



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Genoa, Illinois	Accident Number:	CEN23LA191
Date & Time:	May 18, 2023, 14:00 Local	Registration:	N6840F
Aircraft:	Cessna 150F	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported, that while landing, a “huge downdraft hit the plane” and “dropped the plane quickly and very low.” She attempted a go-around; however, the airplane was not “able to generate enough lift”, and she lost control. The airplane landed in the grass next to the runway, which resulted in substantial damage to the left wing. She also recalled hearing the stall warning before contacting the ground. The pilot reported a loss of electrical power to the radios. She added there were no anomalies or malfunctions with respect to the flight controls or engine that would have precluded a normal go-around maneuver.

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 airplane control during a go-around.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Downdraft - Effect on operation

Factual Information

History of Flight

Approach-VFR pattern final	Other weather encounter
Approach-VFR go-around	Loss of control in flight (Defining event)

Pilot Information

Certificate:	Private	Age:	44,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 13, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 14, 2023
Flight Time:	104.5 hours (Total, all aircraft), 104.5 hours (Total, this make and model), 24.9 hours (Pilot In Command, all aircraft), 24.7 hours (Last 90 days, all aircraft), 9.6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6840F
Model/Series:	150F	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15063440
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 1, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3043.6 Hrs	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-200
Registered Owner:	C747 LLC	Rated Power:	100
Operator:	C747 LLC	Operating Certificate(s) Held:	None
Operator Does Business As:	NA	Operator Designator Code:	NA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDKB, 915 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	247°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	21°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Genoa, IL	Type of Flight Plan Filed:	None
Destination:	Genoa, IL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Aero Lake Estates Airport 30IS	Runway Surface Type:	Asphalt
Airport Elevation:	875 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	2800 ft / 40 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	42.04,-88.37

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Scott Lambrecht; FAA; Chicago, IL
Original Publish Date:	August 31, 2023
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=192209

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](#).