

Inspector Statement

On April 22, 2019 I travelled to Kerrville Texas to investigate the accident of N501CE a Beechcraft BE-58 aircraft.

During travel to the accident it was relayed from the San Antonio Flight standards Office that there were six (6) fatalities.

Initial investigation indicated that N501CE impacted the ground with minimal forward motion. The local fire rescue had at this point had removed the upper side of the cabin and the victims.

The accident scene was documented.

There was not any indication (visual or odor) of usable fuel. The right propeller had no sign of rotation and the left propeller does have indication of rotation. There was not any abnormal damage or indications on initial external examination of the engines. Control surfaces and aircraft structure appeared to have only damage consistent with the accident. The aircraft weight and balance is well aft with the heaviest passenger in the rear seats and the right rear passenger with unfastened seat belt.

The Kerr County EMS, Fire Department and Police gave their accounts and located several witness'. They also provided further photo documentation.

Witness 1 was driving South out of nearby neighborhood and related as viewed through the windshield of his car. This witness account had questionable detail. Witness 2 working on a hill in line with the approach gave his account. A third witness became unavailable.

Witness 2 gave the account of the Baron descending out of the clouds prior to the place others on the approach became visual. The aircraft proceeded along at an altitude equivalent to the towers either side of the approach corridor. As the aircraft proceeded it slowed getting a stepper nose up attitude, the engine(s) revved up and the airplane immediately rolled right, became vertical (nose down) and began to flatten out before descending below sight. The area N501CE crashed was perpendicular to descending ridges terminating in a valley.

The flight initiated at West Houston (Houston, Tx.) enroute to Kerrville, Texas. The passengers that arranged the flight own property West of Hunt Texas and the remaining passengers were employed to help develop the property.

Mr. Wiess is known for carrying passengers and has garnered a complaint from an anonymous air charter in his area. Mr. Wiess' web site depicts the N501CE with a card in the side window similar to ones used by air taxi operations that do not affix their name to the aircraft. N501CE nor Mr. Wiess are certified to act as an air carrier. Mr. Frank

Cont.

Doneley (spelled phonically) and a lawyer for the Kensingers' stated, during a telephone interview, that Mr. Wiess was paid and a contract was signed.

Mr. Wiess received his airline transport rating in June of 2010 from a designated pilot examiner (Terrance Sondag) under the authority of the Houston Flight Standards Office. Mr. Sondag has since been removed from his appointment. FAA records indicate Mr. Wiess has a record of incident and consultation. There is not any evidence the FAA (Federal Aviation Administration) completed any further action against Mr. Wiess.

The aircraft N501CE had servicing (oil Change) the previously and partial fueling. The instrument flight conditions flight did not meet the fuel requirements of 14 CFR 91.167 and did not have an alternate airport filed as required by 14 CFR 91.169. The paid operation whether partial or full payment is contrary to 14 CFR 119.5 and not having an air carrier certificate, 14 CFR 135 in its entirety. The nature of this flight indicates alignment with 14 CFR 91.13.

Frank G. Fortmann
Aviation Safety Inspector