



Aviation Investigation Final Report

Location:	Meritt Island, Florida	Accident Number:	ERA22LA332
Date & Time:	July 23, 2022, 18:54 Local	Registration:	N709CW
Aircraft:	WHITTEN ROBINSON AVENTURA II	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had accrued 954 total hours of flight experience but had only flown about 3.2 hours during four flights in the experimental amateur-built amphibious accident airplane. The pilot departed from a grass area next to a runway at the airport where he kept the airplane. After an uneventful local flight he returned to the airport to land. He performed go-arounds during the first two landing approaches due to being either too high or too fast. During the third landing attempt, the pilot thought the approach looked “OK” but then he noticed that he was too low, and too slow, so he increased engine power and applied slight up elevator. The pilot explained that the engine was on top of the wing (mounted in a pusher configuration) and normally when power was added the airplane would initially pitch down but would level off and then climb. The pilot described that this time though when he was too slow (about 45 knots), he added an extra amount of power, which pushed the nose down and made the airplane descend. He then “got scared,” “gave too much up elevator,” and believed that the airplane entered an aerodynamic stall. The airplane then struck the ground and a fence at an airspeed of about 55 knots. The pilot was seriously injured and postaccident examination of the airplane revealed that the fuselage was substantially damaged. The pilot reported that during the accident flight, the flight controls and engine all operated normally.

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 control of the airplane during final approach to land, which

resulted in an exceedance of the airplane's critical angle of attack, aerodynamic stall, and collision with a fence and terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Not attained/maintained
Environmental issues	Fence/fence post - Not specified

Factual Information

History of Flight

Approach-VFR pattern final	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 11, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 7, 2021
Flight Time:	954 hours (Total, all aircraft), 3 hours (Total, this make and model), 807 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WHITTEN ROBINSON	Registration:	N709CW
Model/Series:	AVENTURA II	Aircraft Category:	Airplane
Year of Manufacture:	2009	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AA2A0143
Landing Gear Type:	Retractable - Tailwheel; Amphibian	Seats:	2
Date/Type of Last Inspection:	June 23, 2022 Condition	Certified Max Gross Wt.:	1340 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	101 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCOF,8 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	31°C / 26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Merritt Island, FL (COI)	Type of Flight Plan Filed:	None
Destination:	Merritt Island, FL (COI)	Type of Clearance:	None
Departure Time:	18:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Merritt Island COI	Runway Surface Type:	Asphalt
Airport Elevation:	7 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3601 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	28.341611,-80.685472(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Gabriele Rotunda; FAA / FSDO; Orlando, FL
Original Publish Date:	May 4, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105556

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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](#).