



Aviation Investigation Final Report

Location:	KRUM, Texas	Accident Number:	FTW86FA096
Date & Time:	May 31, 1986, 15:15 Local	Registration:	N34397
Aircraft:	Meyers Aircraft Co. 200B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE RETIRED AIRLINE CAPTAIN WAS RETURNING TO A RETIREMENT PARTY FOR ANOTHER AIRLINE CAPTAIN. HE BEGAN A BARREL ROLL FROM A RELATIVELY LOW PASS OVER THE PARTY, BUT COLLIDED WITH THE GROUND ON PULL OUT. ALCOHOL WAS NOT A FACTOR.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
3. (C) LOW PASS - PERFORMED - PILOT IN COMMAND
4. (C) MANEUVER - UNCONTROLLED - PILOT IN COMMAND
5. OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical—w/ waivers/lim	Last FAA Medical Exam:	April 2, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	33172 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Meyers Aircraft Co.	Registration:	N34397
Model/Series:	200B 200B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	279
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 1986 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1900 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-A
Registered Owner:	MARION H. WRIGHT	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	15:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT WORTH (FTW)	Type of Flight Plan Filed:	None
Destination:	KRUM	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.260177,-97.21981(est)

Administrative Information

Investigator In Charge (IIC): Daughtery, Jean

Additional Participating Persons: SAM PRINCE; DALLAS , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21908>

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](#).