for a suitable landing site. As none was apparent, he decided to use a small field and stall the aircraft onto the ground with full flaps. This plan was successfully

accomplished but, after one bounce, the pilot had to turn the aircraft to the right in order to avoid running over the A9 road.

When the pilot and his passenger returned to the aircraft, they discovered that the tanks contained no fuel. Throughout the flight, the pilot had been using a weak mixture suitable to the height at which they were flying and so it was reasonable to expect that the fuel consumption would be in the order of 6 Imp gal/hr. This would therefore, in the total 5 hours 25 minutes of engine running time since refuelling to full tanks, have consumed 32 Imp gal., leaving 7 useable or a total of 11 Imperial gallons of fuel. No reason for this discrepancy has yet been discovered.

Location:	Wessiden Farm, Clapham, Kent
Type of Flight:	Private (P. flying)
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Right hand landing gear, rick-torque, propeller and fuselage damaged
Commander's Licence:	Pilot - Pilot's Licence with IMC and Night Ratings
Commander's Age:	37 years
Commander's Total Flying Experience:	521 hours of which 100 were on type
Information Source:	Witnesses and Pilot's Report Form submitted by the pilot

The aircraft was engaged on a wide area of level ground between London and Paris. It had taken off from London Airport and was enroute to Paris. The aircraft was flying direct to London-Is-Notre-Dame. Some 28 minutes after South of Paris in the company of a Cessna 170B carrying a pilot observer. Some 28 minutes after take off, and at maximum power cruise the pilot experienced excessive vibration, heard a loud rumble and observed the engine over-revving. Having shut down the engine and switched off the fuel, he reported that the aircraft later fell.

As he approached the selected field, the pilot noticed a bird in flight, which was previously reported and upon touchdown, the aircraft hit and tore through the right-hand wheel at the axle. The end of the aircraft fell into the ground and the aircraft ground-looped through about ninety degrees to the right.

The pilot evacuated the aircraft unaided within ten seconds. The aircraft engine started and the engine was shut down from over-rev.