



**Government of India**  
**Ministry of Civil Aviation**  
**Aircraft Accident Investigation Bureau**

**Preliminary Report:** Accident involving M/S Chimes Aviation Pvt. Ltd.'s Cessna 172S aircraft bearing registration VT-CAZ at Dhana Airstrip, Sagar district in Madhya Pradesh, India on 10 December 2025.

## 1. General Information

1.	Aircraft	Type	Cessna-172S
		Nationality	Indian
		Registration	VT-CAZ
2.	Owner and Operator		M/s Chimes Aviation Pvt. Ltd.
3.	No. of Persons on Board		01 (Trainee Pilot)
	Extent of Injuries		Minor
4.	Date & Time of Accident		10 December 2025, 08:43 UTC
5.	Place of Accident		Dhana Airstrip, Sagar district in Madhya Pradesh, India
6.	Co-ordinates of Accident Site		Latitude: 23° 45' 14.7" N Longitude: 78° 51' 19.4" E
7.	Last Point of Departure		Dhana Airstrip
8.	Intended Landing Place		Dhana Airstrip
9.	Type of Operation		Solo Cross Country Training Flight
10.	Phase of flight		Landing Phase

## 2. Crew Information

The pilot who flew the solo cross-country training flight on aircraft VT-CAZ was a trainee. The pre-flight inspection was carried out by the trainee pilot, and no abnormalities were observed. The trainee pilot's credentials and experience details are given in the table below:

Pilot Information		
Nationality		Indian
Age		22 years
Pilot License Operator's License (FRTOL)	Type	Student Pilot's License (SPL)
	Date of Issue	05 July 2025
	Valid Up To	04 July 2035
Date of Class I Medical Exam.		09 March 2025
Class I Medical Valid up to		03 April 2026
Flight Radio Telephone Operator's License (FRTOL)	Date of issue	02 September 2025
	Valid up to	01 September 2035
Total flying experience		74:30 hours
Total flying experience on type (Cessna 172)		74:30 hours
Last Flown on type		07 December 2025
Total flying experience during last 1 year		74:30 hours
Total flying experience during last 6 Months		74:30 hours
Total flying experience during last 90 Days		54:30 hours
Total flying experience during last 30 days		34:30 hours
Total flying experience during last 07 Days		17:50 hours
Total flying experience during last 24 Hours		Nil
Rest period before flight		48 hours
Whether involved in Accident/Incident earlier		No

### 3. Aircraft Information

Cessna-172S aircraft bearing registration VT-CAZ and Serial No. 172S11383 was manufactured in the year 2014. Aircraft VT-CAZ was owned and operated by M/s Chimes Aviation Private Limited under DGCA Flying Training Organization (FTO) Approval No. 04/2015, valid until 20 April 2029. The aircraft's Certificate of Registration (C of R) and Certificate of Airworthiness (C of A) were valid on the date of accident. The last Airworthiness Review Certificate (ARC) was issued on 16 January 2025 at 6896:05 airframe hours and was valid until 17 January 2026. The aircraft VT-CAZ Weight Schedule was approved by the O/o DDG (WR), DGCA, Mumbai on 23 July 2025. As per the aircraft's Weight Schedule, the Maximum All-Up-Weight (MAUW) was 1157 Kgs. The aircraft was equipped with a Continental Aerospace Technologies GmbH engine (Engine Type: CAT TAE 125, Model: TAE

125-02-114, Part No. 05-7200-K001702, Serial No. 02-02-12858). The aircraft was equipped with a three blade, constant speed, MTV propeller (Propeller Manufacturer: MT- Propeller Entwicklung GmbH, Part No. MTV-6-A/190-69, Serial No./Batch No. 210204, Propeller hours (TSN- Time Since New): 4018.45 hours).

The last major scheduled inspection (Phase-3, 600 hours / 1 year) was carried out on the aircraft and its engine at 8065:55 airframe hours (TSN) on 26 October 2025. The last scheduled inspection carried out on the aircraft and its engine was Operation-01 (50 hours) at 8313:55 airframe hours (TSN) on 09 December 2025. On completion of the scheduled inspection, a Certificate of Release to Service (CRS) was issued on 9 December 2025.

On 10 December 2025, prior to operating the training flight that met with the accident, the aircraft had accumulated a total of 8320:10 hours (TSN), and the engine had accumulated 2018:05 hours (TSN).

Scrutiny of the Journey/Technical Logbook revealed that no defects were pending on the aircraft and its engine prior to operating the training flight that met with the accident on 10 December 2025.

