



Aviation Investigation Final Report

Location:	Hudson, Colorado	Accident Number:	CEN19LA006
Date & Time:	October 13, 2018, 15:30 Local	Registration:	N1881N
Aircraft:	Cessna 120	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to land with quartering tailwind. He stated that he noticed a strong crosswind and decided to go around. During the go-around, the pilot added engine power; however, the engine did not develop full power. The engine began to sputter and surge as the airplane continued to climb but did not regain power, so the pilot performed a forced landing to a field. The airplane nosed over and sustained substantial damage.

A postaccident engine test run was performed. The engine started without hesitation, but damage to the engine and propeller prevented testing the maximum power setting. Although the engine operation during the go-around is similar to that which would be experienced if carburetor ice had accumulated during the approach, the weather conditions at the time were just outside those at which ice would accumulate. Therefore, the reason for the partial loss of engine could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The partial loss of engine power for reasons that could not be determined based on the available information.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Approach-VFR go-around	Loss of engine power (partial) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Nose over/nose down

This report was modified on September 3, 2020. Please see the docket for this accident to view the original report.

On October 13, 2018, about 1500 mountain daylight time, a Cessna 120 airplane, N1881N, was substantially damaged when it was involved in an accident near Fort Lupton, Colorado. The pilot and passenger both sustained serious injuries. The airplane was operated by a private individual as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to a statement provided by the pilot, while attempting to land on runway 33 at Platte Valley Airpark (18V), Hudson, Colorado, the pilot noticed a strong crosswind and decided to go around. During the go-around, the pilot added engine power the engine did not develop full power. The engine began to sputter and surge as the airplane continued to climb. The engine did not regain power, so the pilot performed a forced landing to a field. The airplane settled into a cornfield and nosed over.

The airplane was transported to a salvage facility and the engine set up for a functional test run. The engine started without hesitation and ran at idle power without incident. Damage to the engine and propeller prevented testing the maximum power setting.

A review of carburetor icing probability chart found that the airplane was not operating in an area at the edge of having the potential for icing at a glide power setting. During recovery of the airplane about 7 gallons of fuel was recovered from both tanks.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 15, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 610 hours (Total, all aircraft), 51 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1881N
Model/Series:	120 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12125
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1451 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C85 SERIES
Registered Owner:		Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDEN,5414 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	173°
Lowest Cloud Condition:	Few / 9000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.71 inches Hg	Temperature/Dew Point:	17°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brighton, CO (CO12)	Type of Flight Plan Filed:	None
Destination:	Hudson, CO (18V)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	PLATTE VALLEY AIRPARK 18V	Runway Surface Type:	Asphalt
Airport Elevation:	4965 ft msl	Runway Surface Condition:	
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4100 ft / 40 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.110832,-104.700836(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Scott Farron; FAA FSDO; Denver , CO
Original Publish Date:	September 14, 2020
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98471

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).