

November 17, 2016

C-172P (N9358L) started a Jeppesen Private Pilot syllabus flight (Lesson #7) ^{with student RAY NILSSON} at approximately 9:00AM.

The preplanned flight departed Eglin AFB and flew directly to the EAST TRAINING AREA.

After completing the following maneuvers:

clearing turns; steep turns; slow flight; power-off; power-on stalls; simulated engine failure with power recovery; At 1,000' AGL, we

entered left downwind for Runway 14 at

Destin Executive (DTS). On our fourth landing (after touchdown) the airplane drifted to

the right and was going to run off the right side of the runway so I pushed in the throttle, placed left pedal (to runway heading), and could see that the airplane wheels might hit a

runway light on the right side of the runway. I placed the elevator in the ^{takeoff and} climb

position. Upon takeoff we (student and CFI)

heard the runway light hit one of our wheels. ①

we got AIRBORNE AND STAYED IN THE TRAFFIC PATTERN AT DTN. We MADE A FULL-STOP LANDING AT DTN to check ~~the~~ FOR ANY damage to the AIRPLANE wheels or LANDING gear. No damage WAS NOTED AND the AIRPLANE WAS FLOWN FOR ANOTHER PATTERN AT DTN (NO UNUSUAL VIBRATIONS NOTED), then FLOWN to VPS FOR full stop LANDING. DAMAGE to the Left Leading edge of the ELEVATOR WAS FOUND AFTER Refueling when push to the tie-down position WAS INITIATED. The Fourth touch AND go WAS NORMAL (LANDING) until the AIRPLANE WAS DRIFTING to the Right. As the INSTRUCTOR, I, CALLED "Left pedal", but the student TOLD ME AFTERWARDS THAT he thought I HAD CONTROL of the FLIGHT ②

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CONTROLS AND THAT IS WHY HE DID NOT
REACT. I TOOK OVER THE FLIGHT CONTROLS
AT THAT TIME AND PUSHED IN FULL THROTTLE,
CARBURETOR HEAT (IN), AND LEFT PEDAL
TO ALIGN THE AIRPLANE FOR TAKEOFF.
I COULD SEE THAT THE AIRPLANE WAS
GOING TO EXIT THE RUNWAY PRIOR TO
LIFTOFF AND TRIED TO AVOID THE LIGHT FIXTURE
TO THE ^{IMMEDIATE} RIGHT OF THE RUNWAY APPROXIMATELY
1500 - 1800' DOWN RUNWAY 14. THE TAIL TIE-DOWN
AND UNDERNEATH SECTION OF THE LEFT ELEVATOR
WAS NOT DAMAGED, BUT THE LEADING EDGE OF
THE LEFT ELEVATOR WAS STRUCK AND
DAMAGED. AS PILOT-IN-COMMAND AND FLIGHT
INSTRUCTOR, IT IS ALWAYS MY RESPONSIBILITY
TO INSURE THE SAFETY OF OUR STUDENTS AND

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AIRPLANE.

