



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | West Chicago, Illinois | Accident Number: | CEN24LA174 |
| Date & Time: | May 2, 2024, 16:43 Local | Registration: | N20095 |
| Aircraft: | Cessna 172M | Aircraft Damage: | Substantial |
| Defining Event: | Other weather encounter | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The flight instructor reported that he was holding short of the runway waiting for a storm with heavy precipitation to pass when a gust of wind lifted the right wing and pushed the airplane to the right side of the runway. The airplane came to rest upside down which resulted in substantial damage to the wing, vertical stabilizer, and rudder. The flight instructor reported he was holding appropriate flight control inputs for the wind at the time the accident occurred. He reported further that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operations.

Probable Cause and Findings

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

The flight instructor's failure to maintain control of the airplane during an encounter with wind while holding short of the runway.

Findings

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| Environmental issues | High wind - Contributed to outcome |
| Personnel issues | Aircraft control - Instructor/check pilot |
| Aircraft | (general) - Not attained/maintained |

Factual Information

History of Flight

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|----------------|--|
| Taxi-to runway | Other weather encounter (Defining event) |
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Pilot Information

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|---------------------------|---|-----------------------------------|--------------------|
| Certificate: | Commercial; Flight instructor | Age: | 39,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | September 13, 2023 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | February 26, 2024 |
| Flight Time: | 995 hours (Total, all aircraft), 876 hours (Total, this make and model), 836.6 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 48.3 hours (Last 30 days, all aircraft), 2.7 hours (Last 24 hours, all aircraft) | | |

Student pilot Information

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|---------------------------|---|-----------------------------------|------------------|
| Certificate: | Student | Age: | 17 |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 Without waivers/limitations | Last FAA Medical Exam: | October 10, 2023 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 96.4 hours (Total, all aircraft), 66.3 hours (Total, this make and model), 4.5 hours (Pilot In Command, all aircraft), 31.8 hours (Last 90 days, all aircraft), 14.4 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------------|---------------------------------------|--------------------|
| Aircraft Make: | Cessna | Registration: | N20095 |
| Model/Series: | 172M | Aircraft Category: | Airplane |
| Year of Manufacture: | 1972 | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 17261005 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 5, 2024 100 hour | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 17374.3 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C126 installed, not activated | Engine Model/Series: | O-320-E2D |
| Registered Owner: | WingsLeasing LLC | Rated Power: | 150 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | Pilot school (141) |

Meteorological Information and Flight Plan

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|---|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KDPA, 749 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 04:52 Local | Direction from Accident Site: | 191° |
| Lowest Cloud Condition: | Scattered / 1500 ft AGL | Visibility | 0.75 miles |
| Lowest Ceiling: | Broken / 5500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / 20 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.84 inches Hg | Temperature/Dew Point: | 19°C / 16°C |
| Precipitation and Obscuration: | Light - None - Rain | | |
| Departure Point: | West Chicago, IL | Type of Flight Plan Filed: | None |
| Destination: | West Chicago, IL | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|------------------|----------------------------------|----------|
| Airport: | DUPAGE DPA | Runway Surface Type: | Concrete |
| Airport Elevation: | 758 ft msl | Runway Surface Condition: | Wet |
| Runway Used: | 02L/20R | IFR Approach: | None |
| Runway Length/Width: | 7571 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|----------------------|
| Crew Injuries: | 2 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 41.914015,-88.247566 |

Administrative Information

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|-----------------------------------|---|
| Investigator In Charge (IIC): | Miller, Bradley |
| Additional Participating Persons: | Elisa Van de Putte; FAA; Chicago, IL |
| Original Publish Date: | July 18, 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=194205 |

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](#).