



Aviation Investigation Final Report

Location:	Malone, Wisconsin	Accident Number:	GAA18CA329
Date & Time:	June 6, 2018, 19:00 Local	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

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

Factual Information

History of Flight

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

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:	August 4, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 23, 2017
Flight Time:	(Estimated) 905.9 hours (Total, all aircraft), 12.8 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 (Special)	Serial Number:	SS22
Landing Gear Type:	Retractable - Tricycle; Amphibian	Seats:	2
Date/Type of Last Inspection:	October 25, 2017 Condition	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	538 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:		Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFLD,807 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	23:53 Local	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:	19:10 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.0475,-88.440277(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Peter Hupfer; FAA; Milwaukee, WI
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=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](#).