



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CLERMONT, FL	<b>Accident Number:</b>	MIA98LA018
<b>Date &amp; Time:</b>	11/01/1997, 1548 EST	<b>Registration:</b>	N813LJ
<b>Aircraft:</b>	Saldairiaga BUCCANEER II	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Witnesses stated they observed the airplane start a steep left turn, estimated more than a 45 degree angle of bank, between 150 to 300 feet at a slow airspeed. The airplane appeared to enter an accelerated stall. The nose pitched down, and the airplane collided with the ground in a left wing low, nose-down attitude. Before the airplane collided with the ground, the engine was heard to increase to full power. Examination of the airframe and flight control assembly revealed no evidence of a precrash mechanical failure or malfunction.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain adequate airspeed, while maneuvering at a low altitude, which resulted in an inadvertent stall and subsequent in-flight collision with terrain.

## Findings

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

### Findings

1. MANEUVER - INITIATED - PILOT IN COMMAND
  2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Saldairiaga	<b>Registration:</b>	N813LJ
<b>Model/Series:</b>	BUCCANEER II BUCCANEER	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GERALD M. CROUCH	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LEE, 77 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , Variable
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(3WF4)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CARROL A SMITH	<b>Adopted Date:</b>	06/26/1998
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.