

Inspector Report.

The student pilot and his instructor were conducting emergency landings and engine out procedures utilizing airport 27MD runway 30. After one demonstration by the Instructor and two practices by the student the Instructor instructed the student to proceed with an engine out emergency landing starting at 3,000 ft. During decent the Instructor noticed the student was having difficulty maintaining proper decent speed and instructed student to apply elevator trim up, reaching 500 ft. from the ground the Instructor noticed the airplane was too high and instructed the student to apply full flap down. Once aligned with the runway and approximately 1/3 of runway 30 length, the aircraft touched the ground and bounced up and started to drift left. The Instructor started to apply right rudder without being able to center the airplane on the runway and claim control of the airplane by verbal communication with acknowledgement from the student pilot who released the control stick. The Instructor applied full power and attempted a go around. Elevator pitch was still full nose up and trim selector was selected for the student side disabling the Instructor controls for trim on his control stick. As the airplane continued to drift left with the nose up and low speed, the Instructor applied right aileron to avoid a line of trees and the right wing hit the ground follow by the nose hitting the ground spinning the airplane 180 degrees coming to a full stop. No aircraft malfunction was reported.

Luis Castro

Aviation Safety Inspector