		NTSB ID: DFW07LA090		Aircraft Registration Number: N606S	
		Occurrence Date: 04/02/2007		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Sinton	State TX	Zip Code 78387	Local Time 0830	Time Zone CDT	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 1			
Aircraft Information Summary					
Aircraft Manufacturer Schilleci		Model/Series RV-6		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>HISTORY OF FLIGHT</p> <p>On April 2, 2007, about 0830 central daylight time, a single-engine Schilleci RV-6 airplane, N606S, was destroyed upon impact with terrain following a loss of control while executing an instrument approach to the Alfred C "Bubba" Thomas Airport (T69), near Sinton, Texas. The airline transport pilot, sole occupant of the airplane, was fatally injured. The homebuilt airplane was registered to and operated by a private individual. An instrument flight rules (IFR) flight plan was filed for the 116-nautical mile cross-country flight that originated from the Kestrel Airpark (1T7), at 0753. Instrument meteorological conditions prevailed for the personal flight conducted under 14 Code of Federal Regulations Part 91.</p> <p>A Texas Department of Public Safety (DPS) officer, who was in the area approximately 20 minutes prior to the crash, reported that heavy fog prevailed in the area at the time of the accident.</p> <p>Another witness, whose residence is near the airport, reported that she heard two "loud pops" and came outside; and saw smoke and a small fire, but did not see the airplane. Additionally, she reported that the weather was foggy.</p> <p>According to an Federal Aviation Administration (FAA) Inspector, who responded to the scene, witnesses reported that the airplane circled [the airport] a couple of times; and was in-and-out of the clouds.</p> <p>PILOT INFORMATION</p> <p>The pilot held an airline transport pilot certificate for airplane multi-engine land, and a commercial certificate for single and multi-engine land and sea. His last first class Federal Aviation Administration (FAA) medical certificate was issued on March 24, 2007. At the time of his last medical examination, the pilot reported a total of 18,730 flight hours.</p> <p>AIRCRAFT INFORMATION</p> <p>The Vans RV-6 airplane is an all-metal, single-engine, low-wing airplane, which the builder assembles from a kit. The tailwheel-equipped airplane was configured with 2 side-by-side seats.</p> <p>The airplane was powered by a single Lycoming O-360-A1A reciprocating engine, rated at 180-horsepower. The engine was equipped with a Sensenich 2-blade fixed pitch propeller. The airplane was equipped for instrument flight, including a two axis auto-pilot system.</p> <p>The maintenance records for the airplane were not located during the course of the investigation.</p>					
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**FACTUAL REPORT****AVIATION**

NTSB ID: DFW07LA090

Occurrence Date: 04/02/2007

Occurrence Type: Accident

**Narrative (Continued)****METEOROLOGICAL CONDITIONS**

At 0851, the automated weather station at KCRP, located approximately 17 nautical miles south of the accident site, reported winds from 140 degrees at 6 knots, an altimeter setting of 29.99 inches of Mercury, temperature 73 degrees Fahrenheit, dew point 71 degrees Fahrenheit, 5 miles visibility in mist and a scattered sky at 10,000 feet.

**COMMUNICATIONS**

A review of the voice transcript, between N606S and Corpus Christi Airport Traffic Control Tower (ATCT) had N606S cleared for the GPS Runway 14 approach. No problems were reported to the controllers and no emergency or distressed calls were received from the pilot prior to the accident.

**AERODROME INFORMATION**

The Alfred C "Bubba" Thomas Airport (T69) is a public use airport, located near Sinton, Texas. The airport does not have a control tower, but has a local area common traffic advisory frequency (CTAF). T69 features two runways. Runway 14-32 is a 4,050-foot long and 50-foot wide asphalt runway. Runway 03-21 is a 2,800-foot long and 50-foot wide grass runway. The field elevation is 48 feet mean sea level (msl). The airport has four instrument approaches, a VOR/DME and a GPS to Runway 14; and a VOR/DME and a GPS to Runway 32. The published weather minimums for the GPS Runway 14 are a 500-foot ceiling and one-mile visibility.

**WRECKAGE AND IMPACT INFORMATION**


The FAA Inspector examined the wreckage at the accident site. The inspector reported that all major components of the airplane were accounted for at the scene of the accident. A post-impact fire consumed much of the cabin area and the remaining wreckage consisted mainly of the empennage and wings.

