



Elliott Simpson
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Air Safety - WPR

Date: January 8, 2024

Subject: N312PR Accident

Contact: Sheldon Moberg

In an email dated January 8, 2024, Mr Moberg stated:

"The aircraft (N312PR) is fitted with an audible gear warning system that indicates, through the headset, that the gear is positioned for either water or land landing. This indication will continue until silenced on the G3X. During my approach to land in the water, with the gear down, the audible and visual indication would have been the gear in position for a Land landing. I silenced this indication during my approach to land in the water. Unfortunately, given my attention to land in the water to address the light vibration felt following departure, this gear warning system indication did not result in my aborting the landing or addressing the position of the gear.

Upon my continuous reflection on this accident, I would now recommend not deselecting the landing gear circuit breakers during any operation of this aircraft. The gear selector switch is of a locking type requiring a pull to overcome the locking feature. The consequence of landing in the water with the gear down is far greater than landing on a paved runway with the gear up. I agree that neither should occur. But I would err on the less significant outcome if an error were to occur. The exception would be when using differential landing gear position to help steer the aircraft due to crosswinds when low speed taxiing in water."