



Aviation Investigation Final Report

Location:	Sopchoppy, Florida	Accident Number:	ERA24LA272
Date & Time:	June 21, 2024, 18:45 Local	Registration:	N425UW
Aircraft:	ADAMS WALTER R SEAREY	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot of the amphibious airplane reported that he was approaching a river for landing “too fast,” and that during the touchdown on the water he did not “have the yoke pulled back enough.” When he fully released the control yoke, and the airplane’s nose immediately pitched down into the water, resulting in substantial damage to the fiberglass hull. The pilot reported that there were no preimpact mechanical malfunctions or failures 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:

The pilot’s improper landing flare, which resulted in abnormal contact with the water during landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	None	Age:	44,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 150 hours (Total, all aircraft), 6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ADAMS WALTER R	Registration:	N425UW
Model/Series:	SEAREY LS Classic	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1MK-208
Landing Gear Type:	Retractable - Tailwheel; Amphibian; Hull	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912S
Registered Owner:	On file	Rated Power:	100 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:	TLH,56 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	57°
Lowest Cloud Condition:	Few / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	34°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sopchoppy, FL	Type of Flight Plan Filed:	None
Destination:	Sopchoppy, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	Ochlockonee River NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	30.21007,-84.681781(est)

Administrative Information

Investigator In Charge (IIC):	Enders, Ryan
Additional Participating Persons:	Wayne Browning; FAA/FSDO; Tampa, FL
Original Publish Date:	September 4, 2024
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=194532

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](#).