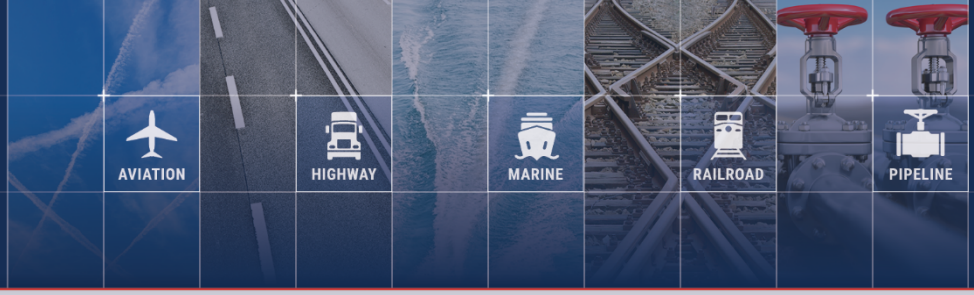

Aviation Investigation Final Report

Location:	DELAND, Florida	**Accident Number:**	MIA97LA122
Date & Time:	April 6, 1997, 15:45 Local	**Registration:**	N7KR
Aircraft:	Kunc KR-1	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the pilot was on an approach to land, the engine lost power. Attempts to restart the engine were unsuccessful. During a forced landing, the aircraft collided with trees, then crashed into a pasture. There was no fuel leakage from the aircraft after the accident. The aircraft builder stated that the aircraft held 10 gallons of usable fuel and consumed 3.5 to 4 gallons per hour. The aircraft had flown about 3 flight hours since the last refueling.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision, by failing to ensure there was sufficient fuel to safety complete the flight, which resulted in fuel exhaustion, loss of engine power, a forced landing, and subsequent collision with tree(s).

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings
1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings
4. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 6, 1997, about 1545 eastern daylight time, a Kunc KR-1, N7KR, registered to a private individual, crashed during a forced landing following loss of engine power while on approach to the Deland Airport, Deland, Florida, while on a Title 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the commercial-rated pilot received minor injuries. The flight originated from Deland, Florida, the same day, about 1400.

The pilot stated that while on approach to the Deland Airport, the engine failed and he could not get it restarted. While attempting to glide to the airport, the aircraft lost altitude and collided with two oak trees. The aircraft then crashed into a pasture. He had filled the fuel tank in the morning and had flown two flights, totaling about 3 flight hours since the refueling. He had purchased the aircraft the day before the accident and believed it had a 8 gallon fuel tank and used about 2 gallons of fuel per hour. He stated there was no fuel leakage from the aircraft after the accident.

The person who built the aircraft and sold it to the accident pilot stated the aircraft had a 10 gallon fuel tank of which all of the fuel was usable. He stated the aircraft used between 3.5 and 4 gallons per hour.

The aircraft and engine was not examined by FAA or NTSB personnel after the accident. The NTSB did not receive a completed aircraft accident report from the pilot.

Pilot Information

Certificate:	Commercial	**Age:**	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	September 3, 1996
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	400 hours (Total, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kunc	**Registration:**	N7KR
Model/Series:	KR-1 KR-1	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	5391
Landing Gear Type:	Tailwheel	**Seats:**	1
Date/Type of Last Inspection:	November 30, 1996 Annual	**Certified Max Gross Wt.:**	1000 lbs
Time Since Last Inspection:	8 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	93 Hrs	**Engine Manufacturer:**	Volkswagen
ELT:	Not installed	**Engine Model/Series:**	4 CYLINDER
Registered Owner:	RICHARD A. BAIZE	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ORL ,80 ft msl	**Distance from Accident Site:**	30 Nautical Miles
Observation Time:	15:56 Local	**Direction from Accident Site:**	190°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	200°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	28°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(DED)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	14:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	BILLY PHILLIPS; ORLANDO , FL
Original Publish Date:	September 30, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38249