

Caira Frank

April 3, 2022

FAA Written Report

STUDENT REPORT

On Sunday, April 3, 2022, I arrived to Sugarland Regional Airport for a solo flight in N857CP. My intentions were to fly into the nearby practice area. I returned from practicing ground reference maneuvers and had entered the traffic pattern; my intentions to perform two touch and go's and then land at a full stop. I had noticed some very stiff movements from the right rudder upon the first landing, but ultimately chalked it up to an intense gust from the crosswind.

The incident transpired after my second landing. I had gone throttle full in order to take-off and attempted to apply right rudder in order to correct for the left-leaning tendency; the rudder, however, had completely locked into place. I applied more and more pressure, concerned because the aircraft would only marginally shift to the right before immediately drifting toward the left again. It took my full weight on the right rudder before it, all at once, slammed down and began to skid the aircraft.

At this moment, the aircraft began to drift right and left very dramatically—the nose began to raise up, and immediately I withdrew the remaining power I had in order to keep from taking off. I knew this would only cause the aircraft to lose its stability and ultimately flip over, especially because I hadn't reached my desired airspeed. To counteract this, I applied brakes and tried to slow the aircraft down enough to stop both the skidding and forward motion. This only reinforced that the right rudder was inefficient as despite my pressure applied to *both* brakes, the left was the only one that seemed to respond; as such the aircraft jerked powerfully to the left, onto the grass.

In a usual event, I would have applied brakes and brought the aircraft to a stop. Due to this special circumstance, I tried to brake aerodynamically, avoiding using the rudder altogether. Aerodynamic braking wasn't enough, however, and the plane came to a stop on a grass upslope between taxiway Alpha and runway 35-17.

Sunday, April 3, 2022

Regarding the accident involving N857CP, I was called to pick up the pilot and bring her back to Anson Aviation soon after the accident. When I arrived at the scene I could see that the front nose was sheered off, the prop had struck the ground and there were tire tracks leading from the runway to right before Taxiway A. On the way back with the pilot she stated to me that as she was in rotation, but didn't mention if the intent was to take off or slow down. She said to me that, in rotation she felt as if she was being blown off the runway so she applied right rudder, she felt as if she was still being pushed left off the runway and then proceeded to apply full right rudder causing her to skid. She told me that after skidding she felt the aircraft wanted to take off and come off the ground so she pushed forward on the controls and veered left off the runway completely onto the grass. After this we arrived at Anson where she waited for her family.

Manuel A. Diaz



M ECHAVEZ

04/03/2022

Accident ~12:45

Student: Caira Frank

Instructor: Joseph Silguero

N857CP

Pre-flight inspection was completed. Student was briefed on the syllabus-planned Phase 9, Scenario 4 flight, and we discussed the intended solo maneuvers and length of flight. Required solo endorsement was present in student's logbook. After planning was completed, Anson student pilot weather minimums were met upon dispatch, according to ASOS by phone. Student successfully completed planned maneuvers and returned to airport, winds increased to beyond Anson student pilot minimums and forecast during flight. Student appeared to lose control on the runway after landing and the airplane entered the ditch adjacent to the runway.

Joseph Silguero



4/3/22