



Aviation Investigation Final Report

Location:	Tyler, Texas	Accident Number:	CEN15CA353
Date & Time:	August 10, 2015, 09:15 Local	Registration:	N6356Z
Aircraft:	RATTE JAMES AVENTURA II	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-seaplane rated private pilot stated that his intention was to get comfortable with the airplane. He performed several maneuvers in the air, then seven uneventful touch-and-go water landings with half flaps extended. On the final landing attempt, he fully extended the flaps and had difficulty controlling the airplane. The airplane bounced on the water twice and the pilot initiated a go-around. The airplane veered left and was headed toward houses and boat docks; he maneuvered to ditch the airplane into the water to avoid a collision. The airplane impacted the water and sustained substantial damage to the wings and fuselage. The pilot egressed the airplane with minor injuries. The pilot's lack of experience in the airplane contributed to the loss of control during the go around.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of airplane control during a go around, which resulted in impact with the water. Contributing to the accident was the pilot's lack of seaplane rating and inexperience in the accident airplane.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Qualification/certification - Pilot
Personnel issues	Total experience w/ equipment - Pilot
Environmental issues	Residence/building - Decision related to condition
Environmental issues	Water - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control in flight
Landing	Attempted remediation/recovery
Landing	Hard landing (Defining event)
Landing	Ditching

Pilot Information

Certificate:	Private	Age:	67
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	October 15, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	RATTE JAMES	Registration:	N6356Z
Model/Series:	AVENTURA II II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AP2A0045
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 14, 2014 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	143.5 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912 UL
Registered Owner:	On file	Rated Power:	
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:	KTYR,551 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	302°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	27°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tyler, TX	Type of Flight Plan Filed:	None
Destination:	Tyler, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.239723,-95.181945(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Marcus Taite; FAA; North Texas, TX
Original Publish Date:	September 11, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91766

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](#).