

On 27 July 2022, While acting as a CFI (CFI, CFII, [REDACTED]), I was involved in an aircraft accident, along with student pilot Kyle Nelson, using Beechcraft C23 N2240L.

While instructing in various take off and landings we were working on short field take offs. After completing a full briefing on the maneuver, we taxied into position for T/O, flaps were verified at 0 degrees, trim checking in T/O band. While holding brakes, power increased to full throttle, gauges checked, then brakes released. Both student pilot (Kyle Nelson) and myself felt initial acceleration and it appeared normal. As briefed student (Kyle Nelson) called out 65knots rotate, the required rotation speed. The aircraft rotated normally and lifted off. Almost immediately we began to roll to the right, followed by heading change to the right. We applied full left rudder and full left aileron with no apparent affect. Reaching approximately 50ft and 60 degrees of bank. The aircraft started to descend, then the right-wing tip impacted the infield grass forcing the aircraft to bank left and the nose and left wingtip to strike the ground. Aircraft continued making a slow left turn ending up heading approximately perpendicular to runway facing north.

We were airborne approximately 30 seconds, neither student or myself heard any audible stall warning, nor felt any signs of stall in the controls. Once aircraft movement ceased, mixture was placed to idle cutoff, all switches and master were turned off. After exiting the aircraft and ensuring there were no injuries stall warning system was checked and appeared to be working normally. Ailerons were then checked and appeared to move, except there was a definite noise and resistance from right aileron. About 2/3 full movement. When static with control yoke neutral left aileron is even and neutral while right aileron is approximately full up.

Pilot- Richard J Lussow, [REDACTED]

[REDACTED] CFI, CFII, MEI, ATP

(Student Pilot on flight) Kyle Nelson, student pilot certificate # [REDACTED]

Section 3 – Pilot Details:

Full Name: Richard Lussow Date of Birth: [REDACTED]

Phone - Business: [REDACTED] After Hours: [REDACTED]

Mobile: [REDACTED] Email: [REDACTED]

Relationship to Owner: Owner ☐ Employee ☐ Hirer ☐ Student ☐ Other CFI

License Number: [REDACTED] Type: ATP CFI Expiry: N/A

Total hours: 35000+

Fixed Wing – Piston: 4000 Fixed Wing – Turbine: 31000+

Helicopter – Piston: 300 Helicopter – Turbine: 1600

Date of Endorsement on this type: [REDACTED] Time on this type: 1300

Last biennial review date: 2/27/22 By whom: TYLER HESS

Last medical date: 8/24/21

Last Check & Training date: 2/22/20 By whom: ANDY LOTT

Section 4 – Accident Circumstances:

Date: 7/27/22 Time: 1500 LOCAL

Location: MERRILL MUNICIPAL AIRPORT

Flight origin: KRRL Destination: KRRL

Flight type: Commercial ☐ Private ☒ Charter ☐

Description of circumstances:

THE LANDING PRACTICE, SHORT FIELD TD. PROCEDURE FOLLOWED
ON LIFT OFF A/C ROLLED TO RIGHT FULL FEET AILERON AND
RUDDER APPLIED WITH NO RESPONSE NO STALL WARNING
NO BUFFET. WING TIP CONTACTED GROUND FOLLOWED BY
PASSENGER NAMES: LEFT WING TIP AND NOSE. A/C CAME TO REST
ON INFIELD GRASS AND TAIL OVER TAXIWAY

NONE

Describe any pilot or passenger injuries:

NONE