

**Aviation Safety Investigation Report  
198702385**

**Cessna 172M**

**VH-UGK**

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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).**

**Occurrence Number:** 198702385  
**Location:** Bankstown NSW  
**Date:** 31827  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1135

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Cessna 172M  
**Registration:** VH-UGK  
**Serial Number:**  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:** N/A  
**Destination:** DESTINATION:  
 Bankstown NSW

**Approved for Release:** 21 July 1987

**Circumstances:**

The pilot reported that during the takeoff roll the aircraft was slow to accelerate. At about 50 knots the aircraft became airborne in a nose-high attitude, and the pilot experienced difficulty in lowering the nose. Shortly afterwards the aircraft stalled, the left wing dropped and the aircraft turned through about 120 degrees before impacting the ground. It was determined that the takeoff had been conducted with the flaps in the fully extended position. The pilot had not previously flown this particular aircraft, and was not aware that a flap position indicator was fitted. He had judged the takeoff setting by watching the flaps extend, and had then released the selector, expecting it to be spring-loaded to the neutral position. However, the centering spring was broken and the flaps continued to full extension. The aircraft was found to be about 57 kilograms above the maximum permitted all-up-weight, and the centre of gravity was close to the rear limit. It was evident that the pilot was surprised by the aircraft attitude and the unusually high control column forces required after takeoff, and was unable to react to the situation in time to avoid losing control of the aircraft.