



National Transportation Safety Board Aviation Accident Data Summary

Location:	CANTON, TX	Accident Number:	FTW92LA124
Date & Time:	05/02/1992, 1400 CDT	Registration:	N9623V
Aircraft:	CESSNA 172M	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

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
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Pilot Information

Certificate:	Private	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CENTERLINE AVIATION, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYR, 544 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 210°
Temperature:	27° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	ADDISON, TX (ADS)	Destination:	

Airport Information

Airport:	CANTON (7F5)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	3750 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Warren V Wandel

Adopted Date: 07/26/1993

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.