



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	MCWHORTER, KY	<b>Accident Number:</b>	ATL82FLQ07
<b>Date &amp; Time:</b>	07/01/1982, 1600 EDT	<b>Registration:</b>	N27JK
<b>Aircraft:</b>	KR-2	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THIS WAS A HOME BUILT AIRCRAFT THAT WAS EQUIPPED WITH AN UNCERTIFICATED, VARIABLE PITCH, PROPELLER. DURING FLIGHT, A PROPELLER BLADE SEPARATED AND THE PLANE WAS SUBSTANTIALLY DAMAGED WHEN A FORCED LANDING WAS MADE ON UPWARD SLOPING TERRAIN. THE AIRCRAFT AND PROPELLER HAD ABOUT 57 HRS TOTAL FLIGHT TIME.

## Probable Cause

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

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL  
-----

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	1760 hours (Total, all aircraft), 57 hours (Total, this make and model), 1760 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>		<b>Registration:</b>	N27JK
<b>Model/Series:</b>	KR-2 KR-2	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	D.J. KARR	<b>Engine Manufacturer:</b>	REVMMASTER
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	R-2100D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 30°
<b>Temperature:</b>	83° C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	NASHVILLE, TN	<b>Destination:</b>	PLEASANT, WV

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>		<b>Adopted Date:</b>	07/01/1983
<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.