



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Clarion, Iowa	Accident Number:	CEN24LA123
Date & Time:	February 26, 2024, 14:50 Local	Registration:	N35719
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing at the destination airport, with the left and right main landing gear on the runway and the nose wheel elevated for the flare, she felt a gust of wind that “push[ed] the airplane suddenly to the right.” The pilot attempted to perform a go-around, however the airplane bounced twice, exited the runway to the right, impacted a dirt field, nosed over, and came to rest inverted. The airplane sustained substantial damage to the fuselage, both wings, and the empennage. The pilot reported there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

At the time of the accident, the pilot was landing on runway 31 with wind 270° at 23 knots, and with gusts from 30 to 35 knots.

The pilot further reported that the accident could have been prevented by having “better situational awareness” of the wind conditions at the destination airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during the landing flare in a crosswind with gusts.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Environmental issues	Crosswind - Effect on equipment
Environmental issues	Gusts - Effect on equipment

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Other weather encounter
Landing-flare/touchdown	Attempted remediation/recovery
Landing-flare/touchdown	Runway excursion
Landing-flare/touchdown	Collision during takeoff/land
Landing-flare/touchdown	Nose over/nose down
Post-impact	Evacuation

Pilot Information

Certificate:	Private	Age:	24,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 30, 2023
Flight Time:	(Estimated) 102 hours (Total, all aircraft), 102 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N35719
Model/Series:	172 I	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17256932
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 16, 2024 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5447.7 Hrs as of last inspection	Engine Manufacturer:	Lycoming Engines
ELT:	C91A installed	Engine Model/Series:	O-320-E2D
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCAV, 1162 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	358°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 32 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.35 inches Hg	Temperature/Dew Point:	24°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Council Bluffs, IA (CBF)	Type of Flight Plan Filed:	None
Destination:	Clarion, IA	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLARION MUNI CAV	Runway Surface Type:	Concrete
Airport Elevation:	1156 ft msl	Runway Surface Condition:	Dry
Runway Used:	14/32	IFR Approach:	None
Runway Length/Width:	3455 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.74031,-93.758926(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Gregory Gobble; FAA Des Moines FSDO; Ankeny, IA
Original Publish Date:	May 16, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193850

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).