



Aviation Investigation Final Report

Location:	Lino Lakes, Minnesota	Accident Number:	CEN23LA298
Date & Time:	July 8, 2023, 20:00 Local	Registration:	UNREG
Aircraft:	Mariner Unknown	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was flying his amphibious airplane over a neighborhood and decided to do a touch and go on a lake; however, he failed to retract the landing gear and the airplane flipped over when it contacted the water. The airplane came to rest inverted in the lake and sustained substantial damage to both wings. The pilot did not report to the responding law enforcement officer that there were any mechanical malfunctions with the airplane that would have precluded normal operation.

The pilot was contacted on multiple occasions, but he did not submit the required National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.

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 on the amphibious airplane before landing on water.

Findings

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Mariner	Registration:	UNREG
Model/Series:	Unknown	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	Unknown
Landing Gear Type:	Retractable - ; Amphibian	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	370 lbs
Time Since Last Inspection:		Engines:	1 Unknown
Airframe Total Time:		Engine Manufacturer:	Unknown
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	KANE,912 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	19:45 Local	Direction from Accident Site:	297°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	24°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Forest Lake, MN (25D)	Type of Flight Plan Filed:	None
Destination:	Forest Lake, MN (25D)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.09,-93.05(est)

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Greg Thurston; FAA; Minneapolis, MN Sgt Curt Boehme; Lino Lakes Police Dept
Original Publish Date:	October 17, 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=192610

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](#).