Cessna T310R, G-GREN

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Aircraft Type and Registration:	Cessna T310R, G-GREN
No & Type of Engines:	2 Continental Motors Corp TSIO-520-B piston engine
Year of Manufacture:	1978
Date & Time (UTC):	18 January 2000 at 1100 hrs
Location:	On approach to Llanbedr, Powys
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	None
Commander's Licence:	Private Pilot's Licence
Commander's Age:	57 years
Commander's Flying Experience:	930 hours (of which 15 were on type)
	Last 90 days - 26 hours
	Last 28 days - 11 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was on a flight from Southend Airport, Essex to Weston Airfield, Eire. The aircraft was in level flight at FL80 and approaching the North Wales coast when the left engine stopped. The pilot, who was receiving a Flight Information Service from London, secured the engine and broadcast a "MAYDAY" call. He was instructed to squawk 7700 and to transfer to the emergency frequency 121.5 MHz. While the pilot was carrying out these actions the right engine also stopped. He could see an airfield on the coast below and elected to make an emergency landing. The weather conditions were clear and the surface wind was less than 5 kt.

The airfield that the pilot could see was Llanbedr, which is a government operated aerodrome. Llanbedr Air Traffic Control (ATC) was alerted to the aircraft's situation by observing the emergency squawk on radar and hearing the transmissions on 121.5 MHz. They contacted the Distress and Diversion centre and were handed control of the aircraft. They then made contact with the pilot and passed him details of the airfield. The pilot made a visual approach to Runway 36 but as he got close to the airfield realised that he was going to land short of the runway. He informed ATC that he would be landing in a field outside the airfield boundary and they advised the

Aerodrome Fire Service. The aircraft landed in the field, no damage was sustained, and there was no injury to the pilot.

The aircraft was recovered to the airfield and flew out the next day. The pilot, in a frank report, stated that he had mismanaged the fuel system and had allowed the auxiliary fuel tanks, from which the engines were feeding, to run dry. The main tanks of the aircraft contained sufficient fuel for the planned flight to Ireland. The pilot had logged some 350 hours of flight time on twin engined aircraft but was not very experienced on this type. The Cessna 310 fuel system is designed such that the auxiliary tanks should be used during cruise flight and the main tanks may be used at any time. Excess fuel that is not required by the engines when feeding from the auxiliary tanks is returned into the main tanks. Thus the endurance of the auxiliary tanks may be considerably less than the actual contents at the start of the flight. The fuel gauges do not necessarily display the tank from which fuel is being used and need to be correctly selected. These factors can cause confusion to a pilot who is not very familiar with the system operation. The CAA incident database did not record any previous events of this nature with the Cessna 310 aircraft in the UK but there have been a significant number of occurrences in the United States.