

14 CFR Part 91: General Aviation

Accident occurred Monday, August 10, 2015 in Tyler, TX

Aircraft: RATTE JAMES R. Avenger II, registration: N6356Z

On August 10, 2015, about 0915 central daylight time, an experimental amateur built amphibious aircraft, a Ratte James R. Avenger II, N6356Z, s/n AP2A0045 was substantially damaged during touch-and-go landings on Lake Tyler, near Tyler, Texas. The pilot, sole occupant onboard suffered minor injuries as a result of the crash. The airplane was registered to Stall Out Multiple Sclerosis LLC, located at 2050 Biscayne Blvd Navarre, FL 32566-2927 operating under the provisions of 14 Code of Federal Regulations (CFR) Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The flight originated 60 minutes earlier from Lake Tyler Marina Resort, White House, Texas.

The pilot stated his intention was to fly around the Lake Tyler area to get comfortable with the aircraft. He intended to perform water landings and takeoffs and fly the aircraft to the owner's pasture and store in a barn. He performed seven uneventful water touch-and-go landings on Lake Tyler at half flaps. He stated he was having difficulty controlling the aircraft on the final landing approach at full flaps upon touch down on the water. He bounced twice and then started to bounce a third time and he made the decision to initiate a go around when the plane started to veer left. Pilot stated he tried to compensate by applying full right rudder and stick inputs and the aircraft continued left. He was low and heading toward some covered boat docks on the east side of the lake. He made the decision to ditch the aircraft in the water to avoid damaging the houses and boat docks. Inspection of the aircraft revealed extensive damage to the wings, hull, and structural Beams; Aircraft was submerged in approximately 10 feet of water for 24 hours exposing the right wing tip above the water surface.

Pilot Statement

Before I ever went to the lake to fly. I contacted Johnson Aviation at Tyler Pounds field-Talked to him about what we were doing-we were going to put the wings on fly at the lake till I got comfortable with the plane in the water. Then we were going to fly it to Roberts's pasture where he has a barn to store the plane in and a mowed 1000 ft area to land. I was going to get comfortable with the ground landing before I flew to the airport to let the Johnson boy check it over.

When we got to the lake to fly we first checked out the airplane for about 45 mins on land we checked the oil, add gas, checked the ailerons and rudder, cranked the engine twice to check mags, both times all checked out, checked radios, and could hear Tyler tower. Then I got in and taxi to the water, got away from the boat dock and started slow taxi runs then transitional into faster taxi runs then to high speed taxi when I felt comfortable and could taxi at high speed and keep the plane straight and level. At approx. 60 MPH. I stopped, lined up with wind in my face and began my take off run perfect rotated at around 55 to 60 mph. Lift off was perfect. At 5200 RPM, I climbed to about 1000 ft above the ground to

get a feel for controls then climbed to about 1600 feet above the ground and did a power on stall then a power off stall. All went well very mild. Then I did some practice for decent to landing, cut power back to 3300 RPM and config the plane for a 600 foot per min drop then rotated to 100 ft per min. Trying to get the feel of landing approach. Did four of these practice app. At high altitude that all felt good-so after I flew low and got in some sight-seeing watching my gas and with about 4 gal. left I decided to so do some touch and goes. I flew to the east lake where the water seemed smother and put in half flaps and did my apps at 60 mph at 500 foot per min drop. Rotated kept my speed at about 60 mph at 3300 rpm and skimmed the surface then added power and took back off did this about 6 times then came back over the west side of the lake and did one touch and go climbed back then started my appr. For landing this time I used full flaps, 3800 RPM 60 MPH approach, hit the water but with full flaps the plane wanted to keep flying, I cut the power, we bounced twice and I could tell we were going to bounce a third time. I added power to go around when I added power the plane turned left and I put full right rudder and full right stick, the plane continued to turn left when I finally got the plane lined up. I was low and headed for a boat house it was either hit the boathouse or the water. I chose the water. (See original pilot statement attached)