



# Aviation Investigation Final Report

<b>Location:</b>	Genoa, Illinois	<b>Accident Number:</b>	CEN23LA191
<b>Date &amp; Time:</b>	May 18, 2023, 14:00 Local	<b>Registration:</b>	N6840F
<b>Aircraft:</b>	Cessna 150F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	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

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Downdraft - Effect on operation

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 13, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 14, 2023
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Abraham, Laura
<b>Additional Participating Persons:</b>	Scott Lambrecht; FAA; Chicago, IL
<b>Original Publish Date:</b>	August 31, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192209">https://data.nts.gov/Docket?ProjectID=192209</a>

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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](#).