

Saturday 10/13/18 - 2:25pm -

I completed a pre-flight check of N1881N - 1946 Cessna 120, and checked the flight control surfaces, flight controls, pitot-static tube, and external static source for the altimeter. I walked around the airplane checking all surfaces. I then checked the engine oil and breaks. I checked left gas tank - 50% full and then checked right gas tank - 75% full. I then removed aircraft from the hanger.

I performed an Engine Run-up at 1,800 RPM, Right Mag Check less than 50 r.p.m drop, Left Mag Check less than 75 r.p.m drop as per POH. Set to both for flight. Carb Heat Check, and Set altimeter to 5,055 AGL. I set fuel selector valve on right gas tank. Engine temp at 100F. The flight controls were free and correct. I then checked FTG AWOS (119.02) for weather. 65F Day. Ready for departure.

Taxi with Radio calls on 122.9 and Transponder code 1200 for VFR. Departed Van Aire (CO12) on runway 12, VFR north bound, at an altitude of 750ft AGL (5,800 MSL) on a VFR flight to Platte Valley Airpark (18V).

Throttle back to 2300 RPM for cruise flight. All flight instruments in the green.

At 5 miles, I then setup for left base entry to land on Runway 33 at Platte Valley Airpark. Throttle back to 1,800 RPM, check mixture setting and set a decent speed of 60 mph. On decent to runway 33, I noticed the wind sock at end of runway 33 was showing a stiff right cross-wind from the South East.

On approach to 33 at 250ft AGL, I decided to initiate a go-around, as I felt the cross wind was above my max demonstrated (15 knots) for the Cessna 120. I added full-throttle and the engine did not develop full power. The engine started to splutter and surge and did not run smoothly, as I started to climb away from the runway.

I then decided to turn a shallow left cross-wind to see if I could make a left pattern back to runway 33, but the engine continued to splutter, surge and cough. I checked throttle position and mixture, and both were set for max performance. The carb heat was off.

I then followed my FAA training and looked for a safe place for an off-airport landing as the engine continued to cough and splutter and was not make power to maintain altitude. I set the airspeed at 5 mph above stall speed (37-40 mph) and looked for a possible landing site straight ahead on a dirt lane, but a large metal pipe was running across the road. I calculated that I would not have had enough distance to stop the airplane, so I continued to make a shallow left bank turn. I was continuing to lose altitude. I then saw a large commercial sprinkler system, and continued my shallow left turn. I was left downwind, and I then saw a corn field and setup for a straight in 3 point landing into the corn field. The engine quit running at this point.

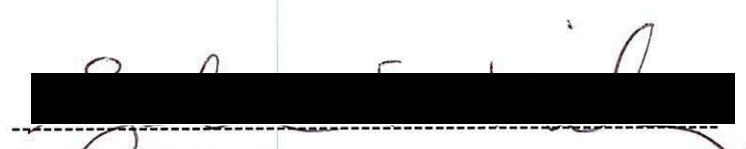
As the tail touched the corn, I continued to apply full back pressure to the yoke, as part of the landing flair at the height of the corn field. The airplane entered the corn and slowed, at the last second, it went on its nose and stopped. I estimate the time at about 7-10 seconds between adding full power over runway 33 and landing in the corn field.

I took of my safety belt and helped my passenger remove her safety belt. I felt it best to walk away from the airplane in case of a fuel leak and a hot engine fire. The passenger and myself walked the .5 miles back to Platte Valley Airpark as I called the airplane owner for help.

We went to the ER department at Platte Valley Medical Center for immediate medical attention.

This is a true and correct statement of the account on 10/13/18.

Total Time :	610.1 Hours
Total Time C120 :	54 Hours
Total Time Last 6 months :	10.6 Hours


Graham F Hainbach