

Narrative Rewrite.

On a training flight with student Mike Monroe, who is now in his final stages of PPL training and being readied for his check ride, the incident occurred on a flight from our home base from KDEW to 69S, Avey Field in Laurier, WA. The intent was to demonstrate good technique for short/soft field landings.

Good VFR conditions, with relatively cool temperatures below 65 degrees F, light winds under 6 knots and generally from the north, and good visibilities of greater than 10 SM prevailed along our approximately 1 hour flight from home base of KDEW to 69S. Weather information had been obtained enroute from the Colville Airport AWOS (63S) located about 30 miles to the south of the destination, from on board ancillary Foreflight and XM Weather, and also from a previous call I had made just before departure from KDEW, namely to US Customs, which is located just adjacent to 69S. The information was favorable, and indeed the customs officer had told me that a Cessna Stationaire airplane had landed and then departed 69S within the last hour.

However, after much study prior to the flight including Chart Supplement and WSDOT information, we briefed and understood that 69S is a short field at 1975 feet with trees at each end, though a conversation with the Airport Manager there I had a couple weeks earlier indicated that some of the trees on the south end had been cut to facilitate landings.

After an uneventful approach and precautionary flight around the airport from the north, we determined that the wind was light and from the north, and then, as sole manipulator of controls, I attempted two landings, one which was aborted quickly on final due to lack of adequate alignment (brought about the high terrain existing to the west of the airport, and the second just over the threshold at about 200 feet above RW 35, due to perception that the landing would be long.

I then allowed my student Mike to make a third attempt as manipulator of the controls, to land 35 however from the east side of the airport where there was flat ground (hence allowing for a more normal downwind and base leg), and despite excellent airspeed control pegged at 60 knots on final and deployment of full flaps or 30 degrees in this airplane, the landing which was continued overran the end of Runway 35 by about 100 feet, necessitating my taking controls for emergency braking to avoid striking trees and going over a wooded downgrade beyond the stop way, where the braking had incurred the left main gear pushing into soil hence leading to a left wingtip and propeller strikes. Thankfully no explosion or damage to the cabin occurred, and we were able to egress promptly. In addition no property damage occurred, and also help from Canadian Customs and EMS was rendered for us quickly (as this portion of the airport is in Canada).

Recommendation for learning:

1. Not allowing for a 3rd attempt to land on any given runway in one sitting, and particularly not allowing student to attempt when I have not been successful, despite my feelings about the student's great skills. Most important lesson.
2. Regards the 3rd attempt, in retrospect a much earlier go around should have been made.
3. Note that we did not recheck the wind sock after the second approach, and it's possible that the winds may have changed in our disfavor, that is turned around from the South, and albeit never great that day, we noticed that change shortly after the incident and in this short runway with obstructions off both ends, that may have erased the buffer we thought we had had and perhaps contributed to our landing beyond the halfway point of the runway and then failing to stop in time, despite otherwise good alignment , flap usage and airspeed control.