



National Transportation Safety Board Aviation Accident Final Report

Location:	Malone, WI	Accident Number:	GAA18CA329
Date & Time:	06/06/2018, 1900 CDT	Registration:	N100TN
Aircraft:	DOBBS GEORGE COOT	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot in the experimental amateur-built amphibious airplane, during takeoff from a lake, the airplane bounced twice, but on the third bounce, the hull "gave way." Water entered the airplane, and the pilot exited through the canopy.

The pilot reported that the hull had been repaired previously, but it still had "some leakage" after the repair. Substantial damage was sustained to the forward left side of the hull where the sponson was attached.

Photographs provided by the Federal Aviation Administration showed long-term water damage to the plywood and fiberglass hull structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to take off with a known structural issue, which resulted in hull damage.

Findings

Aircraft	Fuselage main structure - Fatigue/wear/corrosion (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause)

Factual Information

History of Flight

Takeoff	Miscellaneous/other (Defining event) Aircraft structural failure
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Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	08/04/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/23/2017
Flight Time:	(Estimated) 905.9 hours (Total, all aircraft), 12.9 hours (Total, this make and model), 905.9 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOBBS GEORGE	Registration:	N100TN
Model/Series:	COOT A	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	SS22
Landing Gear Type:	Retractable - Amphibian; Tricycle	Seats:	2
Date/Type of Last Inspection:	10/25/2017, Condition	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	538 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KFLD, 807 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	2353 UTC	Direction from Accident Site:	187°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	22° C / 13° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Malone, WI	Type of Flight Plan Filed:	None
Destination:	Cheboygan, MI	Type of Clearance:	None
Departure Time:	1910 CDT	Type of Airspace:	Class G

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:	44.047500, -88.440278 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/18/2019
Additional Participating Persons:	Peter Hupfer; FAA; Milwaukee, WI		
Publish Date:	03/18/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=97418		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).