



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: January 20, 2026

Subject: N172BX (Cessna 172G Airplane) - Accident

Contact: [REDACTED], FAA Aviation Safety Inspector (Airworthiness)

The NTSB investigator-in-charge spoke with [REDACTED] on the telephone about the accident.

The airplane had sustained substantial damage to the right wing after the accident. Postaccident photographs of the airplane in the steep ditch showed the substantial damage sustained to the right wing. The recovery operation with the towing company did not cause the substantial damage sustained to the right wing. The airplane sat in the water in the steep ditch for one day before it was recovered to the ramp at T74. The engine, the propeller, and the cockpit were submerged in water for one day. The wings were not submerged in the water.

[REDACTED] traveled to the Taylor Municipal Airport (T74), Taylor, Texas. He examined the airplane's fuel system. Both wing fuel tanks were found intact. There were no signs of fuel leakage on the airframe. Both wing fuel tank caps were found installed and no concerns were noted with their condition. The postaccident photographs showed that both fuel tank caps were installed at the time of the accident.

The remaining fuel in the fuel system after the total loss of engine power might have moved around from when the airplane initially entered the steep ditch and then later during the recovery operation from the steep ditch.

The left wing fuel tank was found empty. A fuel sample could not be obtained from the left wing fuel tank.

The right wing fuel tank was about half full of fuel. ■ obtained a fuel sample from the right wing fuel tank drain port (on the bottom of the wing) and water contamination was observed in the fuel sample.

The fuel strainer (on the bottom of the fuselage) was submerged in water for one day, so a fuel sample was not obtained.

The airplane has a history of water contamination issues with the fuel system. A mechanic who performed the most recent annual inspection on the airplane will send a statement, that ■ will share with the NTSB.

*** Nothing Follows ***