

**Aviation Safety Investigation Report  
199500431**

**Cessna Aircraft Company  
172L**

**19 February 1995**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199500431

**Occurrence Type:** Accident

**Location:** Wallan

**State:** VIC

**Inv Category:** 4

**Date:** Sunday 19 February 1995

**Time:** 1426 hours

**Time Zone:** ESuT

**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company

**Aircraft Model:** 172L

**Aircraft Registration:** VH-EKM

**Serial Number:** 17259666

**Type of Operation:** Non-commercial Pleasure/Travel

**Damage to Aircraft:** Substantial

**Departure Point:** Wallan VIC

**Departure Time:** 1426 ESuT

**Destination:** Wallan VIC

#### Crew Details:

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>		
		<b>Type</b>	<b>Hours</b>	<b>Total</b>
Pilot-In-Command	Private		3.8	141

**Approved for Release:** Wednesday, April 19, 1995

The pilot taxied out for take off on strip 36. Run up and pretakeoff checks were normal. Full power was applied for take off and the aircraft accelerated. However, by two thirds to three quarters of the 1000 metre length the aircraft was not airborne. The pilot applied back pressure on the control column and lifted off. The airspeed then decreased so the pilot lowered the nose. The left wing dropped and the aircraft descended, striking the ground nose down and overturning.

The pilot had inadvertently taken off in strong gusty downwind conditions.

#### Significant Factors

The following factors were considered relevant to the development of the accident:

1. The pilot did not pay adequate attention to ascertaining the direction of the wind.
2. The pilot attempted a take off in strong downwind conditions.