



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Preliminary Report

Location:	Kearney, MO	Accident Number:	CEN25FA346
Date & Time:	August 27, 2025, 11:58 Local	Registration:	N888MT
Aircraft:	Cessna 340	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On August 27, 2025, about 1158 central daylight time, a Cessna 340A, N888MT, was substantially damaged when it was involved in an accident near Kearney, Missouri. The pilot and passenger were fatally injured. The airplane operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

ADS-B data showed that the airplane departed the Washington Regional Airport (KFYG), Washington, Missouri, about 1057, and cruised at 4,500 ft mean sea level towards the Midwest National Air Center Airport (KGPH), Mosby, Missouri. About 25 miles from the airport, the airplane descended and entered the traffic pattern for a left base turn. The airplane's altitude was lower than normal for a standard traffic pattern and continued to descend.

An eyewitness who lived near the accident site reported that the airplane appeared to be low and slow. The airplane's left wing dipped down momentarily, returned wings level, then the left wing dipped again, and the airplane rolled left until it collided with terrain.

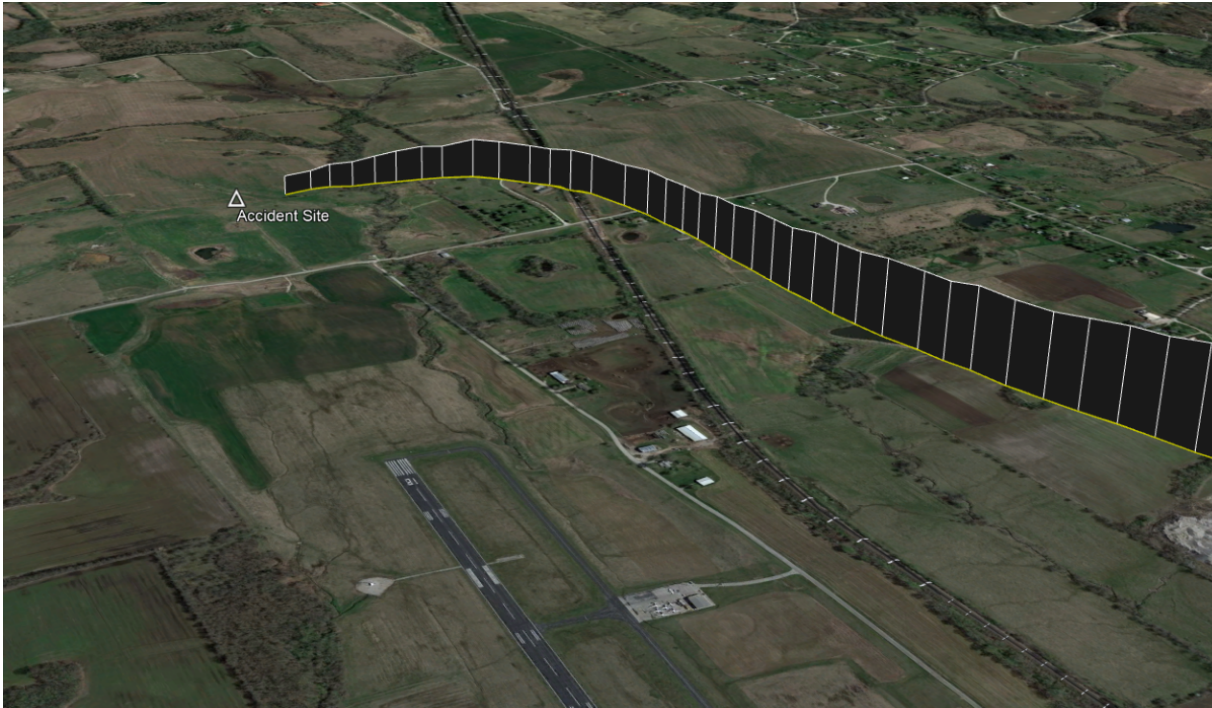


Figure 1 ADS-B and Accident Site

The airplane impacted an uncultivated soybean field about 0.6 miles from the approach end of runway 18. The initial impact point consisted of ground scars consistent with the left wing and airplane nose. A divot in the ground made by the right engine contained the right propeller assembly which had fractured at the crankshaft. The debris field was about 95 ft long, orientated along a 225° magnetic heading. The main wreckage consisted of the remainder of the airplane, to include the fuselage, empennage, tail section, both wings, both engines, and the left propeller. The main wreckage was aligned on a 120° magnetic heading. A postimpact fire had consumed a large portion of the fuselage.

On-scene examination of the airplane found that the landing gear was down, and the flaps were retracted. Flight control continuity was established from the cockpit to the flight controls. The cockpit instrumentation and electronic displays were largely destroyed in the fire.

The wreckage was retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N888MT
Model/Series:	340 A	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KGPH,778 ft msl	Observation Time:	11:55 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	25°C /10°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	5 knots / None, 230°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.23 inches Hg	Type of Flight Plan Filed:	NONE
Departure Point:	Washington, MO (KFYG)	Destination:	Kearney, MO

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	39.349484,-94.306452

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	William Brown; FAA FSDO; Kansas City , MO Ernie Hall; Textron Aviation; Wichita, KS Julie Crowell; Continental; Mobile, AL
Investigation Class:	Class 3
Note:	