



Aviation Investigation Final Report

Location:	Estero Bay, Florida	Accident Number:	ATL02LA092
Date & Time:	April 27, 2002, 16:15 Local	Registration:	N8127W
Aircraft:	Hartman Buccaneer 2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses observed the airplane flying overhead between 150 to 200 feet. The airplane was observed to make a hard right turn estimated at more than a 45-degree right bank into a strong wind. The right wing dropped, the nose pitched down, and the airplane started spinning to the right before it collided with the water. Review of operating specifications for the experimental homebuilt Buccaneer amphibian airplane indicated that the stall speed is 25 mph. Due to the extent of damage to the airplane, the FAA inspector was unable to conduct an airframe, flight control, and engine assembly examination.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER

Factual Information

On April 27, 2002, at 1615 eastern daylight time, a Hartman Buccaneer 2 experimental airplane, N8127W, registered to a private owner, operating as a Title 14 CFR Part 91 personal flight, crashed into Estero Bay, Estero, Florida, while maneuvering. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed. The private pilot sustained fatal injuries. The flight departed from an unknown location at an unknown time.

Witnesses stated they were on their boat in Estero Bay. An airplane was observed flying overhead between 150 to 200 feet. The airplane was observed to make a hard right turn estimated at more than a 45-degree right bank into a strong wind. The right wing dropped, the nose pitched down, and the airplane started spinning to the right before it collided with the bay. Boaters went over to assist and the pilot and a dog were removed from the wreckage.

Review of specifications for the Buccaneer amphibian airplane revealed the stall speed is 25 mph.

Due to the extent of damage to the airplane, the FAA inspector who traveled to the site was unable to conduct an airframe, flight control, and engine assembly examination. The hour meter found in the wreckage read 43.6 hours.

According to the parents of the pilot, they were unable to locate the aircraft records or the pilot's logbook. The airplane wreckage was recovered by Sea Tow Towing, Cape Coral, Florida, and was sold as scrap.

The nearest weather reporting facility at the time of the accident was Fort Myers, Florida. The 1553 surface weather observation was: 6,500 scattered, visibility 10 miles, temperature 90 degrees Fahrenheit, dew point temperature 61 degrees Fahrenheit, wind 140-degrees at 10 knots, and altimeter 30.10.

The Associate Medical Examiner, District 21, Fort Myers, Florida, conducted postmortem examination of the pilot on April 29, 2002. The cause of death was multiple blunt force trauma. Postmortem toxicology of specimens from the pilot was performed by the Forensic Toxicology Research Section, Federal Aviation Administration, Oklahoma City, Oklahoma. The results were negative for carbon monoxide, cyanide, ethanol, basic, acidic, and neutral drugs.

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 None	Last FAA Medical Exam:	August 17, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	265 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hartman	Registration:	N8127W
Model/Series:	Buccaneer 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	B2A047
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	560 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	44 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	447
Registered Owner:	Robert C. Pierce III	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:	RSW,30 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	32°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Estero Bay, FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	26.466667,-81.983329

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol A.
Additional Participating Persons:	Linda Nevens; Tampa FSDO-35; Tampa, FL
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54607

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