

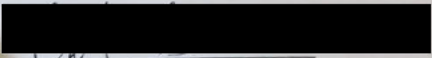
Date: 01/10/2024
N Number: N7UT

My instructor and I looked at trying to do this flight last night if the weather was good enough. The route was intended to be KTHA to M29 to KMDQ to KTHA. I got a standard weather briefing before the flight this morning from 1800wxbrief.com and my instructor reviewed the weather, my planning, and endorsed my logbook for the cross country. The fuel was topped off, preflighted the airplane, sumped the fuel from each sump on the plane, and completed a nominal run up before departing runway 24 in Tullahoma shortly after 7 am.

I climbed to 2,500 and set power to 2,400 rpm and left the mixture full rich because of the low altitude. I called Memphis center for flight following. I flew the route using the planned heading as well as FitPlan Go. I was about 20 miles away when the engine started running rough. I checked that the fuel selector was down, the mixture was full rich, checked the fuel gauges and primer and then went full throttle. I remained on course while I was checking each item. Shortly after, the engine started running even rougher consistently and that's when I asked to divert to the nearest airport. I was still full throttle and losing altitude. The rpm was dropping slowly but steady and airspeed was approximately 90 mph. As I got closer to the airport, I checked that the mixture was full rich again. I ended up high and fast on final but did not believe I could make the 180 so I got 10 degrees of flaps in and did not get more flaps in because I was picking up speed and trying not to get out of the flap operating range. I landed long and applied brakes as heavy as I could. I hit the fence and came to a stop just short of the highway. I left the plane as it was and got out.

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Caitlin Bunce.