



Aviation Investigation Final Report

Location:	Liberty, Missouri	Accident Number:	CEN23LA411
Date & Time:	September 14, 2023, 19:29 Local	Registration:	N853HT
Aircraft:	RANS S6	Aircraft Damage:	Destroyed
Defining Event:	Fire/smoke (non-impact)	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to information provided by the Federal Aviation Administration (FAA), the airplane was observed to be on fire before crashing short of an airport. The fire continued postimpact and consumed the entire airplane. The non-certificated pilot suffered serious injuries and was hospitalized. The pilot's family was not able to provide aircraft or pilot records and the pilot's flight experience could not be substantiated.

The FAA reported that the extensive fire damage precluded a thorough examination of the airplane and engine. The reason for the inflight fire and subsequent impact with terrain could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The inflight fire and impact with terrain for reasons that could not be determined due to extensive fire damage.

Findings

Aircraft	(general) - Unknown/Not determined
Personnel issues	Qualification/certification - Pilot

Factual Information

History of Flight

Approach	Fire/smoke (non-impact) (Defining event)
Approach	Loss of control in flight
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	None	Age:	60,Male
Airplane Rating(s):	None	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	RANS	Registration:	N853HT
Model/Series:	S6 ES	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	1190148
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Subaru
ELT:		Engine Model/Series:	EA81
Registered Owner:	MEEK TERRY L	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KGPH, 778 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	19:35 Local	Direction from Accident Site:	8°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Liberty, MO	Type of Flight Plan Filed:	None
Destination:	Liberty, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Both in-flight and on-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	39.215762, -94.331614(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	William Brown; FAA FSDO; Kansas City, MO
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193081

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).