



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Boca Raton, FL	<b>Accident Number:</b>	ERA12CA198
<b>Date &amp; Time:</b>	03/01/2012, 0745 EST	<b>Registration:</b>	N1701L
<b>Aircraft:</b>	LESTER ROBERT E KR-2	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that he was turning from the downwind to the base leg of the traffic pattern when the airplane's engine had a total loss of power. The pilot trimmed the airplane for its best glide speed and maneuvered the airplane toward the runway. However, the airplane impacted the airport's perimeter fence, which resulted in substantial damage to the right wing. A postaccident examination revealed that the engine air inlet cowling ducting had separated from its attaching material, and the ducting tube slid into the engine air flow control box, blocking the carburetor's air inlet.

## Flight Events

Approach-VFR pattern downwind - Loss of engine power (total)  
Emergency descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of the airplane's engine air inlet system resulting in a total loss of engine power.

## Findings

Aircraft-Aircraft structures-Nacelles/pylons structure-Nacelle/pylon misc structure-Failure - C  
Personnel issues-Miscellaneous-(general)-(general)-Owner/builder

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58
<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>	1568 hours (Total, all aircraft), 260 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	LESTER ROBERT E	<b>Registration:</b>	N1701L
<b>Model/Series:</b>	KR-2	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LESTER ROBERT E	<b>Engine Manufacturer:</b>	Corvair
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	2700 CC
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	BCT, 13 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 200°
Temperature:	22° C / 19° C	Visibility	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Boca Raton, FL (BCT)	Destination:	Boca Raton, FL (BCT)

## Airport Information

Airport:	Boca Raton Airport (BCT)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	6276 ft / 150 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

## Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	11/07/2012
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83000">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83000</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.