



Aviation Investigation Final Report

Location:	PANACEA, Florida	Accident Number:	MIA99LA183
Date & Time:	June 13, 1999, 14:15 Local	Registration:	N618BC
Aircraft:	South Mississippi Light Aircra BUCCANEER II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he previously had a discrepancy with the end of the plastic tubing that connected to the pitot tube. He had cut the damaged end off and reconnected the tubing to the pitot tube and also had replacement tubing in his car but he reported that he 'did not have time to replace it.' The accident flight departed and while flying over the bay, the pilot recognized that the airspeed indication was incorrect based on the power setting and visual clues. He elected to continue the flight and stated that the airplane did not turn with left rudder and slight left aileron. He added full power; the engine responded and he expected to land in the bay to identify the discrepancy with the airspeed indicator. The flight climbed to 100-150 feet above ground level, where while in a climb attitude, he applied right rudder. The airplane then reportedly entered either an accelerated stall or an uncoordinated turn, rolled to the right, pitched nose down, then impacted the water. He further stated that there was no engine or flight control preimpact failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The intentional continued operation of the airplane by the pilot-in-command with known deficiencies with the pitot system after takeoff, resulting in erroneous airspeed indications, and inadvertent stall by the pilot resulting in the uncontrolled descent into the water.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: MANEUVERING

Findings

1. PITOT/STATIC SYSTEM - LEAK
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

Factual Information

On June 13, 1999, about 1415 eastern daylight time, a homebuilt Buccaneer II, N618BC, registered to a private individual, crashed into water while maneuvering near Panacea, 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 commercial-rated pilot sustained minor injuries. One passenger sustained serious injuries. The flight originated about 1405, from the Wakulla County Airport, Panacea, Florida.

The pilot/airplane owner previously discovered a problem with the end of the plastic tubing that connected to the end of the pitot tube. Deterioration of the end required him to cut the damaged section off and to reinstall the tubing onto the pitot tube. He further stated that he had a replacement tube in his car but he did not have time to replace it.

The pilot who was seated in the right seat stated that after takeoff while flying over the bay, he recognized that the airspeed indication was incorrect, based on the visual clues and the power setting. He elected to continue the flight and stated that the airplane did not turn with application of left rudder and slight left aileron input. With trees ahead, he applied full power; the engine responded and he expected to land on the water in the bay to identify the discrepancy with the airspeed indicator. The flight climbed to 100-150 feet above ground level, and while in a climb attitude, he applied right rudder. He reported that the airplane either entered an accelerated stall or an uncoordinated turn. The airplane then rolled to the right, pitched nose down, and during the uncontrolled descent, he reduced power. The airplane then impacted the water. He further stated that there was no engine or flight control preimpact failure or malfunction.

The passenger stated that the flight had not been airborne for very long and the airplane started moving "sideways." The airplane then "...took a nose dive and we went down I told Randall we was going down cause he was looking at something else he shut the engine off and closed his eyes then we crashed."

One of the witnesses reported that the pilot stated immediately after the accident that there was a problem with the airspeed indicator. Another witness who is a registered nurse and was rendering first aid to the pilot and the passenger at the accident site reported that the pilot stated "...That gauge wasn't working right, I guess."

The maintenance records were reportedly in the airplane at the time of the accident and were not recovered.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 12, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 30 hours (Total, this make and model), 222 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	South Mississippi Light Airca	Registration:	N618BC
Model/Series:	BUCCANEER II BUCCANEER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	B2B-K040
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	April 1, 1999 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	210 Hrs	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	618
Registered Owner:	RANDALL J. DICK	Rated Power:	75 Horsepower
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:	TLH ,81 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	357°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2J0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	WAKULLA COUNTY 2J0	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	30.029575,-84.38076(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	LINDA M NEVIN; TAMPA , FL
Original Publish Date:	November 2, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46588

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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](#).