National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 11/07/2012

CEN12LA061
File No. 30494 | 11/12/2011 | Gladewater, TX | Aircraft Reg No. N531MH | Time (Local): 16:35 CST

Make/Model:	Cessna / 401A
Engine Make/Model:	Cont Motor / IO 520 SERIES
Aircraft Damage:	Substantial
Number of Engines:	2
Operating Certificate(s):	None
Type of Flight Operation:	Personal
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	1	3

Last Depart. Point:	Natchitoches, LA
Destination:	Same as Accident/Incident Location
Airport Proximity:	On Airport/Airstrip
Airport Name:	Gladewater Municipal Airport
Runway Identification:	14
Runway Length/Width (Ft):	3301 / 75
Runway Surface:	Asphalt
Runway Surface Condition:	Dry

Condition of Light:	Day
Weather Info Src:	Weather Observation Facility
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	10.00 SM
Wind Dir/Speed:	170 / 016 Kts
Temperature (°C):	23
Precip/Obscuration:	No Precipitation

Pilot-in-Command Age: 53

Certificate(s)/Rating(s)
Private; Multi-engine Land; Single-engine Land

Instrument Ratings
None

Flight Time (Hours)

Total All Aircraft:	1241
Last 90 Days:	19
Total Make/Model:	468
Total Instrument Time:	32

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

While preparing to enter the traffic pattern, the pilot checked the wind on his weather-equipped global positioning system and also heard a wind update on the radio for the nearest weather facility. On the basis of the information obtained, the pilot understood that the current wind was from 170 degrees at 20 to 25 knots. He entered the traffic pattern in a left downwind for runway 14 and began to slow the airplane for landing. The pilot stated that when the airplane was on short final at an airspeed of about 120 knots, a gusting crosswind pushed it right of the runway centerline. The airplane began to descend rapidly, and the pilot added full power in an attempt to go around. However, the airplane rolled to the right, and the airplane crashed on the right side of the runway. No preaccident mechanical malfunctions or failures were found that would have precluded normal operation.
Updated at Nov 7 2012 9:45AM

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OCCURRENCES

Approach-VFR go-around - Loss of control in flight
Landing - Other weather encounter

FINDINGS

Personnel issues-Action/decision-Action-Incomplete action-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Response/compensation - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot’s failure to maintain control of the airplane during the landing and attempted go-around in a gusty crosswind.