

Ronald W. Lane
CFI-S

On Sunday, March 13, 2023, I was conducting a flight lesson on Emergency Procedures consisting of emergency descent and engine out to landing at 27MD, a privately owned airport Chesapeake Sport Pilot has permission to use.

The weather was VMC with calm winds, visibility 10 miles, and 5,000 feet overcast.

We began the lesson with Emergency Decents and terminated over the runway with no landing. The third maneuver was emergency engine out (ideal) to landing. At a pattern altitude of 1,000 feet AGL downwind, I had the student configure for a normal landing to runway 30. Turning final at 500 feet AGL with the runway made, I told the student to put down the remainder of the flaps.

As we crossed the runway numbers, my student began his transition to flare. During the flare, the nose yawed left. I attempted to correct with the right rudder, causing the left wing to pitch up; I tried to apply the left aileron to level the wings but received resistance from my student's control inputs, resulting in touching down on the right main, left of center, side loading the gear.

I announced, "I have the controls" my student released the control stick, and I initiated a go-around, becoming airborne in ground effect. With the nose at a high angle of attack due to full nose-up trim, I could not reduce the trim forces due to the switch on the panel set to the pilot side. The plane climbed-out-of-ground effect stalled the right wing, which struck the ground resulting in the nose and left wing hitting the ground and coming to rest on the tail.

I secured the airplane turned off the fuel, master, and ignition switch, ensured the safety of my student.

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