



# Aviation Investigation Final Report

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<b>Location:</b>	Guntersville, Alabama	<b>Accident Number:</b>	ERA20CA187
<b>Date &amp; Time:</b>	May 15, 2020, 18:45 Local	<b>Registration:</b>	N990HP
<b>Aircraft:</b>	Aviat A1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the amphibious float equipped airplane reported that while landing on the water, he experienced a very hard, violent landing with a nose down pitch attitude and the airplane nosed over. He further reported that, prior to the landing on the water, he had previously departed a land-based airport and while on final approach to the lake for landing, he was distracted by a boat in the area and did not verify that the landing gear was retracted for a water landing. The airplane sustained substantial damage to both wings and right-wing lift struts. The pilot also reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's failure to retract the amphibious airplane's landing gear wheels prior to a water landing, which resulted in a nose over.

## Findings

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<b>Aircraft</b>	Landing gear/wheel fairing - Unintentional use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Personnel issues</b>	Forgotten action/omission - Pilot

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 10, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 21, 2020
<b>Flight Time:</b>	(Estimated) 1749 hours (Total, all aircraft), 149 hours (Total, this make and model), 1209 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aviat	<b>Registration:</b>	N990HP
<b>Model/Series:</b>	A1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2109
<b>Landing Gear Type:</b>	N/A; Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 26, 2019 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	99 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1854.8 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1P
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	4A6,650 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	18:55 Local	<b>Direction from Accident Site:</b>	36°
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Guntersville, AL (8A1 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Huntsville, AL (HSV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.554721,-86.123054(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Robert Bullock; FAA; Birmingham , AL
<b>Original Publish Date:</b>	February 2, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101297">https://data.nts.gov/Docket?ProjectID=101297</a>

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