

Starr Blum
Air Safety Investigator
Western Pacific Region

Date: July 12, 2023

Subject: WPR23LA186

Contact: Seth Downs - Previous Flight Instructor

Mr. Downs helped the pilot finish up his seaplane rating. The pilot was competent and had no trouble during his training. He helped deliver the accident airplane from Wisconsin to Washington; estimated he has logged 30 hours of flight time in the accident airplane. He stated that he has landed in Steilacoom Lake and for landing south of the bridge, it is preferable to land to the south, which is most likely why the pilot chose to land with a 6-knot tailwind. In his opinion the lake is small, and it would be "tight" to execute a go around. He confirmed if a pilot cannot see if the gear is down, a go-around should be commenced. The nose gear is harder to see in this airplane. He stated that he believes the LGAS system is more of a distraction than help.