

August 1 @12:15

Did my preflight action for flight in the pattern. The fuel had set for more than 20 minutes. I sumped and checked the strainer. there was no presences of water. Obtained weather, runway 24 was the best runway for conditions.

I did the before take off checklist (Run up). After doing the checklist run up, I then ran the RPM higher to see if the engine would experience power loss. The plane was running normal, no abnormal engine cutouts.

August 1@12:40

I took off from runway 24, and experienced no problems in the pattern to pattern altitude. I commenced a normal landing. All indication were normal. As I reached the threshold, I commenced a go around. I increased my throttle to full at a steady rate. I was climbing. First 30 flap to 20 degrees, engine was normal. Plane started to pick up speed and climbing. I was past the last third of the runway, Flaps 20 to 10 Degrees. Climbed slight more then engine died. I was somewhere between 200-300' but not sure actual altitude. Was not high enough to turn around decided I had to land straight ahead, which was into or on top of pine trees. I stopped climbing and pitch so not to stall. I turned on the electric fuel pump. Engine did not start. Carb heat on engine did start. Repositioned throttle engine did start. Pumped the throttle engine started. I was able to glide further. Then engine died again. Only place to land trees. Continued to pumped throttle. engine started. Glided a little more horizontally. Was able to clear tree and saw a marsh with saw grass. Engine died again. Continue to try restart the engine. the plane had lost any usable altitude. Put 30 degrees flaps ,put gear up, secured plane as best I could with time left before contact with ground. Landed in marsh , landing was best that it could have been for circumstances. Land was dampened by saw grass. When the plane stopped it did lurch forward and throw me forward and knock my glasses off.

I departed the plane, called 911 at 1:05 EDT.