The initial impact point was a ground scar that exhibited red paint transfer on the taxiway consistent with the paint scheme of the airplane. The ground scar started on the parallel taxiway at approximately a 45-degree angle between the runway heading and path to the main wreckage. Pieces of the red, left-wing navigation light, lens was found in the ground scar near the initial impact point. Further along the ground scar were the spinner and propeller; the canopy laid just to the left of the ground scar and prior to the main wreckage. The wreckage path continued for a short distance to the main wreckage, which came to rest facing about 90-degrees from the initial impact point. The wreckage and impact marks were consistent with the airplane being in a steep, left bank or turn upon contact with the terrain.

The wreckage of the airplane was recovered to Air Salvage of Dallas (ASOD) for further examination.

On June 27, 2007, at ASOD, engine serial number L-36193-36A was examined under the supervision of the NTSB investigator-in-charge (IIC), along with a technical representative from the engine manufacturer.

The propeller remained bolted to the propeller hub, but had separated from the engine near the crankshaft flange, with a 45-degree shear lip fracture. An adapter was connected to the vacuum pump accessory drive pad and the engine was rotated. Thumb compression and suction were obtained. Valve train continuity was observed through the accessory gears. The oil suction screen was removed and was observed free of any contaminants. All of the engine accessories were fire destroyed beyond the ability of to test. The carburetor was badly deformed and burned. The fuel inlet screen was destroyed by fire. The engine was inverted and the bottom sparkplugs were removed. The bottom sparkplugs were consistent with normal operation and in good condition when compared with the Champion Sparkplug Wear Guide.

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**Narrative** (Continued)

The examination of the engine did not reveal any pre-impact mechanical anomalies that would have prevented normal engine operation.


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.


Flight control continuity was established, and the flap actuator was found in the extended position, corresponding to a flaps "up" position.


**MEDICAL AND PATHOLOGICAL INFORMATION**

Autopsies were performed by the Nueces County Medical Examiner, Corpus Christi, Texas.

Toxicological Testing was conducted by, the FAA Toxicology Accident Research Laboratory. Oklahoma City, Oklahoma.

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		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name SAN PATRICIO COUNTY		Airport ID: T69	Airport Elevation 48 Ft. MSL	Runway Used 14	Runway Length 4323	Runway Width 55
Runway Surface Type: Asphalt						
Runway Surface Condition: Unknown						
Approach/Arrival Flown: Circling; Global Positioning System; VOR/DME						
VFR Approach/Landing: Unknown						
<b>Aircraft Information</b>						
Aircraft Manufacturer Schilleci		Model/Series RV-6		Serial Number 60213		
Airworthiness Certificate(s): Experimental (Special)						
Landing Gear Type: Tailwheel						
Amateur Built Acft? Yes		Number of Seats: 2	Certified Max Gross Wt. LBS	Number of Engines: 1		
Engine Type: Reciprocating		Engine Manufacturer: Lycoming	Model/Series: O-360	Rated Power: 180 HP		
- Aircraft Inspection Information						
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type		ELT Operated?	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>						
Registered Aircraft Owner  Scott J. Schilleci		Street Address 1650 Flightline Road				
		City Spring Branch	State TX	Zip Code 78070		
Operator of Aircraft  Scott J. Schilleci		Street Address				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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Name		City		State	Date of Birth	Age																																																																																							
On File		On File		On File	On File	45																																																																																							
Sex: M	Seat Occupied: Left	Occupational Pilot?			Certificate Number: On File																																																																																								
Certificate(s): Airline Transport; Commercial																																																																																													
Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea																																																																																													
Rotorcraft/Glider/LTA: None																																																																																													
Instrument Rating(s): None																																																																																													
Instructor Rating(s): None																																																																																													
Current Biennial Flight Review?																																																																																													
Medical Cert.: Class 1		Medical Cert. Status: Without Waivers/Limitations			Date of Last Medical Exam: 03/2007																																																																																								
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual      Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>18730</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual      Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	18730										Pilot In Command(PIC)											Instructor											Instruction Received											Last 90 Days											Last 30 Days											Last 24 Hours										
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			Occurrence Type: Accident		

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KCRP	0851	CDT	Ft. MSL	17 NM	360 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			10000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 5 SM	Altimeter: 29.99 "Hg
Temperature: 23 °C		Dew Point: 21 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 140		Wind Speed: 6		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: Fog					

<b>Accident Information</b>					
Aircraft Damage: Destroyed		Aircraft Fire: Ground		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -	1				1	
Other Ground						
- GRAND TOTAL -	1				1	

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Administrative Information		
<p>Investigator-In-Charge (IIC)</p> <p>Craig R. Hatch</p>		
<p>Additional Persons Participating in This Accident/Incident Investigation:</p> <p>Boyd Kempf FAA, FSDO San Antonio, TX</p> <p>John Butler Lycoming Aircraft Engines Arlington, TX</p>		
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