



Aviation Investigation Factual Report

Location:	Venice, Florida	Accident Number:	MIA06LA006
Date & Time:	October 15, 2005, 10:25 Local	Registration:	N212KR
Aircraft:	Steven W. Jones KR2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT

On October 15, 2005, about 1025 eastern daylight time, a homebuilt KR2, N212KR, registered to a private individual, crashed under unknown circumstances in the Gulf of Mexico, near Venice, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the private-rated pilot, the sole occupant was fatally injured. The flight originated about 0940, from Venice Municipal Airport (KVNC).

Several individuals reported seeing the accident flight depart from runway 04 at KVNC, though the reported departure times varied. One individual, who was flying, reported hearing someone transmit on the KVNC common traffic advisory (CTAF)/UNICOM frequency if anybody heard the signal from an emergency locator transmitter (ELT). He reported flying over the area in question (approximately 1 to 1.5 miles west of KVNC), and heard the ELT signal and saw a "debris field" on the water surface. He called the KVNC CTAF/UNICOM and reported the latitude and longitude of the debris field.

A search for the wreckage was initiated by law enforcement; the pilot's body was recovered later that day. Only pieces of airplane that floated postaccident have been recovered.

PERSONNEL INFORMATION

The pilot was the holder of a private pilot certificate with a airplane single engine land rating, last issued on March 9, 2002. He was also the holder of a repairman certificate issued on August 12, 2004. He was issued a third class medical certificate on July 22, 2003, with the restriction "must wear corrective lenses." On the application for the medical certificate he listed a total time of 103 flight hours. No determination was made as to his total flight time at the time of the accident, or his total flight time in the accident make and model airplane.

AIRCRAFT INFORMATION

The airplane was manufactured by the pilot in 2003, as model KR-2, and was designated serial number KR2FL2002. The two-place airplane was certificated in the experimental category and was originally equipped with a Volkswagen "Type 4" engine, and a Sturba 52 by 58 propeller. On June 2, 2005, the pilot completed FAA Form 8130-6, titled "Application for Airworthiness Certificate" indicating a "Chevy Corvair" engine and a Sensenich fixed pitch propeller were installed. The form also indicated the airplanes total time at that time was 192 hours.

METEOROLOGICAL INFORMATION

A surface observation weather report (METAR) taken on the Venice Municipal Airport on the day of the accident at 1021, or approximately 4 minutes before the accident indicates clear skies existed below 12,000 feet, the visibility was 10 statute miles, the wind was from 060 degrees at 8 knots, the temperature and dew point were 27 and 18 degrees Celsius, respectively, and the altimeter setting was 29.91 inHg.

COMMUNICATIONS

According to a customer service representative of a fixed base operator (FBO) located at KVNC, she did not hear any distress call made by the accident pilot on the KVNC CTAF/UNICOM frequency.

AIRPORT INFORMATION

The Venice Municipal Airport (KVNC) is equipped with runway's designated 04/22, and 13/31. Runway 04/22 is 5,000 feet in length and 150 feet in width, and is asphalt. The airport has a common traffic advisory frequency (CTAF)/UNICOM designated as 122.7 MHz, which is not recorded. Additionally, radio calls made to the CTAF/UNICOM frequency are not logged.

WRECKAGE AND IMPACT INFORMATION

Immediately after the accident, a debris field in the Gulf of Mexico was observed at 27 degrees 03.82 minutes North latitude, and 082 degrees 28.0 minutes West longitude. The wreckage was located approximately 1425, or approximately 4 hours after the accident, in 24 feet of water at 27 degrees 04.5480 minutes North latitude, and 082 degrees 28.0247 minutes West longitude. The floating debris was recovered; however, the majority of the airplane/wreckage has not been recovered. According to law enforcement personnel who dove on the wreckage, only 1 wing remained secured to the airplane. Additionally, the engine was separated, and an "80lb bag of solar salt, and what looked like lead weights, that were seen in the passenger area of the fuselage."

Wreckage consisting of the main spar of one of the wings, the canopy, and miscellaneous debris was recovered and placed in the pilot's hangar at KVNC, and inspected by an FAA inspector. None of the recovered wreckage exhibited thermal or fire damage.

MEDICAL AND PATHOLOGICAL INFORMATION

A postmortem examination of the pilot was performed by the District Twelve Medical Examiner's Office. The cause of death was listed as blunt trauma to torso.

The FAA Toxicology and Accident Research Laboratory (CAMI), located in Oklahoma City, Oklahoma, and the University of Florida Diagnostic Reference Laboratories (University of Florida) located in Gainesville, Florida performed toxicological analysis of specimens of the

pilot. The results of analysis of specimens by CAMI was negative for carbon monoxide, cyanide, ethanol, and tested drugs. The results of analysis by the University of Florida was negative for volatiles and the comprehensive drug screen.

ADDITIONAL INFORMATION

The NTSB did not retain any parts nor take possession of any recovered wreckage.

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3	Last FAA Medical Exam:	July 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	103 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Steven W. Jones	Registration:	N212KR
Model/Series:	KR2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	KR2FL2002
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	Type 4
Registered Owner:	Steven W. Jones	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVNC, 18 ft msl	Distance from Accident Site:	
Observation Time:	10:21 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Venice, FL (KVNC)	Type of Flight Plan Filed:	None
Destination:	(KVNC)	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Fatal	Latitude, Longitude:	27.063611,-82.466667

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: Frank D Schaefer; FAA Flight Standards District Office; Tampa, FL

Report Date: October 10, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=62695>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).