

From: [Kandravi, Peter \(FAA\)](#)
To: [Hill Millicent](#)
Subject: FW: Searey accident at FD44
Date: Thursday, July 25, 2019 10:11:03 AM

FYI

From: [REDACTED]
Sent: Wednesday, July 24, 2019 10:39 PM
To: Kandravi, Peter (FAA) [REDACTED]
Subject: Searey accident at FD44

Mr. Kandravi,

As you may have guessed I am in rehab now recovering from injuries of my accident of July 16, 2019. I had my wife bring me the log books so as to determined the info you have requested. If you wish me to scan the pages, I will attempt to do so here at the rehab facility but I am not sure how much access to office equipment I have as a patient. At my home this would not been a problem but I am not sure how long I'll be required to stay in rehab.

I'll try to answer the questions you put fourth to Mr. Troller

Copied from your message.

If you talk to the owner is there any way we can look at the logbooks for information like when was the:

> Annual / Condition Inspection > TT on the airframe, engine, propeller

(A condition inspection was performed on air-frame N632FG s/n IMK-033 on 9-17-2018

by : Alex Rolinski A&P [REDACTED] TT = 982.60)

(A condition inspection was performed on Rotax engine s/n 9408766 on 9-17-2018

by : Alex Rolinski A&P [REDACTED] TTE = 99.1)

> His flight logbook for: James E, Goolsby ATP [REDACTED]

> Flight Hours in Make and Model = 7.34 4.34 in the accident aircraft with 3 water landings. (200 hrs in Lake LA-4)

> Flight Hours in the last 90 Days = 11.84

> Flight Hours in the last year = 29.29

> Total Flight Hours = 25,909.81

> Last Bi-Annual Check ride Oct. 27, 2018

I had been working the airplane trying to solve an engine start problem. Finally discovered that engine had lost its ground to the air-frame. The problem solved by running ground wire from the starter solenoid direct to the case. I decided to do a test flight. I had about 9 gals of fuel on board . The weather was CAVOK, with towering cumulus whose bases were around 3,000. Visibility was well over 15 miles and the wind was calm. I made a runway 18 takeoff from FD44 and headed west to the St Johns River. Then turned east to Crescent Lake.

Made a turn around Bear Island and headed west back to FD44. On the return leg I made the decision to make a full stop water landing at FD44's sea way. I would then taxi back - make a water takeoff followed by runway landing on runway 18. The wind was dead calm and water glass smooth. I believe I lost depth perception when I leveled for the touch down and was higher than I thought. Thinking I was just inches above the water I applied forward stick to 'plant' her on the water. Instantly I found myself under water. Within a few seconds, I found my head above water but was hanging upside down in my seat belt. The pain in my left hip was very extreme and my first thought to get the belt release. With the belt undone my body dropped vertical with my head up into the water. The pain of the belt injury became bearable but I was entangled in wires and cables and with the fear of being dragged down in airplanes sinking. I found that I had to take off my life vest which was the main item tangled in the wires. Once free I moved out along the left wing leading edge which I found floating on the surface. Seeing no immediate aid I returned to the cockpit wreckage and disentangled the vest from the wires and such, put it on and pulled the inflation cord. Still not seeing anyone coming for me, I began a back stroke toward one of the shoreline residences. Half way there a part time employee came in a kayak and towed me to shore where numerous neighbors attended to me until EMS arrived. I was then air lifted to Ocala Regional hospital. Injuries are; a cracked chest bone. The L5 spine cracked. The left pelvis attachment to the tail bone, separated. Laceration to both shins and top of head. The foregoing is my "official" statement of the accident.

Again if you wish to have scans of log pages and will try to oblige.

Jame E. Goolsby