

C-172, N2102P, 1800Z takeoff. I was a Student Pilot on my private checkride with the DPE. The skies were clear, 10SM vis and winds variable 190-250 at 8kts. After completing 2 landings, a soft t.o. with normal landing and normal t.o. with short field landing. We took off from runway 28, I believe past runway 20. I called out a bird high and right moving away and then checked centerline and engine oil at approximately 250ft. The DPE pulled the power to idle at approximately 500ft to simulate engine failure and asked me what I would do. Surprised and concerned for actual safety, I pointed for a straight ahead landing as we were not high enough to turn around, and began to pitch for best glide. The DPE asked what was next, and I articulated the simulated checklist flow to restart; fuel both, shutoff in, mixture in, throttle forward, aux pump on, master on, mags check. He said that was correct and pushed the throttle in to return power as I looked up in anticipation of a climb. But the engine was unresponsive. He took control of the plane and yelled to get the aux pump. I turned it on and said "Its on" but there was still no power. He said "Oh Lord" and I looked at the trees in disbelief. He yelled to check the mags. My eyes were back in the cockpit, "Mags both" and we ran the checklist again with me touching aux pump and mags and visually confirming fuel levers and mixture/throttle that DPE had - still no power as we entered the tree line. He maneuvered us through trees and directed me to secure the plane with the fuel shutoff valve and I did. He said to hit the master but then the plane was turned sharply by a tree, coming to a stop nose down in the swamp so I didn't think I got the master; but I was later told that I did get it. The DPE was unbuckled before I was and we both climbed out the left door. The DPE handed me our headsets and the airplane binder. There were no injuries.

We ensured we had no injuries and said a prayer of thanks. The DPE began calling authorities of some sort; one of which had contact with a helicopter overhead that said our way out of the swamp was to the tree line. My thoughts the rest of the day were how this accident would impact my Naval career and how my wife and family would react to the news.