

## Cessna 172M, G-TRIO

**AAIB Bulletin No: 8/99 Ref: EW/G99/05/33      Category: 1.3**

**Aircraft Type and Registration:** Cessna 172M, G-TRIO

**No & Type of Engines:** 1 Lycoming O-320-E2D piston engine

**Year of Manufacture:** 1976

**Date & Time (UTC):** 27 May 1999 at 1100 hrs

**Location:** Biggin Hill, Kent

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 1 - Passengers - 2

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Substantial structural damage

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 63 years

**Commander's Flying Experience:** 76 hours (of which 9 were on type)  
Last 90 days - 5 hours  
Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Whilst on the base leg for Runway 11 at Biggin Hill the pilot selected what he believed to be flap 20. During the approach to land he realised that he was too high, nevertheless, he lowered the nose and continued. After landing the aircraft bounced several times. The pilot decided to go around and applied full power. The subsequent climb out appeared to be sluggish and the pilot then realised that flap 40 was set. At an estimated height of about 30 feet he retracted the flap to flap 20 and lowered the nose to cancel the brief stall warning. He then flew a normal circuit to land.

Runway 11 has an asphalt surface with an available landing distance of 816 metres, there is no approach lighting. The surface wind was 110°/11 kt, the visibility was greater than 10 km with no significant weather and the temperature was +22°C.

In this aircraft the flaps are electrically operated. The flap position is controlled by a switch and this position is mechanically indicated. To extend the flaps the flap switch must be set to the down position where it will remain until the desired flap position is reached, the switch is then returned to

the centre, power off, position. In his report the pilot stated that he inadvertently selected flap 40 on the base leg but should have gone around once he realised that he was too high on the approach. He requested further training which has now been completed.