



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Lakeway, TX	Accident Number:	CEN19FA099
Date & Time:	03/14/2019, 1340 CDT	Registration:	N8620B
Aircraft:	Cessna 172	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

On March 14, 2019, about 1340 central daylight time (CDT), a Cessna 172 (Skyhawk) airplane, N8620B, impacted terrain at a road intersection while attempting to land at the Lakeway Airpark (3R9), Lakeway, Texas. The certificated flight instructor (CFI) sustained serious injuries and the student pilot sustained fatal injuries. The airplane sustained substantial damage. The airplane was registered to a private individual and was operated by the CFI as part of the Lakeway Flying Club, Inc., under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a visual flight rules instructional flight. Day visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed. The flight originated from 3R9 about 1325 CDT.

Law enforcement officers (LEO) from the Lakeway Police Department and the Texas Department of Public Safety and Federal Aviation Administration (FAA) aviation safety inspectors (ASI) traveled to, secured, and documented the accident site shortly after the accident occurred. LEO and FAA ASI reported the purpose of the flight was for training with the student pilot by the CFI in the local area. While conducting operations in the traffic pattern utilizing runway 34, a witness who is also a CFI, observed the airplane abort two landings. During the attempted third landing, the witness observed the airplane depart controlled flight for unknown reasons and impact terrain. The wreckage was located at a "T" intersection about 930 ft southwest of the threshold for runway 34, at an elevation of about 915 ft above mean sea level. No ground injuries from the accident sequence were sustained by any individuals in the area. No distress calls were heard by other pilots flying in the local area prior to the impact.

Both occupants were extracted from the wreckage and were transported to medical facilities via helicopter air ambulance in a critical injury status. The student pilot succumbed to his injuries and was produced dead upon reaching the medical facility. At the time of writing of this preliminary report, the CFI is listed in a critical injury status.

On March 15, 2019, the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), and air safety investigators from Textron Aviation and Continental Motors traveled to the accident site. The team members conducted accident site documentation. The airplane sustained substantial damage to the fuselage, both wings, and the empennage. All structural components of the airplane were located at the accident site. The airplane initially impacted a

tree and road sign to the west of the Lakeway Swim Center on a heading of about 59° prior to the "T" intersection, and various powered propeller impact marks on the asphalt were observed in the direction of travel. The airplane traveled about 180 ft to the northeast across a road before terminating at the final resting point on a heading of about 182°. First responders removed about 25 gallons of fuel from both wing tanks. Just south of the initial impact point and the final resting point is set of power transmission lines that span from the southwest to the northeast, just south of runway 34. No evidence of a power line strike occurring were observed. The wreckage was recovered and transportation to a secure location at 3R9.



Photograph 1 - View of the wreckage (courtesy of the NTSB).

On March 16, 2019, the investigative team members conducted an airframe and engine examination with the wreckage. During the examination, no preimpact mechanical malfunctions or failures with the airframe and engine were noted. An examination of the airplane's maintenance records revealed no evidence of uncorrected mechanical discrepancies with the airframe and engine.

A CFI, who is also employed by the Lakeway Police Department as a LEO, reported he flew the accident airplane on the day of the accident with a student pilot from about 1000 CDT to about 1100 CDT. The CFI reported no mechanical malfunctions or failures with airframe and engine that would have precluded normal operation.

A Garmin Aera 510 global positioning system unit was secured from the wreckage by the NTSB IIC and transported to the NTSB Vehicle Recorder Laboratory in Washington, District of Columbia for a future examination and data extraction.

The Lakeway Flying Club, based at 3R9, is a not-for-profit corporation organized for the purpose of providing its members with airplanes for recreational usage and training purposes.

In addition to the accident airplane, the Lakeway Flying Club also utilizes a Cessna 172G airplane and a Beech 35-33 (Debonair) airplane.

The four-seat capacity airplane, serial number 36320, was manufactured in 1957. The airplane was equipped with a 145 horsepower Continental Motors O-300-D carbureted engine, serial number 27160-D-2-D.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8620B
Model/Series:	172 Undesignat	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRYW, 1231 ft msl	Observation Time:	1334 CDT
Distance from Accident Site:	9 Nautical Miles	Temperature/Dew Point:	18° C / -8° C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	8 knots / , 360°
Lowest Ceiling:		Visibility:	
Altimeter Setting:	28.8 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Lakeway, TX (3R9)	Destination:	Lakeway, TX (3R9)

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	30.351389, -97.993889 (est)

Administrative Information

Investigator In Charge (IIC):	Michael J Hodges
Additional Participating Persons:	Michael Smith; FAA San Antonio FSDO; San Antonio, TX Peter Basile; Textron Aviation; Wichita, KS Michael Council; Continental Motors; Mobile, AL
Note:	The NTSB traveled to the scene of this accident.