

FAA statement for accident on June 8th in N15363

At approximately 10:15 after preflight and run up my instrument student and I intended to takeoff runway 23 at KZPH with a departure to the east for practice approaches. Upon going full power, all engine instruments were normal and once Vr was achieved my student rotated. About 200-300ft there was a loud bang followed by a rough running engine to which our initial reaction was to lower the nose and assess engine power. We were unsure of how much power the engine was producing and whether or not it would cut out entirely, so we then quickly decided our best option was to pull the power to idle keep the nose lowered and make an emergency landing straight ahead on the airfield as there was still room available to us in the field beyond Runway 23.

Upon touchdown we bounced slightly. Once all three wheels were on the ground my student applied full brakes. As we were on grass and not pavement, braking effectiveness was reduced. We were able to slow down significantly and hit the fence at the end of the field with our left wing making the initial impact. We ensured that the plane was completely shutdown, did not make any radio calls, as our priority was to "Aviate, Navigate, Communicate", and made sure to first and foremost continue flying the plane.

We made calls on my handheld radio that there had been an emergency landing to KZPH Unicom after we were clear of the plane and awaited fire and rescue.

1 [REDACTED]

Robert Clements 6/10/2024