



National Transportation Safety Board Aviation Accident Final Report

Location:	East Palatka, FL	Accident Number:	ERA20CA081
Date & Time:	01/14/2020, 1826 EST	Registration:	N366RC
Aircraft:	Pereyra AVENTURA	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he took off from a river behind his home and proceeded to a local airport where he lowered the landing gear and performed three touch-and-go landings. The pilot said he was preoccupied during the return flight to the river for a water landing and "forgot" to retract the landing gear for the pontoon-hull landing. At touchdown, the airplane immediately flipped over and came to rest inverted. The fuselage forward of the landing gear sustained substantial damage.

Probable Cause and Findings

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

The pilot's failure to properly configure the amphibious airplane for a water landing, which resulted in it flipping over.

Findings

Aircraft	Wheel/ski/float - Not used/operated (Cause)
Personnel issues	Forgotten action/omission - Pilot (Cause) Task monitoring/vigilance - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/08/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	388 hours (Total, all aircraft), 40.4 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pereyra	Registration:	N366RC
Model/Series:	AVENTURA II	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	AA2A0125
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	06/26/2019, Condition	Certified Max Gross Wt.:	1232 lbs
Time Since Last Inspection:	43 Hours	Engines:	1 Reciprocating
Airframe Total Time:	344.66 Hours as of last inspection	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	28J, 48 ft msl	Distance from Accident Site:	
Observation Time:	2335 UTC	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4300 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3° C / -9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Palatka, FL	Type of Flight Plan Filed:	None
Destination:	East Palatka, FL	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.655278, -81.618333 (est)

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Report Date:	07/27/2020
Additional Participating Persons:	Joseph W Gramzinski; FAA/FSDO; Orlando, FL		
Publish Date:	07/27/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100832		

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](#).