



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Sinton, TX	<b>Accident Number:</b>	DFW07LA090
<b>Date &amp; Time:</b>	04/02/2007, 0830 CDT	<b>Registration:</b>	N606S
<b>Aircraft:</b>	Schilleci RV-6	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The 18,730-hour airline transport rated pilot lost control of the homebuilt airplane while executing a GPS instrument approach to Runway 14 at a non-towered airport. The airport has two instrument approaches to Runway 14; a VOR/DME and a GPS. The published weather minimums for the GPS approach to Runway 14 was 500-foot ceiling and one mile visibility. One witness stated that the pilot made "two passes" before crashing at the runway's east end, and also stated that heavy fog prevailed at the time of the accident. Another witness said that they heard two "loud pops," came outside and saw smoke and a small fire, but no airplane. This witness also confirmed that it was foggy at the time. A post-impact fire consumed most of the airframe. A detailed examination of the airplane failed to reveal any anomalies with the airframe, structure, or systems. The engine was examined, and no mechanical anomalies were found. The examination of the propeller revealed one blade was slightly bent "forward"; the other blade did not have the appearance of being bent. Both blades had leading edge polishing. The propeller signatures are consistent with a propeller absorbing rotational energy with power into soft soil or sand. The flap actuator was found in the extended position, corresponding to a flaps "up" position. The automated weather station, located approximately 17-miles south of the accident site, reported at 0851; a 5-mile visibility in mist, a scattered sky at 10,000 feet and winds from 140 degrees at 6 knots.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control while performing an instrument approach. A contributing factor was the prevailing fog.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CIRCLING (IFR)

### Findings

1. WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
2. (F) WEATHER CONDITION - FOG
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	18730 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Schilleci	<b>Registration:</b>	N606S
<b>Model/Series:</b>	RV-6	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KCRP	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 140°
<b>Temperature:</b>	23°C / 21°C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>	Fog		
<b>Departure Point:</b>	Kestrel Airpark, TX (1T7)	<b>Destination:</b>	SINTON, TX (T69)

## Airport Information

<b>Airport:</b>	SAN PATRICIO COUNTY (T69)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	14	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	4323 ft / 55 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC): Craig R Hatch

Adopted Date: 10/31/2007

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.