#### **4. Weather/MET Information**

The Indian Meteorological Department (IMD) does not have an office or weather station at Dhana Aerodrome. However, a weather station has been installed and is maintained at Dhana Aerodrome by M/s Chimes Aviation Pvt. Ltd. The station displays instantaneous weather parameters, and a register is maintained to physically record these measurements. The weather parameters recorded in the register for 10 December 2025 at 0830 UTC and 0930 UTC are presented below.

Time	Wind Direction	Visibility (m)	Weather	Temp (°C)	QNH
0830 UTC (1400 IST)	030/06 kt	6000	SKC*	26	1019
0930 UTC (1500 IST)	016/06 kt	6000	SKC	26	1019

\* SKC- Sky Clear

#### **5. Wreckage and Impact Information**

##### **5.1 Aircraft Wreckage**

The aircraft lost its control while landing on runway 35 at Dhana Airstrip and crashed near middle marker on the unpaved surface to the left of the runway. The wreckage was mostly confined to the final resting position except few parts such as broken/shattered propeller blade parts, wing tip portion etc.



Photo 1: Final Resting position

## 5.2. Damage to the Aircraft

During the accident, the aircraft sustained substantial damage. The details of the major damage sustained by the aircraft are given below:

- a) Propeller Spinner was found broken and all Propeller blades were found broken into pieces from the shank and were scattered all around the main wreckage.
- b) Area near to the aircraft's forward undercarriage was found smashed. The Nose Landing Gear (NLG) was found damaged and was found separated from its attachment point.



Photo 2: Damaged propeller blades

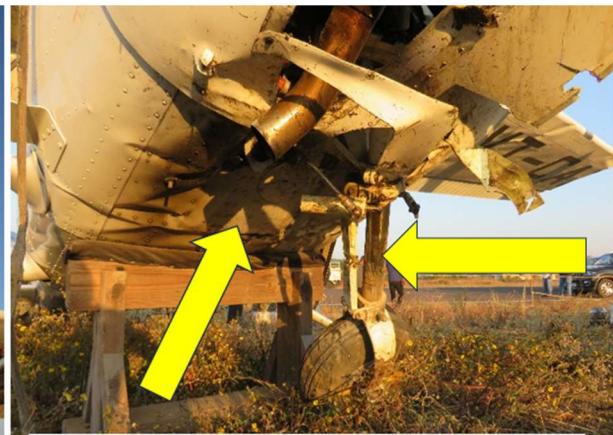
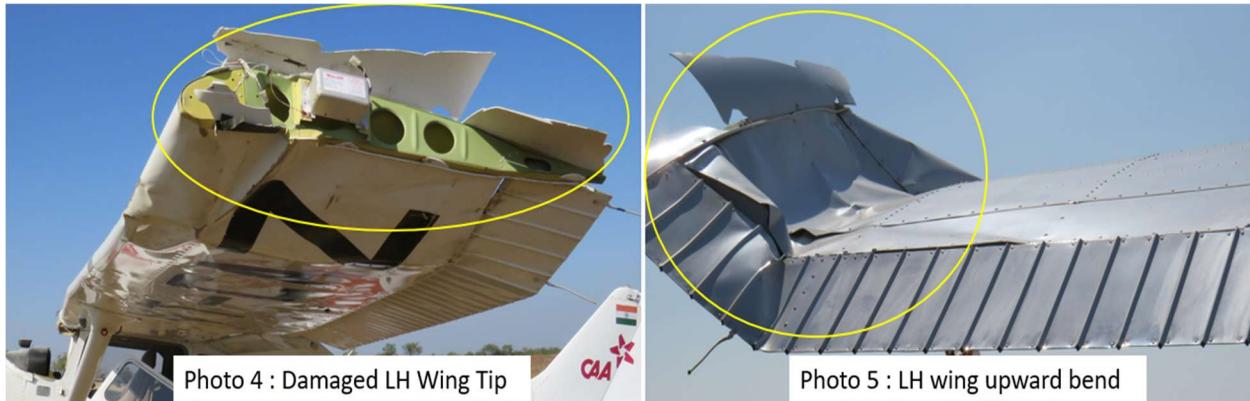


