

Kurt Bohlsen
[REDACTED]
East Islip NY 11730

Pilots Statement, written 12/21/2019

My name is Kurt Bohlsen and this is my account of the flight in N4726S on 12/20/2019 from KISP to KRUT.

Pilot: Kurt Bohlsen

Passenger: Nicole Krainer – AuPair - front right seat

Passenger: Hannah Bohlsen – Daughter- mid seat

Passenger: Baci, the small family dog - Nici's lap

I planned a trip from KISP to KRUT for departure on the afternoon of 12/20/2019. Weather briefing was favorable with clear skies and VFR on both ends and the entire route, both at the time of departure and for the forecast. Upon arrival to Mid Island Air, my home FBO, despite calling ahead, the plane was still in the hangar, and took some time before it was brought to the tarmac and I could begin flight procedures.

Pre flight inspection was complete satisfactorily with no abnormalities. Upon starting, the plane was cold and took some time to get running.

I contacted clearance delivery and was cleared to Rutland at 6,500 ft VFR direct. The flight was normal with clear skies and no turbulence. The plane was performing as expected throughout the route at this point. Just north of mid Massachusetts, I felt a bit of what I considered "auto rough" and chalked it up to just that.

Suddenly before reaching the VT border, the engine had a major decrease in power, if not all power. After checking power inputs and confirmed engine trouble, I radioed to ATC a Pan Pan, - loss of power. ATC advised the closest airport first was inaccurate and corrected to KAQW, North Adams, a reported some 8+ miles away. I started to run through the emergency checklist to no avail on restoration of power.

After contemplating my landing options, I determined that there was no chance of making KAQW as there was a mountain between us and the field and there was no safe place to land with mostly dark mountains and dense forest below.

At this point, I changed my focus to landing the plane rather than restoring power as there were approx. 60-90 seconds before impact and I saw that we were headed directly into the side of the mountain.

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I aimed for a back sloping area of the terrain for a forced landing and the last thing I saw before impact was a big tree in the landing light. Impact was abrupt and forceful with a lot of jarring and tumbling etc.

After we settled, I unbuckled my belt and was able to free Nici from the plane. At first, I could not locate Hannah as the fuselage was torn in half and the rear of the plane was now in front of the cockpit. Then, as I walked back to locate Hannah, I could hear her cries and was able to free her from the wreckage and pull her to safety some 100+ ft away. She had no shoes on.

I went back to the plane to confirm the ELT was activated and I could hear it beeping. Most everything was soaked in AV fuel so I could not retrieve most any emergency supplies.

The authorities arrived some time later and we were taken to the hospital. We were able to walk away from the scene except for Hannah who was carried out because she had no shoes on. We are all ok and recovering from our injuries nicely.

Signed,

Kurt Bohlsen