

FLIGHT INSTRUCTOR (PIC) STATEMENT

On 08/17/21 I had a flight assigned with Matt Shimer in N215BN for his AMEL Private Pilot add on. Matt and I briefed his prior two flights' progress and discussed how our flight would go. We did this in the FBO. Matt then went out and did the preflight on the airplane. I followed out shortly and Matt was still preflighting the airplane. All was good on preflight. We got in and started the engine start checklist. Everything was normal. We sat on the ramp slightly longer than normal with the engine running, as I was explaining a few things in more detail. We then taxied to the end of runway 07 where we performed the Before Takeoff Checklist again, went into detail on some things so took slightly longer than normal. We briefed a short field takeoff. He briefed in correctly so had him execute one. I knew the plane had just come out of maintenance and gotten fuel pump replaced so I was watching to make sure we had good fuel flow and power down the runway. We did. I transferred my view to the airspeed to make sure he rotated at 73 kias, which he did and was climbing out at 79 kias. I was then watching the altimeter to see 1200' MSL for us clearing our simulated obstacle. We hadn't made it to 1200' when the (R) engine stopped producing full power and we yanked hard to the right. Continued with (L) rudder and stabilized the plane back into a climb. Within a second or two of being stabilized we lost power in the (L) engine. We yanked left at that point because I had (L) rudder in from the (R) engine failing. Restabilized and quickly realized we were not holding altitude. Attempted to adjust power and it wouldn't produce anymore power. We could not hold altitude so left the gear down and made a quick radio call that we were going down in the field. We touched down in the grass and I tried keeping the nose up from collapsing. I then slammed on the brakes and realized we weren't stopping before hitting the fence. Told Matt to hang on. We ground for the space between two piles and the fence stopped us. The CFI in the plane on short final asked if we were okay on the radio. I replied we were, shut down the master and we exited. I also reset the ELT, it was going off.

[REDACTED]
Derrick Prigony

8/18/21
1117

8/18/21

DEPARTING ON RUNWAY 7, USING A SHORT FIELD TAKE OFF TECHNIQUE, THE PLANE CLIMBED AT 79 KNOTS. APPROXIMATELY 50' ABOVE THE GROUND THERE WAS A SIGNIFICANT YAW TO THE RIGHT. I COMPENSATED WITH A REDUCE CLIMB AND LEFT RUDDER. WITHIN A FEW SECONDS, THE PLANE YAWED BACK TO THE LEFT.

THE INSTRUCTOR AT THIS POINT ANNOUNCED THAT "~~HE~~^I HAVE THE PLANE" AND I RELEASED CONTROL TO HIM. THE INSTRUCTOR LEVELED THE PLANE AND SUCCESSFULLY LANDED IN THE FIELD BEYOND THE END OF THE RUNWAY. THE LANDING FOLLOWED SPEED ~~TOOK THE PLANE~~ THROUGH THE FENCE ~~AT~~ BOUNDARY OF THE AIRPORT.

WE EVACUATED THE PLANE IN CASE OF A FIRE.
NO INJURIES WERE FOUND AS A RESULT OF THE LANDING.

MATTHEW SCHROEDER

