



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	St Charles, MO	<b>Accident Number:</b>	DFW08LA157
<b>Date &amp; Time:</b>	06/01/2008, 1100 CDT	<b>Registration:</b>	N114KT
<b>Aircraft:</b>	LUCAS D E/ LUCAS K A AcroSport II	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot told several people that he intended to do a flyby over the model airplane flying field. Later that morning, when the accident airplane was about a mile away from the model airplane flying field, several witnesses observed it flying straight and level at less than 100 feet above the ground. The airplane pitched up, rolled right and impacted the ground vertically, heading in the opposite direction. One witness observed the airplane flying inverted when the nose pitched up, suddenly performing what the eyewitness described as an aileron roll, then sharply rolled nose down toward the ground. The pilot did not have a previous history of aerobatic flight at low altitude. The pilot had a previous history of frequent episodes of abnormal heart rhythm resulting in markedly elevated heart rate (220 beats per minute), palpitations, and neck discomfort. He had severe coronary artery disease discovered on autopsy, which would have reduced his tolerance to such a high heart rate.

Additionally, the pilot was on a prescription antidepressant that could increase his risk for seizure, and had been regularly using a prescription narcotic with the potential for impairment. He had not revealed his history of abnormal heart rhythm or his use of an antidepressant and a narcotic medication to the Federal Aviation Administration. While the circumstances of the accident suggest the possibility of incapacitation, potentially due to an abnormal heart rhythm or seizure, the investigation was unable to determine whether the pilot became incapacitated at the time of the accident.

## Flight Events

Maneuvering-low-alt flying - Abrupt maneuver

Maneuvering-low-alt flying - Loss of control in flight

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control during an attempted low pass maneuver.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Physical-Health/Fitness-Predisposing condition-Pilot

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	331 hours (Total, all aircraft), 130 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	LUCAS D E/ LUCAS K A	<b>Registration:</b>	N114KT
<b>Model/Series:</b>	AcroSport II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KSUS, 463 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	26°C / 19°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ST LOUIS, MO (1H0)	<b>Destination:</b>	ST LOUIS, MO (1H0)

## Airport Information

<b>Airport:</b>	Creve Coeur Airport (1H0)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas Latson	<b>Adopted Date:</b>	05/06/2010
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.