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**Contact:** Gabrielle Leppo - Instructor

The following is an excerpt of a statement from Mrs. Gabrielle Leppo in a report by the Florida Tech Aviation Safety Department:

My student Hyeongjun had gone out to preflight with assistance from another student Sihong (who was also my student previously and working on his commercial certificate and had back seated with us before on a past flight). After they had completed the preflight, I came out to the airplane and did not notice anything unusual with the aircraft. Checking the dispatch record we only had 2.7 tach time till the 100 hour which I advised the student we had plenty of time to get the lesson done. Once I was in the aircraft the SP started with the checklist. Upon receiving our IFR clearance my SP had not flown the Archer since flight 2 so I assisted him with putting in the flight plan in the G1000 system, and the instrument cockpit checks. His past flights had only been in the Warrior with the Avidyne system. We taxied to the runup area, nothing unusual happened during the runup, and once ready we called for taxi. We were originally given 27L at V via V before we started to taxi ground called and advised runway change and we were then given 9R at Q via V, A, Q. We started our taxi and we turned on our landing lights since the sun was now below the horizon. When the lights turned on we both agreed the lights seemed very dim, however me and the passenger, being familiar with the Archer we agreed this is normal for the plane. We checked the dispatch record, and they were written up previously for the same issue and it said the lights were good. The Archer lights are normally dimmer with a yellow coloring, and they crisscross in the middle not the lighting my student was familiar with from the Warriors which have a bright white light in the middle of the nose. We decided to go. We

taxied to 9R at Q and held short of the runway we were centered on the taxi line. When we held short we ran through our runway entry check and once completed we called tower ready for departure. Tower still had landing traffic on 7L so they told us to expect at least a five-minute delay. We had seen two aircraft on final and were expecting the delay. Since all of our checks were done I had pulled up the course syllabus on my phone to check the lesson time and completion standards just to verify one more time before we departed. I advised my student when we get back we will have completed lesson 414 instead of 405 the one it was scheduled for, it was a scheduling error on my part. We also then discussed the tach time once again, but I knew we had plenty of time, if we experienced any delays under IFR we could cancel and continue VFR or not shoot an approach. After we had this discussion, we were cleared to take off after about 2 minutes of receiving the expected delay. I was startled by the quick clearance. I immediately closed the door and then verified both top and bottom latches were secured, while I was securing, my student who was PIC for the flight took the clearance and started to taxi out. After I had verified my door was secured I made sure my belongings were secured and the G1000 MFD was on the engine page, my head was down for what felt like only a moment as I felt my student apply take-off power I quickly looked up and noticed the very bright lights at that time I thought it was the runway centerline however by the time I processed we had hit the runway edge light and the entire right-hand gear collapsed causing us to lose control of the aircraft and slide off the runway, this happened in a matter of seconds from the time we started taxiing to the time we were in the grass I did not have time to take controls, the SP reacted quickly pulling power to idle almost immediately and held the nose off the ground. Once we came to a complete stop, I advised tower we had lost control and we were off the runway in the grass then immediately began shutting the aircraft down and evacuated the aircraft. Hyeongjun did an incredible job with the recovery, and I am extremely thankful that he was the PIC and handled the entire situation so well. None of the three of us were hurt, we all exited the aircraft safely and waited for the first responders to get there.

My suggestion of what I could have done better would be moving forward I will look over the lesson plans at the appropriate times and choose not to be worried about it last minute. I also now understand the importance of heads up while taxiing, even when it is a commercial student. I am always telling my student pilots heads up while you taxi you can always come to a complete stop and check the airport diagram, and now I understand the importance of these words although I was not PIC it is still just as much my responsibility to also be heads up during those critical phases of flight. Lastly assessing the risk of a clear night with VMC conditions and a seemingly "easy" flight to not let my guard down and not be complacent thinking nothing could go wrong. I tend to trust my commercial students more but at the end of the day they are still students and taking this a step further staying on my guard renting with other instructors and with friends as well.

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