

Accident narrative:

After performing pre-flight (walk around) inspection, we (student and I) started the piper arrow and taxied to north run up area to do routine engine run up. The run up was performed and everything seems to be normal.

At about 3:30 in the afternoon tower cleared us for takeoff from runway 17L. 2 or 3 minutes prior to our takeoff a Falcon jet departed from the same runway. Winds were from 140 to 150 at 12knots gusting 17, therefore, the notion that we got caught in the wake turbulence of the departing jet couldn't hold true because the angle and the velocity of the wind drifted the wake turbulence to the right side of our flight path. Furthermore, we didn't experience any wake turbulence during the climb.

After climbing about 150 feet it appear that we were not able to climb any more. At this point I took over the control. Indicated airspeed was 80-85 knots so I pitched the nose higher and were able to gain 20 more feet in altitude, but that was it. The airspeed dropped to around 60 knots and the stall horn started to sound and the VSI indicated a zero climb. I quickly check the flaps setting and found to be in up position.

At this point I realized the crash was imminent. The nearest suitable place was a parking lot with trees but no cars. I pitched the airplane up to let bottom rear of the plane take the impact rather than the nose and let the trees soften the impact, which greatly helped us survive. We landed on the grass and rolled toward the parking lot. Left wing hit a tree and sheared off and the plane came to rest in the parking lot on its right side. My student and I left the plane from a broken window on the left side of the plane.

I had no injuries, but my student sustained a broken leg.