

ACCIDENT

Aircraft Type and Registration:	Cessna 120, G-BPWD	
No & Type of Engines:	1 Continental Motors Corp O-240-E piston engine	
Year of Manufacture:	1946	
Date & Time (UTC):	2 June 2011 at 0945 hrs	
Location:	Field adjacent to Hucknall Airfield, Nottinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Minor)	Passengers - 1 (Minor)
Nature of Damage:	Left main landing gear, fuselage floor pan and left wing damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	70 years	
Commander's Flying Experience:	640 hours (of which 310 were on type) Last 90 days - 2 hours Last 28 days - None	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After takeoff on a Permit to Fly renewal flight, the engine stopped. The subsequent forced landing in a corn field adjacent to the airfield caused the left main landing gear to collapse.

History of the flight

The aircraft was being prepared for renewal of its Permit to Fly. Having performed all the usual engine ground run checks, the pilot and passenger, also a pilot, taxied the aircraft to the holding point of Runway 04R for the magneto checks, which were satisfactory. The aircraft was lined up and took off normally.

However, at a height of about 250 ft, both pilots detected

what they described as a momentary "flutter" from the engine, although it picked up again. As a precaution, they decided to return to Hucknall, turning to the north to avoid woods to the south; this presented a corn field which the pilot judged would make an acceptable forced landing field in case the engine stopped, which it did shortly afterwards. Being unable to make the airfield, the pilot landed in the field, causing the left main landing gear to collapse, with consequent major damage to the aircraft and back injuries to the two occupants. They were, however, able to exit the aircraft unaided.

Both occupants were of the opinion that the behaviour of the engine was consistent with fuel starvation. However,

when they removed the carburettor bowl, there was ample fuel present and the accelerator pump worked normally. An in-depth investigation of the engine is

planned and any significant findings will be reported in a future AAIB Bulletin addendum.