

BOUTIQUE AIR FLIGHT 902 (BTQ902 – N477SS) APRIL 23, 2020

What follows is a retelling, to the best of my ability and recollection, of the events that ended in the engine-out, off-field landing of Flight BTQ902. Any errors in my narrative are not made in an attempt to deceive.

At approximately 2015Z, I took-off from KDFW, RWY 35L, enroute to Northwest Alabama Regional airport, (KMSL).

Take-off roll and rotation were non-eventful as was the initial turn eastward and initial climb to 2000'.

After one or two vectors and initial climb clearance, I was cleared direct to the TRRCH intersection and to climb to 8000'.

At approximately 7000' there was a definite audible change in engine noise "pitch". I immediately reviewed the engine instruments and saw that the NG was rolling backwards. All other indications were normal.

I turned the Fuel Pumps and Ignitors to "ON" and increased engine power via the Power Control Lever (PCL)

I called "MAYDAY, MAYDAY, MAYDAY. I THINK I'M LOSING MY ENGINE" over my assigned voice net. (DFW Departure). I was stepped on, though I believe Dep. Control caught a part of my transmission. After a brief time, the controller came back to me and asked me to repeat my message. He asked me what I wanted to do and I informed him that I was going to make my way to Rockwall Municipal Airport (F46); upon which he gave me a vector to line up with the traffic flow already approaching F46.

After a few minutes had passed the engine "stabilized" and no other negative engine indications were apparent.

When we again spoke, I informed him that the engine had stabilized and asked for the distance to KDFW. He informed the KDFW was approximately 30nm away. I requested going direct KDFW. I was given a vector to KDFW and to await RWY assignment.

While on the assigned vector, I heard a "hiccup" from the engine. It was a brief sound that I could not identify further than coming from the engine. All engine parameters on the EIS remained stable.

I informed Dep. Control and he asked me what I wanted to do. Not being intimately familiar with the surrounding airports, I suggested going back to F46. Dep. Control said that I was close to Mesquite Metro airport (KHQZ) and vectored me for visual straight-in to KHQZ.

I was at approximately 4,500' when I made visual contact with KHQZ and determined that I was too close and too to make the straight in and that I needed to lose altitude immediately.

I turned outbound (approximately on the 090 HDG) and lowered the landing gear and began my descent.

Once I was established on the outbound, the engine began to roll back (decrease in Torque, ITT and NG).

By the time, I rolled out on the inbound course for RWY18, I had lost too much altitude and was traveling too slowly to make the runway.

At that point, my only option was to attempt an off-field landing in the field northeast of KHQZ.