

Statement of events on June 19, 2016

On Sunday June 20, 2016 I filed an Instrument flight plan from KOMA Omaha Nebraska to OF2 Bowie Texas at 1530. My family and I departed KOMA at 1615 climbed to 8000 ft. msl with no issues and stayed in cruise flight until about 10 min south of Norman Oklahoma. At that time we climbed to 9000 and deviated 10° right for small pop ups, still with no issues. 12 minutes out of OF2 Ft. Worth center gave me instructions that they would have me lower in 3 to 4 minutes, and at that time they verified that I was going to the RNAV 17 and cleared me for the approach direct to JABEV. 6 minutes out ATC cleared me pilot's discretion down to 4000. When I started my decent I pulled back the throttle with no response from the engine. I notified ATC and they asked if I would like to declare an emergency, I advised at this time the situation was manageable and no need for an emergency. At this time I had the runway in sight and canceled the flight plan. ATC advised if I had any other issues to contact upon climbing up to altitude. I switched to advisory frequency and continued my decent on the glide slope, using my gear down to control some speed and my mixture to control my decent. About 4 miles out I enriched mixture to maintain the glide slope and started to climb, at that time the manifold pressure dropped to idle. We had a line of trees between myself and the runway, and a small lake on the right. I looked at my options and found a road and open field to my left. I advised my family we were going to land in the field if we could not make it to the road. We banked left holding 100mph but were unable to make the road so I lined up between the terraces of the field and touched down at 65mph. When we touched down the engine went back to full throttle and pulled me over a terrace where the right main gear failed. I pulled the mixture to idle, cut off and shut down the engine. We came to a stop with no other issues, secured the engine, and walked to a house that was 200 yards away.

Kenneth Bruhn

