

Incident Time: 2:05 PM, 8/10/2023

Right Seat: David Wells CFI [REDACTED] Exp. 09/24

Left Seat: Pre-Solo Student Pilot: Spencer Easton [REDACTED]

Aircraft: N20268 / Cessna 172M

The Flight Preparation

Spencer Easton, my student, was having some issues with proper rudder pedal usage when landing. As part of his training, I thought it may be beneficial for him to do some high speed taxi's to improve his rudder skills.

During my pre-planning for this flight I reviewed the Pilot Operating handbook to determine the distance we would need to stop. Ground roll at Sea Level is in the Cessna 172 Pilot Operating Handbook is on Page 6-5

This chart shows that at sea level ground roll to stop should be 520 feet. Based on this chart, I determined that we be able to easily stop the plane within 1000 feet if we were at a taxi speed of less than 60 MPH, the normal rotation speed for a Cessna 172M. Therefore I believed that as long as we braked prior to or when reaching the 1000 foot marks, we would easily be able to stop the plane within the remaining runway distance.

I also had one flight when I was training to be a CFI, where I touched down at about the second 1000 foot runway marking and was easily able to stop in the remaining runway distance.

Thus, from both personal experience and the Pilots Operating Handbook, I was very confident that the plane would stop well within 1000 feet before we started our flight that day

The Flight

I selected Marysville (KMYV) airport for our high speed taxi training, as it is a long, seldom used, long and wide runway. The runway length at Marysville is 6007 feet and the width is 150 feet.

After arriving at Marysville airport, and landing on runway 14 we continued to the end of the runway and turned around, to do a high speed taxi on runway 32.

After ensuring that there was no traffic in the vicinity, and making a radio call, we started our rapid taxi down the runway.

At that time, I briefed Spencer that when we got to the second 1000 foot markers we would stop. I also briefed Spencer that speed down the runway was to be 50 mph (i.e. we will speed up to 50 mph) In fact, I informed Spencer 4 separate times at the start of the high speed taxi that we would be going 50 MPH. Spencer had control of both the flight controls and the throttle.

As we started, I was intensely concentrating on how far down the runway we were, and our proximity to the second 1000 foot marks, and Spencer's ability to keep the rudders on the selected runway position relative to the center line. Since the airplane was firmly on the ground, I believed at the time, that we were moving near 50 MPH. However, since reviewing the recording of the flight I now know that I vastly underestimated the speed that we were traveling at.

At the runway halfway point I briefly looked at the airspeed indicator and appearing to be high, I informed Spencer that we needed to slow down a little. I do not recall what airspeed I saw was, but it appears that I once again vastly underestimated how fast we were going. Since the airplane was firmly on the ground, I still believed, that we were currently traveling less than 60 MPH, the rotation speed for Cessna 172M.

About 200 feet before the 1000 foot marks, I advised Spencer that we were nearing the 1000 foot marks "our spot", so that we could start our deceleration and stop in the remaining runway. At that time I believed that Spencer had taken the power to idle, however, based on what happened; now I am not so sure. I also believed that we crossed the 1000 foot marks moving at about 50 MPH, however I now know, based on the recording of the flight, that we crossed the 1000 foot marks at about 83 MPH.

As we got closer to the end of the runway I started to assist him on the brakes in an attempt to slow the aircraft down more rapidly. I was pressing on the brakes as hard as I dared, without causing the tires to skid and I was intensely focused on the end of the runway as we were starting to get uncomfortably close to the end of the runway, and fast.

At the time, I still believed the power was at idle, and I also believed that our speed was in the 20 to 40 MPH range. But based on a recording of the flight I now know that we never slowed the plane down to less than 53 MPH.

Near the end of the runway, believing stopping on the runway was no longer an option, I elected to attempt taking off, and called for full power, hoping to be off before the end of the runway.

We ran off the runway and into the gravel, and I attempted to keep the nose up to get off the ground to both avoid nose damage and get the plane into the air.

After we lifted off, I then continued to the right to avoid the instrument landing instrument system

At that time I believed we had narrowly avoided any damage to the airplane.

Spencer flew the plane back to Auburn where we did a soft landing just in case the nose had any damage.

After landing, we immediately reported the incident to Dan Flom, the office manager.

Later, upon further inspection, we observed damage to the empennage and the right horizontal stabilizer of the aircraft.

Partial Transcript of Gopro10 Video taken during the accident in N20268
August 10, 2023

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Photos of Damage



As an instructor,

1. I needed to more closely monitor my students ground speed and throttle settings during the high speed taxi.
 2. I should have also added extra 1000 feet to the allowable stopping distance for even more safety.
 3. I also now know that a Cessna 172M can easily be taxied at 85 MPH if the throttle is set to high.
- Looking outside is not sufficient to accurately determine ground speed.