

Date: Nov 17 2016

Time: approximately 10:30

Incident

This was a training flight from Eglin to the east training Area. While in the East training area, we practiced several maneuvers ~~at~~ at around 3,000ft. We then called ~~for~~ and received clearance for touch-and-go's at Destin airfield. Once at Destin airfield we did about 2 or 3 ~~for~~ normal landings. We then agreed to do my first slip to landing. For this maneuver I was to be on the controls with Gary so that I could get a feel for what to do in the future. We did this same thing a few flights before with standard take-off & landings. Upon landing we were just slightly off center, with some right rudder in order to compensate for added power. However there was too much and overcompensated for the additional power and started to run towards the right edge of the runway. ~~as we at~~ Gary noticed the problem and immediately tried to correct and gain elevation as soon as possible. As the wheels lifted we heard a slight bang and thought that we had struck the light with the wheel. After recovery, Gary made sure I was ok and we returned and landed in Destin to inspect the wheel. We landed and did not see any damage or performance issues with the wheel. We then did 1 more touch and go & returned to Eglin. Once we landed, & taxied back to the fueling station I noticed the damage to the left horizontal stabilizer. We immediately reported the damage and incident and parked the plane in the hangar.

Ray Nilsson

