No: 3/90 **Ref: EW/G89/12/03** **Category: 1c**

Aircraft Type and Registration:	Cessna 120, G-BPWD
No & Type of Engines:	1 Continental Motors Corp C85-12F piston engine
Year of Manufacture:	1946
Date and Time (UTC):	19 December 1989 at 1220 hrs
Location:	South Scarle, Nottinghamshire
Type of Flight:	Private (pleasure)
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Left horizontal stabiliser severely distorted
Commander's Licence:	Private Pilot's Licence
Commander's Age:	38 years
Commander's Total Flying Experience:	631 hours (of which 41 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

During an otherwise normal landing run on the wet grass runway 29, as the pilot applied the brakes retardation was negligible and the aircraft began to skid. He released the brakes but, as he did so, the aircraft began a swing to the left, which he attempted to correct with engine power and rudder. It then swung to the right. Realising that it was no longer possible to stop within the length of runway remaining, he applied full engine power to initiate a go-around.

The aircraft became airborne but the left stabiliser struck a fence post at the end of the runway, causing partial detachment of the stabiliser which folded backwards, jamming the elevator and rudder and causing the aircraft to pitch nose-up to about 70° as estimated by the pilot. Using engine power as a means of controlling the pitch attitude, the pilot quickly closed the throttle and then, opening it again, was able to maintain an attitude which allowed him to re-establish a climb. When the aircraft reached an indicated speed of 70 mph, it began to vibrate severely but, when the speed was reduced to 65 mph the vibration ceased and the pilot was able to establish level flight at 200 feet.

Swinderby airfield with 6056 feet of asphalt runway lay only 2 miles ahead so, as a forced landing was inevitable, the pilot transmitted a distress message on their RT frequency and, despite having only engine power and sparing amounts of aileron with which to control the aircraft, made a successful landing there without further event.