

Christian Cate

11/14/22

Started the flight by doing proper preflight, sumping fuel after being filled.

Fuel selector was in same spot when previous flight landed. ~~Got~~ Instructed student after engine start how to use selector.

Pre taxi, taxi and run up was good.

W10

Starting the takeoff was fine, ~300 AGL

Power was fluctuating, without proper runway left

I tried to take it back around to land on

20 and it cut out halfway through turn

so I forced it down in the grass to avoid houses, school and buildings. After landing I shut ~~engine~~ master + mag off.

[REDACTED]

During takeoff oil p, oil f. and fuel p was in green

Fuel p did glitch but went back to green with and without fuel pump

We completed the run up check list. Everything seemed completely normal besides a small glitch in the fuel pressure instrument. It was switched off by Cooper and back on to double check it. The fuel pressure gage then moved into the green as normal. We proceeded to do the take off. The take off was normal until around 300 feet when the engine started to cut in and out. Cooper tried to turn us back around to make a landing on the runway but was unable. ~~we~~ He then decided to do an emergency landing in the airports field. We were both unharmed and exited the aircraft quickly.


Mackenzie E. Chilcote