

## ACCIDENT SCAN: NO REAL SMOKING GUN

There are few accidents involving the Meyers 200 or Aero Commander 200—we came up with only four over a recent 10-year period—there are relatively few of the aircraft out there. Those aircraft that did find their way into the NTSB database did so during unrelated mishaps, only two of which were fatal. One of those involved a pilot with a blood alcohol level of 0.10 percent, so there are really only three accidents of value to us. A close look at them reveals less about the airplane than about how this class of aircraft is flown.

The other fatal accident involved a Meyers 200D whose pilot and two passengers were out looking at property over Utah. Ultimately, they got too low and too slow: The NTSB's probable cause finding includes the phrases "failure to maintain aircraft control," "diverted attention" and "inadequate air-speed."

Of the other two, one was attributed to fuel starvation during a post-maintenance test flight. According to the NTSB, a fuel line leading to the fuel distribution valve was not tightened during an



annual inspection and the engine lost fuel pressure shortly after takeoff.

The fourth and final accident involved failure of the left outboard elevator attachment, which resulted in severe, in-flight vibration and a precautionary landing. The failure followed sheet metal work, including removal and replacement of rivets, but without removing the elevator from the aircraft. Few aircraft structures are designed to withstand sheet metal work to control surfaces while the surface is still attached.

Based on the small sampling, we really can't conclude anything about the Meyers 200's safety record except this: The two non-fatal accidents—an off-field landing involving "impact with trees and terrain" resulting from fuel starvation and what was reported as severe elevator flutter—resulted in no injuries to the solo pilots.