



National Transportation Safety Board Aviation Accident Final Report

Location:	KILLEEN, TX	Accident Number:	FTW84FA297
Date & Time:	07/01/1984, 1405 CDT	Registration:	N67HB
Aircraft:	STEPHENS AKRO-MASTER	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH THE GROUND FOLLOWING A LOW ALT AEROBATIC MANEUVER WHILE PARTICIPATING IN AN AIRSHOW. INVESTIGATION REVEALED THE ACFT ENTERED A SNAP ROLL AT ABOUT 800 FT AGL, MADE ONE COMPLETE REVOLUTION IN ABOUT A 20-45 DEG NOSE DOWN ATTITUDE, ENTERED A SECOND SNAP ROLL FOR ABOUT 3/4 REVOLUTION AND IMPACTED THE GROUND. INVESTIGATION DID NOT REVEAL ANY EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE AIRFRAME OR POWERPLANT. AN AUTOPSY AND TOXICOLOGY STUDY OF THE PLT WERE NEGATIVE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/05/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1296 hours (Total, all aircraft), 96 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	STEPHENS	Registration:	N67HB
Model/Series:	AKRO-MASTER AKRO-MASTE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	HB-111
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	06/04/1984, Annual	Certified Max Gross Wt.:	1615 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Reciprocating
Airframe Total Time:	96 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Not installed	Engine Model/Series:	6A-350C1
Registered Owner:	HORACE W. BUCE	Rated Power:	220 hp
Operator:	HORACE W. BUCE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GRK, 850 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1355 CDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown / 4500 ft agl	Visibility	14 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33° C / 19° C
Precipitation and Obscuration:			
Departure Point:	KILLEEN, TX (ILE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	

Airport Information

Airport:	KILLEEN MUNI (ILE)	Runway Surface Type:	Asphalt
Airport Elevation:	846 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:	GARY LAPINSKI; SAN ANTONIO, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).