



National Transportation Safety Board Aviation Accident Final Report

Location:	CANTON, TX	Accident Number:	FTW92LA124
Date & Time:	05/02/1992, 1400 CDT	Registration:	N9623V
Aircraft:	CESSNA 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE NEWLY CERTIFICATED PRIVATE PILOT ENCOUNTERED TURBULENCE, GUSTY WINDS, AND WINDSHEAR WHILE ATTEMPTING TO LAND. AFTER DRIFTING LEFT OF THE RUNWAY CENTERLINE, HE ATTEMPTED TO CORRECT WITH RUDDER. DURING THE ATTEMPTED CORRECTION, THE AIRPLANE TURNED TO THE RIGHT, DEVELOPED A SINK RATE, AND THE AIRSPEED DECAYED. THE PILOT INITIATED A GO AROUND. THE SINK RATE WAS NOT ARRESTED WITH FULL POWER AND THE AIRPLANE CONTINUED TO DESCEND AND TURN TO THE RIGHT. IT ULTIMATELY IMPACTED IN A LAKE ON A GOLF COURSE ABOUT 100 YARDS FROM THE RUNWAY.

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 ADEQUATE AIRSPEED AND DIRECTIONAL CONTROL DURING THE ATTEMPTED GO AROUND FOLLOWING AN ENCOUNTER WITH ADVERSE WIND CONDITIONS ON APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. WEATHER CONDITION - GUSTS
2. (C) AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - WINDSHEAR

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/28/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 85 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9623V
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17264403
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/17/1992, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4395 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	CHAPLIN, ROBERT N.	Rated Power:	150 hp
Operator:	CENTERLINE AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYR, 544 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1420 CDT	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 17° C
Precipitation and Obscuration:			
Departure Point:	ADDISON, TX (ADS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1313 CDT	Type of Airspace:	Class D

Airport Information

Airport:	CANTON (7F5)	Runway Surface Type:	Asphalt
Airport Elevation:	500 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	3750 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Warren V Wandel	Report Date:	07/26/1993
Additional Participating Persons:	RUSSELL NANCE; DALLAS, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).