

**Aviation Safety Investigation Report
199502254**

**Cessna Aircraft Company
172**

18 July 1995

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

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: 199502254 **Occurrence Type:** Accident
Location: Amaroo Homestead, 4 NM S Lake King
State: WA **Inv Category:** 4
Date: Tuesday 18 July 1995
Time: 1715 hours **Time Zone** WST
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	2	0	2
Total	0	0	3	0	3

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172G
Aircraft Registration: VH-LKG **Serial Number:** 17254620
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Hyden WA
Departure Time:
Destination: Amaroo Homestead, Lake King WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	1152.0	1152

Approved for Release: Tuesday, November 7, 1995

The pilot reported that he had made an approach to land on runway 32. During the landing roll the pilot became concerned that the aircraft would not stop before the end of the runway and he decided to go around for another circuit. The pilot applied power and attempted to fly the aircraft off the ground at the end of the runway. The aircraft did not climb and the right wing collided with a three metre high tree causing the aircraft to slew around and touch down again. The right wing, engine cowl and nosewheel were also damaged as the aircraft came to a stop, still on its landing gear and pointing in the opposite direction to the landing, approximately 70 m from the end of the strip.

It is probable that the pilot flew the aircraft off the ground at too low an airspeed and the combination of the low airspeed and its associated drag prevented the aircraft from climbing clear of the obstacles.