**ACCIDENT**

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| **Aircraft Type and Registration:** | Cessna 120, G-AJJT |
| **No & Type of Engines:** | 1 Continental Motors Corp C85-12F piston engine |
| **Year of Manufacture:** | 1947 (Serial no: 12881) |
| **Date & Time (UTC):** | 15 July 2021 at 1035 hrs |
| **Location:** | Lower Withial Farm, Somerset |
| **Type of Flight:** | Private |
| **Persons on Board:** | Crew - 1 Passengers - None |
| **Injuries:** | Crew - None Passengers - N/A |
| **Nature of Damage:** | Severe damage to the left wing, propeller and landing gear |
| **Commander's Licence:** | National Private Pilot's Licence |
| **Commander's Age:** | 76 years |
| **Commander's Flying Experience:** | 696 hours (of which 608 were on type)<br>Last 90 days - 12 hours<br>Last 28 days - 3 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot and enquiries made by the AAIB |

## Synopsis

Just after takeoff, at approximately 100 ft agl, the aircraft engine faltered, misfired and stopped. The pilot immediately configured the aircraft for a forced landing in a field. The aircraft landed heavily and sustained damage to its left wing, propeller, and landing gear. The pilot exited the aircraft uninjured. The cause of the engine stoppage is not known.

## History of the flight

The pilot had prepared his aircraft for flight and had checked its fuel and oil levels during his walk-round. The start-up, power and pre-takeoff checks were normal. Just after takeoff, and whilst at approximately 100 ft agl, the engine faltered, misfired twice and stopped. The pilot immediately turned to avoid buildings, initiated a glide descent, and landed heavily in a nearby corn field. During the landing the left wing, propeller and landing gear were severely damaged. The pilot was uninjured and was able to exit the aircraft unaided.

## Mitigating factors and potential cause

In the pilot's analysis of the accident, he considers the following factors prevented a more serious outcome. Firstly, he made an immediate decision to carry out a forced landing in a suitable field and focussed on maintaining airspeed and avoiding obstructions. Secondly, given the aircraft's low height above the airfield, he did not attempt to restart the engine.

The pilot has also considered either fuel starvation due to a blockage or an empty tank might have caused the engine stoppage. However, he had checked for fuel pre-flight and observed that the right tank, which was selected at the time, was showing between ¼ and ½ on the gauge after the accident. Other than these possibilities, and in the absence of other evidence, the cause is not known.