



Aviation Investigation Final Report

Location:	Pottsboro, Texas	Accident Number:	CEN23LA180
Date & Time:	May 2, 2023, 19:00 Local	Registration:	N40SR
Aircraft:	SEAREY LSX	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the amphibious airplane reported that during a water landing, he forgot to retract the landing gear, and the airplane touched down with the landing gear extended. The airplane subsequently nosed over and sustained substantial damage to both wings. 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 failure to retract the landing gear before a water landing.

Findings

Personnel issues	Use of equip/system - Pilot
Personnel issues	Forgotten action/omission - Pilot
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	May 9, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 15, 2022
Flight Time:	(Estimated) 30000 hours (Total, all aircraft), 260 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	3-point
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	SEAREY	Registration:	N40SR
Model/Series:	LSX	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1LK618C
Landing Gear Type:	Tailwheel; Amphibian	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1420 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	68 Hrs	Engine Manufacturer:	Rotax
ELT:	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:	KGYI, 749 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	184°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	24°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pottsboro, TX (KGYI)	Type of Flight Plan Filed:	None
Destination:	Pottsboro, TX (KGYI)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.843546,-96.662223(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Furlow, Brent; FAA - FSDO; Irving, TX
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=127504

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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](#).