



National Transportation Safety Board Aviation Accident Final Report

Location:	Okeechobee, FL	Accident Number:	MIA07CA138
Date & Time:	09/01/2007, 0945 EDT	Registration:	N444LT
Aircraft:	Anthony J. Bencivenga Aventura II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he departed from the Okeechobee Airport and headed toward the lake to practice touch and go landings on the water. When he arrived at the lake, he turned into the wind, which caused the nose of the airplane to rise. He over corrected, causing the nose to dip sharply. He had his hand on the throttle. The abrupt movement made him apply full throttle and push the flight controls to the left, which made the airplane make a sharp left turn throwing him out the right side of the airplane. The airplane leveled itself off and flew about a mile before it came down and flipped over in the shallow water. A friend, who was flying with him in his own airplane, saw what had happened. The friend called for help and got the attention of a nearby fisherman, who came to his aid and brought him to the shore. The pilot stated that there were no mechanical failures or malfunctions to the airplane or any of its systems prior to the accident.

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 directional control of the airplane during landing, which resulted in the pilot being inadvertently ejected and the airplane's impact with the water during an uncontrolled descent.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. MANEUVER - ABRUPT - PILOT IN COMMAND
3. MISCELLANEOUS - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Sport Pilot	Age:	66, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Sport Pilot	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft), 140 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Anthony J. Bencivenga	Registration:	N444LT
Model/Series:	Aventura II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	AP2A0094
Landing Gear Type:	Retractable - Amphibian; Tricycle	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	140 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	Anthony J. Bencivenga	Rated Power:	
Operator:	Anthony J. Bencivenga	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	31° C / 24° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Okeechobee, FL (KOBÉ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

Airport Information

Airport:	Okeechobee (KOBÉ)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	27.262778, -80.849722

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Report Date:	03/31/2008
Additional Participating Persons:	Leroy Stomenger; Orlando FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).