



# Aviation Investigation Final Report

<b>Location:</b>	Hope, Maine	<b>Accident Number:</b>	IAD05CA134
<b>Date &amp; Time:</b>	September 10, 2005, 16:10 Local	<b>Registration:</b>	N9138W
<b>Aircraft:</b>	Lamont Aventura II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

An amateur built airplane, operated by an uncertificated pilot, completed a turn to the base traffic pattern leg. After encountering a gust of wind, the airplane stalled, entered a spin, and impacted water, resulting in serious injury and substantial damage.

## 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 airspeed, which resulted in an inadvertent stall/spin and subsequent impact with water. A factor to the accident was the wind gusts.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - INADVERTENT
  3. (F) WEATHER CONDITION - GUSTS
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

## Factual Information

On September 10, 2005, about 1610 eastern daylight time, an amateur built Arnet Pereyra Aero Design, Aventura II, N9138W was substantially damaged during approach to Hobbs Pond near Hope, Maine. The non-certificated pilot/owner was seriously injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight, conducted under 14 CFR Part 91.

According to the pilot, the aircraft was leveling off at an altitude about 300 feet above ground level, after completing a left downwind to base traffic pattern leg. The airplane's airspeed was at 65 knots, and it was configured in the 10-degree landing flap position, when an approximate 15 knot gust of wind, "took the airplane into a stall."

The airplane entered a spin, and during the recovery by the pilot, impacted water resulting in substantial damage.

The recorded weather at BGR, about 23 nautical miles north of the accident site at 1553, included: winds from 350 degrees at 12 knots, gusting to 15 knots.

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2001
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 1997
<b>Flight Time:</b>	112 hours (Total, all aircraft), 112 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lamont	<b>Registration:</b>	N9138W
<b>Model/Series:</b>	Aventura II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	AP2A0089
<b>Landing Gear Type:</b>	Retractable - Tailwheel; Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	1350 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	112 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BGR,192 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Belfast, ME (BST )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hope, ME (NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	44.221111,-69.18972

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gunther, Todd
<b>Additional Participating Persons:</b>	Richard Eilinger; Portland, ME
<b>Original Publish Date:</b>	January 31, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=62432">https://data.nts.gov/Docket?ProjectID=62432</a>

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