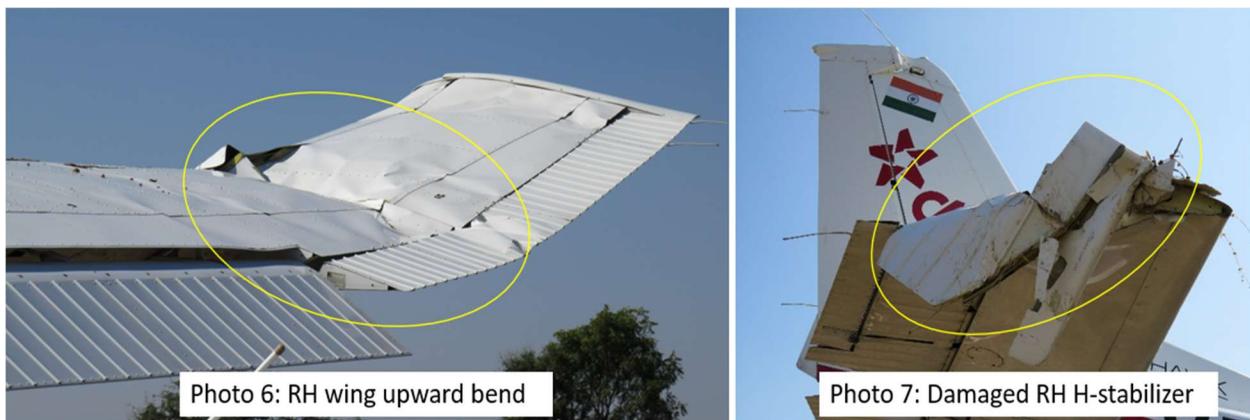
Photo 3: Damaged Forward under carriage & NLG

- c) Both Front and Rear Windshields were found damaged.
- d) Dents, wrinkles and scratches were found on the middle fuselage section.

e) LH wing tip was found damaged. LH wing close to the wing tip was found bent upward.



f) RH wing tip was found damaged. RH wing close to middle of the wing was found bent upward.



g) RH Horizontal Stabilizer was also found severely damaged.

## 6. Brief Description of the Accident Flight

On 10 December 2025, M/s Chimes Aviation Pvt. Ltd.'s Cessna 172S aircraft VT-CAZ was scheduled for a solo cross-country training flight. The planned route was from Dhana, overflying Maihar and Murwara, before returning to Dhana.

The trainee pilot reported for flying training in the morning and the pre-flight Breath Analyzer (B.A) test was conducted at 0113 UTC. The B.A Test result was satisfactory. The trainee pilot was briefed by Dy CFI. During the pre-flight briefing, the discussion mainly focused on the cross-country route and MET information.

The trainee pilot obtained the FIC, ADC, and squawk before proceeding to the aircraft. This was the second sortie of the day for aircraft VT-CAZ. No snags were reported during the first sortie. The trainee pilot did the pre-flight inspection. No snag was observed during the pre-flight inspection. At 0550 UTC, the aircraft took-off from runway 35, Dhana Airstrip for solo cross country training flight. The sortie was uneventful until the aircraft came in to land on runway 35 at Dhana Airstrip. During the first attempt, the trainee pilot found the approach unstable and

initiated a Go-Around. Subsequently, the aircraft completed a circuit and made a second approach to runway 35.

In the second landing attempt, the aircraft continued to float beyond the touchdown area. The Dhana ATC controller, anticipating that the aircraft would cross the Middle Marker, instructed a Go-Around. The trainee pilot advanced the throttle for going around. The aircraft pitched up abruptly and rolled to the left. Subsequently, the aircraft crashed to the left of the runway on the unpaved surface short of the Middle Marker. The first impact occurred on the left wingtip, followed by the nose, the right wing, and the right stabilizer. The aircraft came to rest in a nose-down attitude. The trainee pilot unbuckled his harness and quickly exited the aircraft.

The trainee pilot suffered minor injuries, whereas the aircraft sustained substantial damage. There was no fire.

## 7. Progress of the Investigation

- a) The investigation team visited the accident site and carried out onsite investigation. The team also collected perishable and crucial evidence like CCTV footage, memory card of Garmin G1000 DU etc. for further analysis.
- b) During the wreckage examination, the team identified and collected some aircraft and engine components (mechanical and electrical) for detailed examination and analysis. The identified aircraft and engine components were brought to the AAIB Headquarters by the investigation team.
- c) The team conducted initial interviews and discussions with of various stakeholders such as Trainee Pilot, Instructor, eyewitnesses, the operator, the maintenance organization and ATC personal etc.
- d) Maintenance and operational records pertaining to VT-CAZ were collected from the operator. Fuel and Oil samples were collected from the aircraft and were submitted to fuel testing lab for examination.
- e) The initial notification has been sent to NTSB, USA & the BFU, Germany. The investigation team is coordinating with all the stake holders for further course of action required to find out the root cause(s).
- f) The aircraft wreckage has been shifted from the accident site to a secured place for further examination.
- g) Records/data obtained from various stakeholders are currently being scrutinized.