

4/25/17

RE: Flight recap from 5Y1 (Hessel, MI)

Pilot: Chris Mast (39)

Passengers: Henry Mast Jr (71), Henry Mast (12), Paul Bouma (12)

Aircraft: N2056R C182G

Arrived at the airport approx. 9:15am. I began by topping off the fuel tanks with 100LL at 5Y1 with approx. 25 gallons. I then performed a standard pre flight inspection that included but was not limited to inspecting the prop, engine cowling, checking oil level (approx. 9 qts indicated on dip stick), front strut, left wing, aileron, flap, sumped left wing tank (no debris or water present), left main gear, horizontal stabilizer, tail, rudder, cable connections to rudder, sumped right tank (no debris or water present), right flap, aileron, and right main gear. I then returned to the pilots lounge and checked the weather for the route of flight on my Ipad using ForeFlight. After that all passengers boarded the aircraft. Start up was standard that included two pumps of the primer. Upon start verified proper oil pressure. Run up included both right and left mag check, cycling the prop 3 times and verified carb heat operation – all functions were successful.

Departure weather was overcast approx. 3000ft MSL, 10+mile visibility, occasional drizzle, 40 degrees F, wind was 350 @ 10kts. We departed runway 27 and proceeded south west for our destination at 9D9 (Hastings, MI). We decided to fly along the Lake Michigan shoreline south bound. The overcast layer diminished to clear skies around Cross Village, MI. Flight was standard and relatively smooth for the duration. We maintained an altitude of about 2500ft MSL. After passing by Manistee, MI there was a sudden noise from the engine and an instant loss of power along with a heavy but steady vibration. I initially pitched and trimmed for approx. 70kts and identified an off field landing area to the west of our position. I began to make right traffic for a paved road (Morton Rd). I did not have much time to check the cockpit but I did cycle the throttle from its current position and the engine did respond with a change in the noise level but it had no effect on power. I did not shut down the engine. Upon right base to the road it was apparent there were multiple power lines and that turning final from our altitude would not be a safe maneuver, so I committed to landing straight ahead to the west. There was a power line that was to the west of the road approx. 100ft running north/south that I was concerned about but it became known that we were going to touch down prior to that. We touched down with a full stall horn and immediately flipped over onto the top of the aircraft. All of us were conscious. I opened the door and got the young boys out first and then helped my father Henry Mast Jr away from the aircraft. We were all a safe distance away from the wreckage. Both Henry Mast Jr and Henry Mast were experiencing pain and were lying down in the field. Henry Mast Jr was experiencing some chest pain and Henry Mast was experiencing pain in his abdomen. The neighbor located at [REDACTED] was the first on scene and had already contacted 911. The paramedics, police officers, and fire department arrived within 15 minutes. We were transported to the hospital in Ludington and were all released shortly thereafter. We returned to the accident site with FAA inspector Ramon Grillo and after he inspected the aircraft I removed my personal belongings and left the scene.

Respectfully,

Chris Mast