

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 12/20/2010

CEN09FA087 File No. 27434	12/14/2008	Rocksprings, TX	Aircraft Reg No. N43KM	Time (Local): 15:00 CST		
Make/Model:	Beech / C90			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6A-21		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Business					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Hondo, TX				Condition of Light: Day		
Destination: Goodyear, AZ				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 9.00 SM		
				Wind Dir/Speed: 240 / 008 Kts		
				Temperature (°C): 28		
				Precip/Obscuration: No Obscuration; No Precipitation		
Pilot-in-Command	Age: 66			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft: 3500		
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: 250		
Airplane				Total Instrument Time: UnK/Nr		

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The pilot was cleared to 17,000 feet approximately 7 minutes after takeoff. After arriving at 17,000 feet, radar showed the airplane in a meandering flight path increasingly off course that continued through the end of the flight, even after several prompts from the controller. The pilot was cleared to flight level 240 (24,000 feet) after about 6 minutes at 17,000 feet, and about 2 minutes later, while passing through about 18,000 feet, he made his last radio transmission, acknowledging a corrected heading. About 6 minutes later, the airplane arrived at 24,000 feet and the pilot did not make any intelligible responses to controller inquiries for the remainder of the flight. At 1456, radar showed the airplane in a descent to 21,000 feet before beginning a rapid descent and continuing to impact. The airplane was substantially damaged by the impact forces and the pilot, who was the only occupant, was fatally injured. During the review of the air traffic control recordings, it was determined that none of the voice transmissions from N43KM sounded as if the pilot was speaking through an oxygen mask microphone. At the accident scene both bleed air switches were observed to be in the closed position and the airplane pressurization switch on the console was observed to be in the dump position. No other preimpact anomalies were observed that would have prevented the normal operation of the airplane.

Updated at Dec 20 2010 1:32PM

Brief of Accident (Continued)

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OCCURRENCES

Prior to flight - Miscellaneous/other
Prior to flight - Pressure/environ sys malf/fail
Enroute-cruise - Loss of control in flight
Emergency descent - Aircraft structural failure
Emergency descent - Part(s) separation from AC
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Action/decision-Action-Lack of action-Pilot - C
Aircraft-Aircraft systems-Air conditioning system-Pressurization control system-Not used/operated - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Personnel issues-Physical-Impairment/incapacitation-Hypoxia/anoxia-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to properly configure the pressurization controls, resulting in his impairment and subsequent incapacitation due to hypoxia.