



# Aviation Investigation Final Report

<b>Location:</b>	Winchester, Texas	<b>Accident Number:</b>	CEN24LA124
<b>Date &amp; Time:</b>	February 25, 2024, 14:15 Local	<b>Registration:</b>	N360MD
<b>Aircraft:</b>	Searey Classic	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he aborted the first landing after the airplane bounced twice on the lake. During the second approach for landing, the airplane rolled right, and the pilot tried to counter the right roll with left aileron control input. The airplane's nose then quickly dropped. The pilot increased engine power and applied control inputs to recover the airplane, which decreased the nose down pitch and right roll, but there was not enough altitude to prevent the airplane from impacting the lake. The airplane impacted the lake and nosed over coming to rest inverted. The airplane sustained substantial damage to wing and fuselage. The pilot reported that there was no preaccident mechanical malfunctions or failures of 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 attain/maintain airplane control during a landing approach that resulted in an uncontrolled descent and an impact with the lake.

## Findings

Personnel issues

Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Approach</b>	Loss of control in flight (Defining event)
<b>Uncontrolled descent</b>	Attempted remediation/recovery
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 19, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 1, 2022
<b>Flight Time:</b>	509 hours (Total, all aircraft), 28 hours (Total, this make and model), 455 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Searey	<b>Registration:</b>	N360MD
<b>Model/Series:</b>	Classic	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	FLORMAN-002
<b>Landing Gear Type:</b>	Retractable - Tailwheel; Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 8, 2023 Condition	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1618.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912ULS
<b>Registered Owner:</b>	ANDIAMO AVIATION LLC	<b>Rated Power:</b>	100 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>	T74,600 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	14:35 Local	<b>Direction from Accident Site:</b>	210°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 16°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Georgetown, TX (07TS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Georgetown, TX (07TS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Lake Granger None	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	505 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	30,-97(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gallo, Mitchell
<b>Additional Participating Persons:</b>	Benjamin Huffman; Federal Aviation Administration, San Antonio Flight Standards District Office; San Antonio, TX
<b>Original Publish Date:</b>	April 12, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193851">https://data.nts.gov/Docket?ProjectID=193851</a>

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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](#).