



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Gladewater, TX	<b>Accident Number:</b>	CEN12LA061
<b>Date &amp; Time:</b>	11/12/2011, 1635 CST	<b>Registration:</b>	N531MH
<b>Aircraft:</b>	CESSNA 401A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious, 4 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

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.

## 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 control of the airplane during the landing and attempted go-around in a gusty crosswind.

## Findings

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<b>Personnel issues</b>	Incomplete action - Pilot (Cause) Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Response/compensation (Cause)

## Factual Information

On November 12, 2011, about 1635 central standard time, a Cessna 401A, N531MH, was substantially damaged while landing at the Gladewater Municipal Airport (07F), Gladewater, Texas. The private pilot and three passengers received minor injuries, and the fourth passenger was seriously injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and a visual flight rules (VFR) flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from the Natchitoches Regional Airport (IER), Natchitoches, Louisiana, around 1550.

While preparing to enter the traffic pattern at 1,800 feet above ground level, the pilot checked the wind on his Garmin 696 with NEXRAD and also heard a wind update on the radio for the nearest weather facility. The current wind was understood to be from 170 degrees between 20 and 25 knots. The pilot entered the pattern in a left downwind for runway 14 and began to slow the airplane down. The pilot stated he was on short final and at an airspeed of about 120 knots when a gusting crosswind pushed the airplane 30 feet right of the runway centerline and began to descend very quickly. The pilot decided to perform a go-around maneuver and added full engine power. As engine power was added, the twin-engine airplane began to roll to the right. The pilot then elected to reduce engine power and land. The airplane impacted and exited the runway before coming to rest in an upright position.

Investigators from the National Transportation Safety Board, the Federal Aviation Administration, Cessna Aircraft Co., and Continental Motors, Inc. performed a post accident examination of the airplane and the engines. Examination of the airplane revealed substantial damage to the fuselage, empennage, wings, and landing gear. No preaccident mechanical malfunctions or failures were found that would have precluded normal operation.

At 1553, the aviation routine weather report at East Texas Regional Airport in Longview, Texas, about 16 nautical miles southeast of the accident location was: wind 170 degrees and 16 knots gusting to 23 knots; visibility 10sm; few clouds at 4,900 feet above ground level; temperature 23 degrees Celsius and dew point 13 degrees Celsius; altimeter 29.92 inches of mercury. At 1530, the weather station reported a peak wind gust of 27 knots from 190 degrees.

## History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Landing	Other weather encounter

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	04/22/2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	04/06/2010
<b>Flight Time:</b>	(Estimated) 1241 hours (Total, all aircraft), 468 hours (Total, this make and model), 1092 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N531MH
<b>Model/Series:</b>	401A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	401A0097
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	05/26/2011, Annual	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO 520 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GGG, 365 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1553 CST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Few / 4900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	23° C / 13° C
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Natchitoches, LA (IER)	Type of Flight Plan Filed:	VFR
Destination:	Gladewater, TX (07F)	Type of Clearance:	VFR; VFR Flight Following
Departure Time:	1550 CST	Type of Airspace:	

## Airport Information

Airport:	Gladewater Municipal Airport (07F)	Runway Surface Type:	Asphalt
Airport Elevation:	297 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3301 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 Minor	Latitude, Longitude:	32.523889, -94.969722 (est)

## Administrative Information

Investigator In Charge (IIC):	Timothy LeBaron	Report Date:	11/07/2012
Additional Participating Persons:	Jesse Leos; Federal Aviation Administration; Dallas, TX		
Publish Date:	11/07/2012		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82284">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82284</a>		

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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](#).