



Aviation Investigation Final Report

Location:	Sopchoppy, Florida	Accident Number:	ERA23LA390
Date & Time:	August 18, 2023, 20:35 Local	Registration:	N1206J
Aircraft:	IRWIN JEFFREY C BUCCANEER BIIB	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot was attempting to land the amphibious airplane on a river. During the landing attempt the airplane bounced, and during the second touchdown the airplane pitched nose down and ultimately nosed over into the water. The airplane subsequently “broke apart” and sank in the river, resulting in substantial damage to the airframe. In his initial statement to local law enforcement, the pilot did not state that there were any preimpact mechanical anomalies with the airplane that would have precluded normal operation. He did not respond to subsequent requests for clarifying information.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s improper recovery from a bounced landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Nose over/nose down (Defining event)
--------------------------------	--------------------------------------

Pilot Information

Certificate:	None	Age:	44,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	IRWIN JEFFREY C	Registration:	N1206J
Model/Series:	BUCCANEER BIIB	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	BIIBK005
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	582
Registered Owner:	SALE REPORTED	Rated Power:	65 Horsepower
Operator:	SALE REPORTED	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	TLH, 12 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	32°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	Sopchoppy, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	30.214535,-84.68216(est)

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Angel Negron; FAA/FSDO; Tampa, FL
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193288

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).