



Aviation Investigation Final Report

Location:	Carrabassett Valley, Maine	Accident Number:	GAA18CA538
Date & Time:	September 6, 2018, 10:50 Local	Registration:	N2137G
Aircraft:	Avid AVID MAGNUM	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after the sky cleared, he departed the airport following another airplane as a flight of two. During the flight, they approached a ridge with no significant turbulence or issues. He added that they were suddenly in instrument meteorological conditions (IMC), and the lead airplane disappeared. He immediately changed course 10° to the left, and as he transitioned to instrument flying, the airplane encountered a downdraft. Shortly thereafter, the windscreen "filled with trees," which he estimated were less than a 100 ft away. He pitched the nose up to dissipate energy, and the airplane subsequently impacted trees and terrain.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The nearest official weather reporting station, which was 16 miles southwest of the accident site, reported, about the time of the accident, 10 miles visibility, temperature 70°F, dew point 66°F, a broken layer at 2,700 ft, a second broken layer at 3,200 ft, and an overcast layer at 4,100 ft. Although these were marginal visual flight rules conditions, given the mountainous terrain, the pilot should have expected that the mountain peaks may become obscured, and with a 4° temperature/dew point spread that visibility conditions could change rapidly.

The pilot recommended that he should have flown his original flight plan, which was at a lower altitude so that he could have avoided unexpected and unpredicted winds and entering IMC.

Probable Cause and Findings

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

The pilot's improper decision to initiate the flight in marginal visual flight rules over mountainous terrain, which resulted in an inadvertent encounter with instrument meteorological and downdraft conditions and the subsequent controlled flight into trees and terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Below VFR minima - Decision related to condition
Environmental issues	Below VFR minima - Effect on personnel
Environmental issues	Mountainous/hilly terrain - Effect on operation
Environmental issues	Downdraft - Effect on operation

Factual Information

History of Flight

Enroute	VFR encounter with IMC
Enroute	Other weather encounter
Enroute	Controlled flight into terr/obj (CFIT) (Defining event)

Pilot Information

Certificate:	Commercial; Military	Age:	66,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	August 30, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 9, 2018
Flight Time:	(Estimated) 4581 hours (Total, all aircraft), 175 hours (Total, this make and model), 4381 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Avid	Registration:	N2137G
Model/Series:	AVID MAGNUM No Series	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0095
Landing Gear Type:	Tandem; Amphibian	Seats:	2
Date/Type of Last Inspection:	May 12, 2018 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	178.5 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, aided in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:		Rated Power:	150 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:	K8B0,1825 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	239°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rangeley, ME (M57)	Type of Flight Plan Filed:	None
Destination:	Greenville, ME (3B1)	Type of Clearance:	None
Departure Time:	10:25 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.133335,-70.333335(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Doug Bordeaux; FAA; Portland, ME
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98256

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