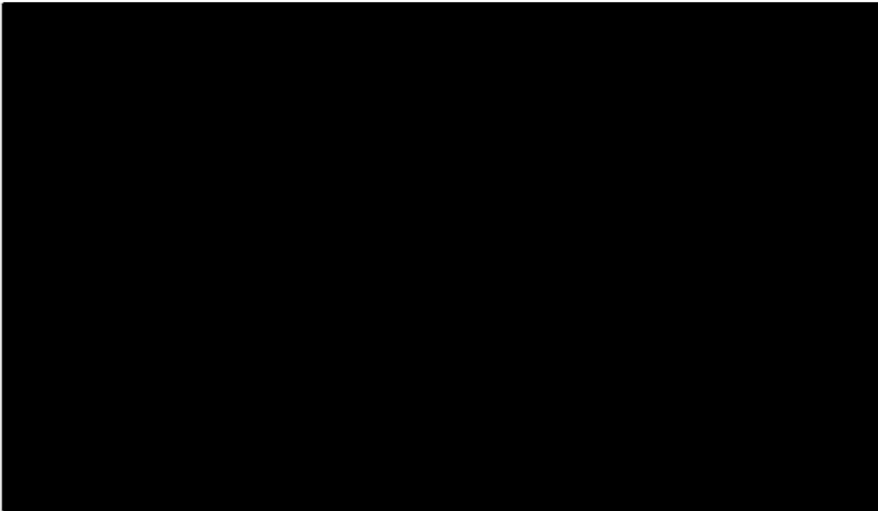


Traffic pattern was safe, a little high but safe. Base turn was safe and within tolerance. On final we became a little low and slow, IP told student to add power which got us back on glide slope. The student flared at the right height above the runway, just a little too much control input which led to the aircraft being too high. IP coached student through relaxing the nose and setting back up for the flare. While descending back down for the second flare attempt the aircraft was within tolerance of the centerline. During the second round out and going into the flare the aircraft started to drift to the right. IP reminded the student to maintain centerline. The student made the right corrections, however he used too much input and over corrected. At this point IP told the student to waveoff. The student slightly hesitated so IP took over. At this point the aircraft was in a nose high attitude, slow and on the right edge of the runway banked left. The IP increased throttle full, decreased the angle of attack while rolling wings level and brought flaps up to 20 degrees. At this point the airspeed was in the 40s and the aircraft was struggling to climb. Almost immediately the aircraft began to struggle to maintain, and soon after lost, directional control. At this point the IP realized the aircraft was not going to be able to stay over the runway and he elected to continue straight ahead and execute a forced landing.



ENS ERIC ROSDAHL

Timothy had controls of the aircraft. As we approached for landing we were ^{slightly} off centerline. Timothy overcorrected ^{overhead} ~~overhead~~ the runway, while also flaring heavily and we began to steer right off the runway. The instructor, Jack, announced a waveoff. Timothy paused and ^{Instructor} Jack immediately pushed throttle to full and tried pressing the nose of the aircraft down, but we fell into a stall and ballooned ^{up} ~~up~~ and then fell left ^{over} ~~over~~ the runway crashing into the grass. It all happened so fast ^{it} ~~it~~ seemed there was ~~no~~ ability to recover. All lift disappeared almost immediately.

ENS ZEBLISKY, TIMOTHY had control of the aircraft, to execute a touch and go. On final, the aircraft was aligned with centerline until it began pushing right near the threshold. I attempted to correct the position of the aircraft & keep it on the runway however I was unable due to over corrections or some other factor(s). At that moment, CFI JACK WACKER took controls & announced that we would wave off the landing. JACK began to ~~proceed~~^{proceed} with a wave off however the aircraft stalled ~~and~~ with less than enough space to recover. At that point, the aircraft drifted left of the runway and crashed into the grass, at which point all equipment was turned off and the aircrew exited the aircraft.


TIMOTHY ZEBLISKY