



National Transportation Safety Board Aviation Accident Data Summary

Location:	DAYTON, TN	Accident Number:	ATL83LA207
Date & Time:	06/01/1983, 1820 EDT	Registration:	N83UT
Aircraft:	RAND KR-2	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

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

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

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	UNIVERSITY OF TENNESSEE	Engine Manufacturer:	VOLKSWAGEN
Operating Certificate(s) Held:	None	Engine Model/Series:	BEETLE
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	21 °C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	MARX ANTON (2A0)	Runway Surface Type:	Asphalt
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	4500 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): RICHARD P SHIPMAN

Adopted 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.