Aviation Investigation Final Report

Location:	Lake Havasu, California	**Accident Number:**	WPR24LA062
Date & Time:	December 28, 2023, 09:57 Local	**Registration:**	N312PR
Aircraft:	PROGRESSIVE AERODYNE INC SEAREY LSA	**Aircraft Damage:**	Substantial
Defining Event:	Landing gear not configured	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On a previous flight, the pilot of the amphibious light sport airplane had pulled the landing gear circuit breakers to mitigate the risk of accidentally raising the landing gear while on the ground. Prior to the accident flight, which departed from a hard-surface runway, he serviced the airplane with fuel and performed a preflight check. He intended to perform water landings on an adjacent lake, and after takeoff he selected the gear-up switch but had forgotten to reset the circuit breakers.

Shortly after takeoff he felt a light airframe vibration and decided to expedite the landing. While circling the landing spot, and slowing the airplane for the approach, the gear misconfigured warning sounded. However, the pilot silenced the warning because his attention was diverted by the landing due to the vibration, so the gear remained extended as the airplane touched the water. The airplane then nosed over and sustained substantial damage.

The “before engine start” checklist in the pilot’s operating handbook states that the circuit breakers should be in. There is no reference in the handbook to pulling the circuit breakers to prevent accidental activation.

Probable Cause and Findings

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

The pilot’s failure to confirm the landing gear was configured for a water landing during the approach. Contributing to the accident was the pilot’s deviation from the airplanes operating procedures by previously pulling the landing gear circuit breakers, which resulted in the landing gear not retracting when commanded during takeoff.

Findings

Personnel issues	Incorrect action selection - Pilot
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)

Pilot Information

Certificate:	Private	**Age:**	59,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	March 14, 2022
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	July 5, 2022
Flight Time:	200 hours (Total, all aircraft), 75 hours (Total, this make and model), 173 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PROGRESSIVE AERODYNE INC	**Registration:**	N312PR
Model/Series:	SEAREY LSA	**Aircraft Category:**	Airplane
Year of Manufacture:	2021	**Amateur Built:**	
Airworthiness Certificate:	Special light-sport (Special)	**Serial Number:**	1127
Landing Gear Type:	Retractable - Tailwheel; Amphibian	**Seats:**	2
Date/Type of Last Inspection:	August 3, 2023 100 hour	**Certified Max Gross Wt.:**	1430 lbs
Time Since Last Inspection:	89.9 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	256.4 Hrs at time of accident	**Engine Manufacturer:**	Rotax
ELT:	C126 installed, not activated	**Engine Model/Series:**	914 UL2-01
Registered Owner:	On file	**Rated Power:**	115 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:	KEED,914 ft msl	**Distance from Accident Site:**	19 Nautical Miles
Observation Time:	09:56 Local	**Direction from Accident Site:**	323°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	10°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.24 inches Hg	**Temperature/Dew Point:**	14°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Havasu City, AZ (HII)	**Type of Flight Plan Filed:**	None
Destination:	Lake Havasu, CA	**Type of Clearance:**	None
Departure Time:	09:51 Local	**Type of Airspace:**	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	34.51109,-114.38233

Administrative Information

Investigator In Charge (IIC):	Simpson, Eliott
Additional Participating Persons:	Nelson Sanches; FAA FSDO; Riverside, CA
Original Publish Date:	February 1, 2024
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=193584