

INVESTIGATIVE REPORT
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North Texas flight Standards District Office

Date: August 15, 2019

Investigation Type: Aircraft Accident / Fatal

Location: Kilgore, Texas (4TX6)

CEN19FA235. On July 20, 2019, at 0130 UTC (1930 LCL) Cessna N7013M impacted terrain in Kilgore, Texas at Kilgore Airport (4TX6). The pilot suffered fatal injuries (Death occurred less than 90 days post-accident) and the aircraft, a Cessna 175, was destroyed.

The accident pilot was denied a FAA Airman Medical Certificate in 2009. No pilot certificate of any kind was ever issued. The owner of the Kilgore Airport stated that he rented open hangar space to the accident pilot ever since the pilot purchased the aircraft on October 22, 2008. The initial application for registration was made on February 8, 2012. The registration expired 3/31/2018. A new application for FAA registration was submitted on 3/03/2018.

A FAA Airworthiness Safety Inspector inspected the aircraft at 4TX6 every year during the last weeks of July from 7/23/2013 to 7/21/2019. The recording tachometer in the aircraft in 2013 was 2834.2 for the next two years. On July 21/2016 the recording tachometer was 2834.6, as it was on July 29, 2017. On July 25, 2018, the recording tachometer was 2835. On the date of the accident, the recording tachometer was 2836.1. The noted recording tachometer readings are consistent with the airport owner's statement that the aircraft owner would come out to run the engine and taxi the aircraft from time to time.

On the day of the accident, the aircraft owner (accident pilot) paid for hangar rent and drove to the aircraft. The airport owner saw the accident pilot taxi the aircraft from the south end of the airport to the south end of the grass runway. The accident pilot performed a normal pre-flight run up, checking the magnetos.

The airport owner witnessed the aircraft begin a fast taxi, and lost sight of the aircraft due to the trees along the north third of the runway. The airport owner heard the aircraft engine accelerate, then slow, then increase, followed by the sound of a crash. The airport owner drove south on the runway and observed the aircraft, nose down, halfway down the runway, 100 feet east of centerline in a restricted area owned by General Dynamics.

The airport owner ran to the accident site and observed the accident pilot against the instrument panel, bleeding profusely from the face. Fuel was leaking into the cabin and on the ground. The airport owner pulled the accident pilot from the aircraft and called for emergency assistance. Kilgore paramedics transported the accident pilot to CHRISTUS Hospital in Kilgore. The accident pilot was later airlifted to Mother Frances Hospital in

Tyler, Texas. From Tyler, the pilot was airlifted to Baylor Hospital on Gaston Avenue, Dallas, Texas. The pilot died of his injuries on August 14, 2019.

A physical examination of the aircraft resulted in the following observations: Aircraft flight control continuity was checked and confirmed. The flap handle was down. This aircraft has manual flaps, you pull up on a “parking brake” stick to extend the flaps. The “stick” was down and it appears that the flaps may have extended during the accident sequence. It is possible the rescuer may have lowered the flap handle to extricate the pilot from the aircraft. The aft wing spar in the left wing was broken. The flap cables run along the aft spar. The left wing slapped the ground as seen in a classic stall, breaking the aft spar at the fuselage attach point. Then the right wing tip struck the ground. It was not possible to positively tell if the pilot pulled flaps (extended the flaps) for takeoff. If he did, this aircraft would stall after it left ground effect. This aircraft does not have enough power to climb with 30 or 40 degrees of flaps. The field elevation is 365 feet. It was 95 degrees in Kilgore, Texas that day. That sets the altitude density at 4500 feet.

A physical examination of the engine was conducted by removing the top sparkplugs and inspecting the cylinders with a bore-scope.. All of the sparkplugs were new with no evidence of fouling. All sparkplugs appeared to be normal and firing. The cylinder walls appeared to be free of corrosion, however, the top of the pistons appeared to have some corrosion. All cylinders appeared to have been firing at the time of the accident. The oil appeared to have very little time since oil change. The magnetos appeared to be fairly new and properly installed. There was crankshaft-cam-valve train and accessory (magnetos) rotational continuity. There was evidence of fuel in the gascolator. The carburetor controls (throttle and mixture) had continuity. There was evidence of fuel in the carburetor fuel bowl. The propeller exhibits evidence of engine power at the time of impact.

It appears the accident pilot had little to no training short of the seller of the aircraft showing the accident pilot / buyer some things. He apparently knew how to do a preflight run-up.

No pilot records or aircraft maintenance records have been located.