



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21FA243
Aircraft Registration & Make/Model: N62EF / SeaRey LSX
Accident Location: Logan, UT
Accident Date: June 26, 2021

Scott Gerszewski
Witness/Son of the pilot

The witness, who was the son of the pilot, stated that he had spoken to the pilot earlier in the day and invited him to overfly a house where a BBQ was going to take place.

While at the house with friends, the witness heard the sound of a Rotax engine approaching from the south. He was located near a fire pit and an awning attached to the house partially obscured his vision to the south. The witness did not see the airplane until it was near abeam the fire pit.

The witness recalled the airplane was low, about 500 to 700 feet above ground level (agl) and flying about 40 knots ground speed. The pilot waved as he flew past then turned to the right, which the witness noted as turning toward rising terrain. The witness also noted that the pilot made a tight turn, like how the pilot would fly his Husky airplane. He said that as the airplane was turning, about the 100° position from the initial heading, the right-wing dropped. The airplane's wings then leveled, followed by the left wing dropping. The witness saw the airplane wings level again, heard the engine increase in power, and the nose raise up. The airplane began to climb but struck a neighboring house while in a nose high attitude, and about 80 to 90 knots ground speed. The airplane came to rest in the attic section of the north elevation of the house.

The witness and others ran to the neighboring house to provide aid. They gained access to the airplane and discovered the engine running and a small amount of fuel leaking from the airplane. The witness shut off the engine power and rendered aid.

When firefighters arrived, the witness exited the rooftop area, but observed the firefighters attempting to shut off electrical power and had moved several switches to do so. A safety decision was also made to remove the airplane from the roof due to increasing wind causing the airplane to shift.

The witness stated that he had checked the weather that day and the wind was from the north about 7 knots at LGU, but had increase to about 20 knots over the benches [foothills] where the house was located. Ha also observed a gully or mini valley near the house that ran north to south near the accident site and theorized that there could be a strong wind current that effected the airplane's aerodynamic performance as it would have added an increased area of stronger wind along with the area wind.

The witness provided the following additional information.

The pilot recently purchased the airplane. On Friday, June 25th, the day before the accident, the pilot and his son travelled to Paine Field (PAE), Everett, Washington, and flew the airplane back to Logan Airport (LGU), Logan Utah. The witness stated that the airplane was a relatively docile, tail wheel equipped airplane, and there were no abnormalities during the trip. He indicated that the airplane did not have the performance that their Huskey had. He estimated that the airplane burned about 5 gallons per hour, and they landed at LGU with about 11 gallons remaining. He did not know if the pilot added fuel into the airplane before the accident flight.

The witness stated that they had no intentions of landing the airplane onto water until they had received the training and, both felt confident to operating the airplane on land.

The witness stated that the pilot used an iPad with foreflight, but most likely just had his cell phone with foreflight on it, as the iPad was typically used for longer trips. The witness checked the pilot's cell phone and the last phone call made was to the LGU Automated Terminal Information Service.



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Brad Lee Wursten
Witness/Friend of Pilot

The witness stated that he was driving to a friend's house and was located south of the accident site by about 300 feet. He observed the airplane flying low, about 100 feet above the ground, and slow, about 50 to 60 knots. He saw the airplane was travelling from south to the north. He noted that the flight path was erratic and that it banked from left to right. He then observed the airplane bank sharply to the right about 45° to 60° as it turned 180° back to the south. He then observed the airplane descend behind the house. He did not see the airplane strike the house.