

On Su 03/12/2023 at approx 1415 writer was involved in a flight lesson flying a Tecnam Eaglet N562TU, with my flight instructor Ron Lane, at Myles Landing (27MD) practicing emergency descents and loss of engine/best glide speed. Winds were reported to be light and variable with a ceiling of 5000 ft.

While practicing loss of engine/best glide speed writer started the maneuver at 3000ft. Throttle was moved to idle and writer pitched for 68 knots. Writer circled the airfield several times while decreasing altitude to approx 700/800 ft entering the downwind for runway 30. When abeam the numbers writer applied 15 degrees of flaps and at approx 45 degrees from the runway started the turn for base. While in the turn entering base writer heard the altitude called out from the flight computer 500 ft. Writer then turned final for 30 and was high on the approach. CFI Lane advised this would be a good time to slip. Writer executed a slip with right wing down, left rudder to drop altitude. It appeared to the writer that the aircraft was lined up slightly right of the centerline of 30. As the aircraft descended closer to the runway CFI Lane instructed writer to level out the wings and bring the nose up to bleed off some airspeed, we're still a little too fast. Writer executed the command and seconds later writer felt the right wheel touch the runway and the aircraft bounced. At this point writer believed we were in the air. After the bounce, the aircraft started to head towards the left side of the runway. Writer attempted to maneuver the plane towards the right with some slight right aileron. During this time writer may or may not have added right rudder. CFI Lane stated "I have the aircraft" and took command of the controls prior the aircraft entering over the field.

CFI Lane applied full throttle to the aircraft and attempted to gain altitude over the field to the left of the runway. The aircraft was approaching a tree line that ran parallel to the field and runway. The aircraft did not have sufficient altitude to clear the tree line. The aircraft then banked hard right to avoid the tree line and shortly after struck the ground nose first and spun the aft end of the aircraft to the left where the aircraft reached its final resting point.