

8-28-12

Statement

During a training flight, pre solo, we had finished VOR (lost procedures) flight, completed the MCA maneuver, and took and departed stalls and were on the way back to the air port, at 2500 ft and approximately $1\frac{1}{2}$ miles west of the air port I turned off the fuel to simulate the engine out emergency training. The student had established best glide (65 kts) but was not completely oriented. He thought the air port was 30° left and could not find it. I pointed it out and he established a course for it. He had difficulty in locating the POI for emergency approach. Once located he ran the engine out routine - primer in and locked - Mags. carb heat on - full throttle mix full rich, swap tanks - to ~~full~~ both. The engine did not respond - I attempted a restart with no luck. Assessing the situation I felt it was too risky to continue to the air port because of altitude and the lake between us and the air port. I then selected the best available field I could find - No crops - upon final approach the left wing contacted telephone wire - No injuries. [Redacted] [Redacted] [Redacted]