

28SEPT2017

Subject: My Statement With Regard to the Forced Landing on 28SEPT2017

1. My Student, Phillip Domen, and I briefed at 1530 for a FAM 9 flight in the Cessna 162 Skycatcher, N552ES. This was to be simple progress check on Phillip's progress toward his first solo flight into the pattern.
2. The preflight was per the checklist, start and taxi were normal.
3. The before takeoff checks and takeoff checks were completed at the approach end of runway at KMDQ. Takeoff was normal with typical comments about Vr and climb air speeds. As we continued the climb I pointed out that the G300 PFD gave cues to the Vy and Vx airspeeds and had Phillip slow to the Vy airspeed on the airspeed tape.
4. We departed to the Northeast Practice Area (NEPA) and climbed to 3000' MSL. I demo'd power off stalls clean and had Phillip perform the same. Then we practiced the Dutch Roll training technique for proper rudder/aileron input for coordinated turns.
5. At the end of the Dutch Roll we began the Return To Based (RTB) to KMDQ. We made a call to CTAF asking for advisories and checked ADS-B for traffic. I asked Phillip to start his descent to the pattern Altitude via the Schoolhouse at 80 knots.
6. As we approached pattern altitude, just inside the school house toward the pattern, the engine quit. I took control and pushed the throttle full, checked the mixture in, fuel shutoff in and look up to the left and right tank fuel indicators. They both showed equal quantities just below 1/2 tank. I reduced the power and then pushed the throttle back to full. It appeared that the accelerator pump was allowing the engine to run. I turned toward the sod farms just east of the golf course...which is just outside a typical pattern abeam distance.
7. I continued a turn to a heading of around 100 magnetic. Once we cleared the wires I dropped the flaps to full and tried to get the aircraft on deck in the middle of the field. Once on the ground I went full brakes and could tell that we would not stop before the tree line. There was an irrigation system to the right of our path and heavy trees to the left. As we approached the corner of these two obstacles, I could see that there was a truck path through the trees ahead and steered toward it. The left wing struck brush and small trees which spun the aircraft 90 degrees left.
8. Phillip and I shutdown everything in the aircraft, pulled the fuel shutoff and egressed with no injuries. The 162 doors were very easy to open after the stop.

Takeoff time: 1630

End of flight: 1650

September 28<sup>th</sup>, 2017

N552ES / 2013 Cessna 162 Sky Catcher rented out of Huntsville Executive Airport KMDQ with instructor.

Normal takeoff runway 36 to North East practice field, winds ~5-10 from east, 29°C, DP 16.

Airplane performed well while performing Dutch roll and stall maneuvers, by me and when demonstrated.

Heading back toward KMDQ, southwest maintaining 3000' 80 knots descending ~ 500-700'/min.

Engine went to idle rpm with no throttle response gave controls to instructor, pilot in command.

Engine would not fire, started emergency procedures, located landing area.

Continued trying to fire engine, restarted for a brief period, 5-10 seconds then cut out.

Located sod field, cleared power lines...

Touchdown a good distance from the tree line to the left of sprinkler system.

Sky Catcher would not slow down fast enough in the sod with full on brakes applied by instructor, but was able to guide it into a truck access road opening. The left wing clipped a bush and came to rest approximately 50' from that point, spinning the plane 90° CCW.

Phillip M. Domen