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Aviation Safety

**Date:** May 23, 2023

**Subject:** Cessna 210, N9433T. WPR23LA197

**Contact:** Daniel A Doyle

Flight from Salem (SLM) to Willows (WLW), passed Redding 7,500 msl heading south when engine lost power. Propeller was windmilling and he went through emergency procedures but noticed he had no fuel pressure. He was able to get intermittent power by cycling the fuel pump and decided to turn for Redding (RDD). Was already with OAK center for flight following, told them of issues but did not declare an emergency due to ability to dead stick back to RDD. 4,500 msl, 5 miles out switched to RDD tower, and on 1 mile final for R34 declared an emergency when the propeller completely stopped after he had tried one more application of the fuel pump. Landed short in a field, elected to keep gear retracted.

The fuel cap assemblies were installed by the previous owner in Washington in 2017. Not sure why, but he noticed for first 6 months after purchase that there was always water in the fuel system (tank sumps and strainer) when he checked it during preflight.

Before he purchased the airplane, it was stored for a while in a barn and not used for a while.

He has kept it hangered since.

About 5 years ago, 45 minutes after departure one fuel tank went to empty in flight. It turns out the vent tube had been moved into the slipstream, and the fuel was siphoned out.

No recent engine power issues, although he lost electrical power to the avionics suite the day before. The problem resolved itself.