

N924MM Incident of October 18, 2018

Location: Lynchburg Regional Airport, Liberty University (LU) School of Aviation

Date: 18 Oct 2018

Instructor: Ian A. Woods

Conditions: VFR with winds reported light and variable, visibility better than 10 miles with clear skies. Temperature was 11C with no visible moisture present.

Event:

At approximately 1100 EST my student and I were cleared for take off from runway 4 by LYH tower. We were cleared on course to practice area 19 Low. All preflight procedures were completed in accordance to LU SOP's and all checklists were completed. During the magneto or power plant check we observed the drop to be between 70 and 80 RPM and within 10 RPMs of each other, well within limits.

The takeoff roll was normal with the student performing the takeoff. Acceleration appeared normal with all engine indications in the "green" and the engine performing normally. After flap retraction and at approximately 200 feet AGL we both observed a significant engine vibration and aircraft shudder. We noticed a RPM decrease and attempted to continue our departure climb as we analyzed the degrading engine performance. I took control of the airplane from the student and at approximately 300 feet AGL we observed our airspeed had decayed from climb speed to just above stall speed and the stall horn was noted. At this point I made the decision to lower the nose to prevent a stall and began to maneuver the aircraft to land on the intersecting runway 35 at LYH.

I was able to touchdown on runway 35 with approximately 100 feet remaining. While on the runway and throughout the landing I initiated a maximum braking effort to decelerate the aircraft as I knew we would most likely end up in the grass and off the side of the runway. I elected to veer the aircraft off to the right side of the departure end of runway 35 as the terrain beyond runway 35 at the centerline contains a significant drop off.

I was able to make four total radio calls to LYH tower during this event, informing them of the impending engine power loss and my intentions to land ASAP at LYH. We were cleared to land any runway with runway 35 giving me the best option for a successful landing and recovery.

Once I had the aircraft stopped and assessed that we were both un-injured I informed LYH tower that we were both Ok and that we were evacuating the aircraft. The aircraft came to a stop in the grass and off of runway 35 with the nose touching the ground and the tail elevated.