



Aviation Investigation Final Report

Location:	Lake Isabel, Washington	Accident Number:	WPR23LA019
Date & Time:	October 15, 2022, 15:00 Local	Registration:	N129KB
Aircraft:	PROGRESSIVE AERODYNE INC SeaRey	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the amphibious airplane reported that, during the tailwind departure from the mountain lake, the airplane was about 40 ft above water level, at an airspeed of 57 miles per hour (mph), when the airplane encountered windshear. The airspeed decreased suddenly by 10-15 mph and the airplane entered a 600 foot per minute descent rate that the airplane was unable to out climb with takeoff power. The airplane subsequently collided hard with the water and bounced before coming to rest. The wings and fuselage were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 loss of airplane control after an encounter with windshear during takeoff which, resulted in a hard water landing.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Windshear - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Windshear or thunderstorm
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Military; Private; Sport Pilot	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	January 31, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 12, 2022
Flight Time:	1277 hours (Total, all aircraft), 34 hours (Total, this make and model), 523 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PROGRESSIVE AERODYNE INC	Registration:	N129KB
Model/Series:	SeaRey	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special); None	Serial Number:	1DK287C
Landing Gear Type:	Retractable - Tailwheel; Amphibian	Seats:	2
Date/Type of Last Inspection:	October 12, 2022 Condition	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	151 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	C126 installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
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:	KPAE, 548 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None /
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	17°C / 9°C
Precipitation and Obscuration:	Moderate - None - Smoke		
Departure Point:	Anacortes, WA (74S)	Type of Flight Plan Filed:	None
Destination:	Gold Bar, WA (Lake)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.87022,-121.59235(est)

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Mark Cherrix; FAA SEA FSDO; Seattle , WA
Original Publish Date:	January 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106160

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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](#).