

On April 12th, 2018, I was on a flight with flight instructor Rachel Cameron in preparation for my commercial checkride at the end of the month. We were flying a Piper Comanche 180, N7386P. We had departed Bulverde (1T8) and were practicing various landings at New Braunfels (KBAZ). We had already been in the pattern for some time, and were on what was to be the last landing when we experienced the loss of thrust. As I had done for each landing prior, abeam the touchdown point (thousand footers at KBAZ), I configured the aircraft for landing. I was just beginning my turn from left base to final for Runway 17, when I felt and heard what seemed like the aircraft throttle smoothly retarding to idle. Instinctively I advanced the throttle in, and when that was not immediately effective, I pitched for Vg, pumped the throttle while confirming the fuel pump was on, and informed my instructor that I had lost thrust. We both had visually inspected and gone through the emergency checklist multiple times in rapid succession insuring that the fuel pump was on, the mixture was full rich, prop was forward, fuel was on the proper tank, and we turned on the carb heat. Rachel had made a call to the tower that we would be stopping on the runway due to the emergency, and immediately after we both concurred that due to multiple factors in the moment (height AGL at approximately 500 ft AGL, and significant winds), we did not have sufficient power off glide distance to make it to the runway, or even clear the patch of trees that separated some fields that we were over and the field leading right up to the runway. We continued our left bank and shallowed it out while electing to land in the field facing the fence that did not have trees. As we were pitching down to maintain an airspeed that would avoid a stall, when I felt that it was appropriate, and added in more flaps to aid in our forced landing. We impacted on mains and slid until our movement was arrested by a wire fence. Immediately we confirmed that neither of us had suffered grave injuries, secured the aircraft from the cockpit (electrical and fuel systems), and exited. I contacted the tower, Rachel contacted the owners of the flight school, and we waited for emergency services to arrive. We gave them all the information that they requested, and remained on scene for the FAA to arrive.