



# Aviation Investigation Final Report

<b>Location:</b>	Crescent, Florida	<b>Accident Number:</b>	ERA19LA229
<b>Date &amp; Time:</b>	July 16, 2019, 16:45 Local	<b>Registration:</b>	N632FG
<b>Aircraft:</b>	Progressive Aerodyne Searey	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was conducting a test flight following minor maintenance he had performed on the airplane. While attempting to land on water in calm wind conditions (he described the water as “glass smooth”), the pilot applied forward stick and immediately found himself underwater. He later stated he believed he lost depth perception when he leveled out above the water's surface prior to touchdown and pushed the nose down to land. Witnesses report the airplane nosed over just prior to landing.

## Probable Cause and Findings

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

The pilot’s misjudgment of his altitude during landing and subsequent decrease in pitch attitude, which resulted in a collision with the water.

### Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Glassy surface - Effect on operation

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Controlled flight into terr/obj (CFIT) (Defining event)
-----------------------------------	---

On July 16, 2019, about 1700 eastern daylight time, an experimental, amateur-built SeaRey amphibious airplane, N632FG, was substantially damaged when it was involved in an accident near Crescent, Florida. The pilot was seriously injured. The airplane was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

The pilot stated he had been working on the airplane trying to solve an engine start problem. He discovered the engine had lost its ground to the airframe and decided to conduct a test flight. He departed and flew for about 15 minutes before returning for a full stop landing on the water. The pilot stated that the wind was calm and the water was "glass smooth." During the landing, he applied forward stick then "instantly I found myself underwater." He later stated he believed he lost depth perception when he leveled for touchdown and was higher than he thought. Witnesses report the airplane nosed over just prior to landing.

A Federal Aviation Administration (FAA) inspector traveled to the site and examined the airplane. The nose was partially separated from the fuselage.

A subsequent engine test run was performed by friends of the pilot, who reported that the engine started immediately, accelerated smoothly, and ran continuously without interruption.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	79, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 19, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 27, 2018
<b>Flight Time:</b>	2590 hours (Total, all aircraft), 7 hours (Total, this make and model), 19255 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Progressive Aerodyne	<b>Registration:</b>	N632FG
<b>Model/Series:</b>	Searey No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1996	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1MK-033
<b>Landing Gear Type:</b>	Tailwheel; Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 17, 2018 Condition	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	912UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	80 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>	K28J,63 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	16:55 Local	<b>Direction from Accident Site:</b>	350°
<b>Lowest Cloud Condition:</b>	Few / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 23°C
<b>Precipitation and Obscuration:</b>	In the vicinity - Thunderstorm -		
<b>Departure Point:</b>	Crescent, FL (FD44)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Crescent, FL (FD44)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Eagles Nest Aerodrome FD44	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	63 ft msl	<b>Runway Surface Condition:</b>	Water-glassy
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	29.43,-81.604164(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hill, Millicent
<b>Additional Participating Persons:</b>	Peter Kondravi; FAA/FSDO; Orlando, FL
<b>Original Publish Date:</b>	March 3, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=99865">https://data.ntsb.gov/Docket?ProjectID=99865</a>

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](#).