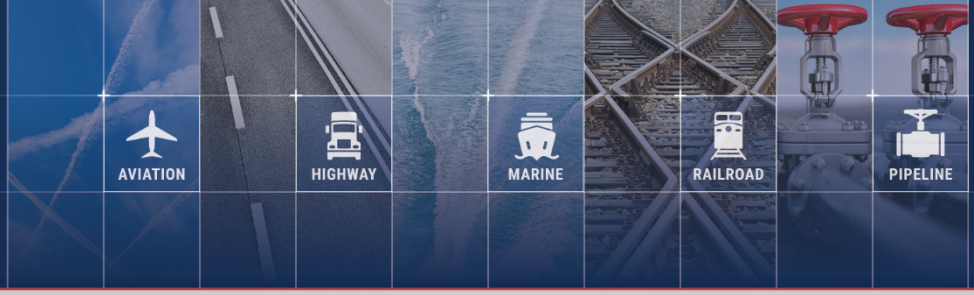

Aviation Investigation Final Report

Location:	New York, New York	**Accident Number:**	ERA26LA261
Date & Time:	July 5, 2026, 12:01 Local	**Registration:**	N726SH
Aircraft:	KODIAK AIRCRAFT CO INC KODIAK 100	**Aircraft Damage:**	Substantial
Defining Event:	Hard landing	**Injuries:**	8 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot of the amphibious airplane reported that he performed a go-around during the first approach to the river seaplane base as the water did not look good (choppy). The water looked good during the second approach and the airplane touched down smooth, but the pilot did not see a large wave off the left side due to flat light, and the left float contacted the wave. The contact resulted in the airplane bouncing up into the air and contacting the water a second time, resulting in a hard landing and collapsed left float strut. The hard landing also resulted in substantial damage to the left elevator. The pilot added that there were no preimpact mechanical 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:

An inadvertent collision with a large wave during touchdown on a river, which resulted in a subsequent bounce and hard landing.

Findings

Environmental issues	Water - Effect on equipment

Factual Information

History of Flight

Landing	Hard landing (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	27,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:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	March 31, 2026
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	March 19, 2026
Flight Time:	3474 hours (Total, all aircraft), 814 hours (Total, this make and model), 3173 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Flight instructor; Remote	**Age:**	40,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	May 12, 2026
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	November 30, 2025
Flight Time:	1468 hours (Total, all aircraft), 683 hours (Total, this make and model), 882 hours (Pilot In Command, all aircraft), 147 hours (Last 90 days, all aircraft), 63 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KODIAK AIRCRAFT CO INC	**Registration:**	N726SH
Model/Series:	KODIAK 100 NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	2025	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	100-0363
Landing Gear Type:	Retractable - ; Amphibian	**Seats:**	9
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	7255 lbs
Time Since Last Inspection:		**Engines:**	1 Turbo prop
Airframe Total Time:	78 Hrs at time of accident	**Engine Manufacturer:**	Pratt & Whitney
ELT:	C126 installed, not activated	**Engine Model/Series:**	PT6A-34
Registered Owner:	Gold Horizon LLC	**Rated Power:**	750 Horsepower
Operator:	Acadian Seaplanes LLC	**Operating Certificate(s) Held:**	Commuter air carrier (135)
Operator Does Business As:		**Operator Designator Code:**	6KDA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	LGA,10 ft msl	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	11:51 Local	**Direction from Accident Site:**	216°
Lowest Cloud Condition:	Few / 1900 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 3400 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots / None	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	60°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.98 inches Hg	**Temperature/Dew Point:**	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Hampton, NY (JPX)	**Type of Flight Plan Filed:**	None
Destination:	New York, NY	**Type of Clearance:**	None
Departure Time:	11:21 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Evers Seaplane Base 6N7	**Runway Surface Type:**	Water
Airport Elevation:	0 ft msl	**Runway Surface Condition:**	Water-choppy
Runway Used:	N	**IFR Approach:**	None
Runway Length/Width:	5000 ft / 400 ft	**VFR Approach/Landing:**	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	6 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	8 None	**Latitude, Longitude:**	40.845934,-73.816245

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Christian Delacruz; FAA/FSDO; Farmingdale, NY
Original Publish Date:	August 27, 2026
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=203320

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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.