



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards Service
General Aviation Safety Assurance
General Aviation H (AFG-800)
Orlando FSDO-15
[REDACTED]
Orlando, FL 32819-9060
[REDACTED]

Luis G. Vanga Jr. - Inspector Statement – Accident Investigation

ATQA No.: [REDACTED]
NTSB No: ERA20CA257
Registration: N86KD
PTRS: [REDACTED]
Make: 2003 Dorschner Klaus
Model: Kade Aventura II
Serial Number: AA2A0106

Aircraft/Engine Last Annual: May 2020

Airframe TT: 1481 Hrs.

When: July 16, 2020

Where: Aircraft N86KD had a planned VFR trip to go see the sights with a friend. They took off from runway 30 at Deland airport and headed straight out to the west northwest toward Lake Woodruff checking the wind conditions then continued to Lake Dexter to perform a water landing.

What: Part 91 Operation.

Who: *Pilot (Pilot In Command):*

Larry E. Morton Jr.
[REDACTED]
Spring Hill, Florida 34608

Examination of the aircraft and crash site:

Aircraft crash in the water. Examination of the aircraft was not possible due to it being submerged in the water with the landing gear wheels sticking out the aircraft was then removed and taken to a hangar in Deland, Fl. The pictures were the only method used to inspect the aircraft. The manufacturer will also examine the aircraft to determine if it can be rebuilt.

Pilot's written statement: Statement

Thursday July 16th. 2020, I linked up with a buddy to go flying and see the sights. I performed my preflight, checked my fuel once I completed the checklist and conducted my run-up, I took to the air. I took off on runway 30 at Deland Airport and headed straight out to the west northwest toward Lake Woodruff. I was showing my buddy the sights and explained how to read the lake. As far as how to tell wind direction and such. I flew out towards Lake Dexter. I was conducting my water landing checklist when we spotted some alligators. In the lake. I told him we see Manatees out here also. I can only say I allowed the conversation to distract my attention from the landing gear. I came around and lined up to come down over and land as I have done over a hundred times before. I put in flaps and began my landing on the water. I felt the plane start skimming across the top of the water, I even said "we are on the water." All of sudden the plane nose began to dig into the water and then we were under water. I reached over to get my buddy unbuckled from the seatbelts and then get out of the water. When I finally came up out of the water, I started yelling for my buddy, He replied he was ok. That is when I saw the gear sticking straight up and I than realized I failed to reposition the gear for water landing. A passerby in a boat took us to the shore and we went to the hospital.

This is my account of the flight that took place on Thursday July 16, 2020.

I have one hundred forty-one and a half (141.5) flying hours in N86KD

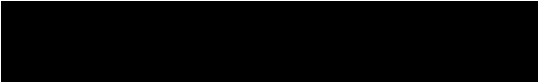
Larry E Morton Jr.

Accident/Incident pictures were requested and sent to Aaron McCarter from the NTSB.

Air traffic control tapes were not be available.

Overall, the Accident investigation is complete; all documents appear to be in order, Airworthiness certificate, Registration and last annual inspection.

The nine FAA responsibilities were investigated and were answered no except for the Airmen/ Air Agency competence, which will be looked at into further detail by an Operations ASI. This concludes our investigation into the Accident of N86KD which appears to be a pilot issue. No mechanical or technical issues were detected with the equipment during our investigation



Luis G. Vanga Jr.

Aviation Safety Inspector

