

No: 5/92

Ref: EW/G92/02/07

Category: 1c

Aircraft Type and Registration:	Cessna 210L Centurion, G-MANT	
No & Type of Engines:	1 Continental IO-520-L4A piston engine	
Year of Manufacture:	1975	
Date & Time (UTC):	16 February 1992 at 1435 hrs	
Location:	2 nm east of Kidlington Airfield, Oxfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - 4
Injuries:	Crew - 1 minor	Passengers - 4 minor
Nature of Damage:	Substantial damage to landing gear, propeller, wings and fin	
Commander's Licence:	Private Pilot's Licence with IMC and Night ratings	
Commander's Age:	59 years	
Commander's Flying Experience:	286 hours (of which 184 were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Two days before the accident the aircraft had flown from Coventry, Warwickshire to Pontoise near Paris. The fuel on board at departure from Coventry was sufficient for 4 hours 30 minutes flying time. The flight to Paris had taken 2 hours.

On 16 February 1992 the aircraft, which had not been refuelled, departed Pontoise with two crew and four passengers on board, for the return flight to Coventry, a distance of approximately 245 nm. Pontoise was closed at the time but, by using an automatic telex facility, the pilot was able to file a flight plan and obtain the weather information but only for northern France. Crossing the English coast the aircraft encountered bad weather and increasing headwinds. Using the VOLMET broadcast, the pilot confirmed that the Birmingham weather was good but, as the ground speed had reduced considerably, the pilot decided to divert to Kidlington airfield, Oxford where the runway was into wind and HM Customs facilities were available. The weather at Oxford was fine with a visibility greater than 10 km, one octa of cloud at 3000 feet and a surface wind of 330°/20 to 25 kt.

Approaching the Compton VOR the engine misfired as the left tank ran dry. The fuel pumps were switched ON and the right tank, which had 35 minutes of fuel remaining, was selected. After a short

while the pumps were switched OFF and the aircraft continued to Oxford. At 1000 feet on the final approach with the landing gear down the engine stopped. Reselection of the fuel pumps ON had little effect. Committed to a forced landing, the pilot chose a large field of recently sown crop, selected full flap and made his approach into wind. With the strong headwind, the pilot estimated his ground speed was relatively slow at touchdown. As the main wheels made contact with the surface they sank into the waterlogged soil, pitching the aircraft onto its nose wheel which sheared off. The aircraft continued to pitch over and came to rest inverted. Photographs taken at the time confirm the pilot's report that the total ground run was approximately 25 metres. The two pilots, who were wearing lap and diagonal harnesses, and the four passengers wearing lap restraints, suffered only minor injuries and vacated the aircraft using the normal exits. Emergency services, airlifted by the Thames Valley Police Air Support Unit helicopter from Kidlington, were on the scene within two minutes of the accident.

The pilot reported that the engine failure was undoubtedly caused by a lack of fuel brought about by underestimated head winds enroute.