



National Transportation Safety Board Aviation Accident Final Report

Location:	CENTER POINT, TX	Accident Number:	FTW93FA092
Date & Time:	02/27/1993, 1840 CST	Registration:	N88KH
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS CLEARED FOR AN INSTRUMENT APPROACH TO THE AIRPORT. ONCE CLEAR OF CLOUDS, THE PILOT WAS OBSERVED CIRCLING AT LOW ALTITUDE ON A CLOSED LEFT DOWNWIND FOR RUNWAY 30. WITNESSES OBSERVED THAT ON THE TURN FROM BASE TO FINAL, A VERY STEEP ANGLE OF BANK WAS ESTABLISHED AS THE ENGINE POWER WAS HEARD BEING INCREASED. CONTROL WAS LOST AND THE AIRPLANE IMPACTED THE GROUND INVERTED IN A NOSE LOW ATTITUDE. A POST IMPACT FIRE CONSUMED THE AIRPLANE. THE WEATHER AT THE AIRPORT WAS REPORTED AS 900 OVERCAST WITH 2 MILES VISIBILITY IN FOG AND HAZE WITH A LIGHT MIST. OFFICIAL SUNSET WAS ONE MINUTE PRIOR TO THE IMPACT

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT STALL. FACTORS WERE THE WEATHER AND THE LIGHT CONDITIONS

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) WEATHER CONDITION - HAZE/SMOKE
2. WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DUSK
4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

HISTORY OF FLIGHT

On February 27, 1993, at approximately 1840 central standard time, a Cessna 340A airplane, N88KH, was destroyed upon impact with terrain following a loss of control while on approach to the Kerrville Municipal Airport, near Center Point, Texas. The private pilot and his wife were fatally injured. Instrument meteorological conditions prevailed for the personal cross country flight.

An IFR flight plan was filed for the flight from the West Houston Lakeside Airport (IWS) to the Kerrville Municipal Airport (ERV). After holding for approximately 26 minutes at the Shein Outer Marker at 5,000 feet, Houston Center cleared the airplane for the approach to the Kerrville Airport at 1835 CST. Another airplane executing a practice instrument approach ahead of N88KH, reported the base of the overcast at two thousand five hundred feet MSL (900 feet AGL). Witnesses at the site reported a light mist and low light conditions due to fog and dusk. Official sunset was reported at 1839.

Communications between the airplane and the Unicom was never established while the pilot circled the airport for landing. Witnesses observed the airplane flying at low altitude, on a close left downwind for runway 30. Witnesses added that on the turn from base to final, a very steep angle of bank was established as the engine power was heard being increased.

The airplane was observed impacting the ground inverted in a nose low attitude. A post impact fire consumed the airplane.

PERSONNEL INFORMATION

According to local residents of the area, the pilot was familiar with the approaches to the airport since he flew from his home in Houston to the Kerrville Airport about every other weekend. The couple owned a ranch in nearby Medina, Texas.

AIRCRAFT INFORMATION

The airplane was topped off with 102 gallons of 100LL fuel prior to departure from the West Houston Airport that afternoon. The airplane was maintained and hangared at the West Houston Airport. Several maintenance personnel were telephonically interviewed regarding the airworthiness and maintenance of the airplane. A complete review of the pertinent airframe and engine records did not revealed any discrepancies. Estimates indicate that the airplane was within the prescribed limits for weight and center of gravity, both at takeoff and at the time of the accident.

WRECKAGE AND IMPACT INFORMATION

The airplane impacted on approximately two degree upsloping terrain amidst oak trees on a measured heading of 320 degrees. The wreckage was 200 yards from the front porch of a rural residence, and approximately one mile from the approach end of runway 30 at the Kerrville Airport.

All components installed on the right side of the airplane were found on the left side of the wreckage. Likewise all components installed on the left side of the airplane were located on the right side of the wreckage. Three craters were dug by the airplane on initial impact. A 3 feet wide, by 18 inches deep crater was found on the right side. All three propeller blades and hub

assembly from the left engine were found imbedded in this crater. A 2.5 feet wide, by 12 inches deep crater was found on the left side of the wreckage, with propeller components from the right engine found at this location. A smaller center crater contained windshield glass and the magnetic compass.

The air intake scoops for both engines separated from the bottom of their respective engines on impact and sustained minimal damage. Flight control continuity could not be established due to the fire damage.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy and toxicological tests were ordered and performed on the pilot. The autopsy was performed by Roberto J. Bayardo, M.D, Chief Medical Examiner, at the Travis County Morgue in Austin, Texas. Toxicology findings were negative.

FIRE

A post impact fire consumed the airplane. According to persons that responded to the accident site, a very intense fire erupted within seconds after the impact. The intensity of the fire prevented the attempted rescue of the two occupants of the airplane.

TEST AND RESEARCH

Both engines were removed, preserved, and transported to a suitable facility for a detailed examination and analysis. A complete engine teardown examination was undertaken to include all engine components and accessories to establish functionality and serviceability. No anomalies were found. A detailed copy of the examination is enclosed.

ADDITIONAL INFORMATION

The wreckage was released to the owner's representative on March 1, 1993, following the completion of the field investigation.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/13/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1783 hours (Total, all aircraft), 498 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N88KH
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A1801
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/13/1992, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	155 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-NB
Registered Owner:	HUDDLESTON, KENNETH R.	Rated Power:	310 hp
Operator:	HUDDLESTON, KENNETH R.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 900 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (IWS)	Type of Flight Plan Filed:	IFR
Destination:	KERRVILLE, TX (ERV)	Type of Clearance:	IFR
Departure Time:	1705 CST	Type of Airspace:	Class G

Airport Information

Airport:	KERRVILLE MUNICIPAL (ERW)	Runway Surface Type:	Asphalt
Airport Elevation:	1616 ft	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	Circling
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	11/19/1993
Additional Participating Persons:	EDWARD C GREER; SAN ANTONIO, TX		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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