



National Transportation Safety Board Aviation Accident Final Report

Location:	DAYTON, TN	Accident Number:	ATL83LA207
Date & Time:	06/01/1983, 1820 EDT	Registration:	N83UT
Aircraft:	RAND KR-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT HAD BEEN AIRBORNE FOR OVER 1 HR & WAS DESCENDING ONTO BASE LEG WHEN THE ENG QUIT RUNNING AS THE PLT WENT TO ADD POWER. A FORCED LANDING WAS MADE IN A GRASSY AREA NEAR THE RWY. AFTER THE ACFT TOUCHED DOWN, IT HIT A DITCH DURING THE ROLL-OUT, THEN NOSED OVER. AN EXAM OF THE MAGNETO REVEALED THAT THE POINTS WERE PITTED, CORRODED & WORN & THE MAGNETO WAS INOPERATIVE. IT WAS PURCHASED 2ND HAND & HAD AN ESTIMATED 400 HRS OF OPERATION. THE ENG WAS EQUIPPED WITH ONLY 1 MAGNETO.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH

Findings

1. (F) IGNITION SYSTEM,MAGNETO - CORRODED
 2. (C) IGNITION SYSTEM,MAGNETO - WORN
 3. (C) IGNITION SYSTEM,MAGNETO - INOPERATIVE
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH
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Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/10/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 4 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAND	Registration:	N83UT
Model/Series:	KR-2 KR-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	01
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4 Hours	Engine Manufacturer:	VOLKSWAGEN
ELT:	Not installed	Engine Model/Series:	BEETLE
Registered Owner:	UNIVERSITY OF TENNESSEE	Rated Power:	
Operator:	UNIVERSITY OF TENNESSEE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	MARX ANTON (2A0)	Runway Surface Type:	Asphalt
Airport Elevation:	717 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RICHARD P SHIPMAN	Report Date:	
Additional Participating Persons:			
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](#).