

Accident report N29501

On Monday, June 6th, 2022 I flew with my student from Clearview airpark on a Cessna 172, N29501 for a training flight.

The flight was part of recuperating from his latest incident, trying to put him back where he was.

We practiced power-off stall and continued to Carrol county airport to practice short takeoff and landing, we practiced 3 landings for a full stop, and a simulated engine failure accommodating with a go-around practice. Then we continued to Clearview airpark, our base. and practice a few landings there. My student did well.

On the third landing at 2W2, during the “round out” phase, my student applied too much back pressure, I said “power” (a slight amount of power would have corrected it) instead, the student applied full power instead of a slight power correction continued with the landing attempt with full power and started to shift quickly to the right.

I looked at him to see what he is doing, then realized he did not react. I was trying to take the controls, in that position we have already shifted to the right (even though the wind was from the right side), and we were off the runway, about 5’ height and about 10’ to the right.

Eventually, I managed to take the controls. And this is what I saw;

The airplane was off the runway in a climb-stall position, about 10’ height, 40 degrees flaps down, speed below 40 MPH, to my right I saw a tree, and in front, the woods, it appears we clipped the sign at the end of the runway just as I chopped the power realizing we would not have enough room to climb out over the trees. At this point the best thing to do was put it down in the grass at the end of the runway instead risking a stall into the trees at the end of the field.

I landed shortly after on the grass, power idle and wings level. I was trying to stop the airplane but didn’t have friction from the grass and the downhill grade.

At this point I knew we would possibly hit the trees but felt it was better then a possible stall into the trees.

The plane suffers from substantial damage and thank god we have only minor injuries.

As a pilot and flight instructor, I feel that I did the best I could. Unfortunately flying in a small airport doesn’t leave room for mistakes.

I feel fortunate that both of us make it. And hope to never face this scenario again.

Stephen Brookfield was an eyewitness at the airport at the time of the event, he is a CFI and an airline pilot, and he is willing to share information if needed.

His contact number is [REDACTED]