



Aviation Investigation Final Report

Location:	Dallesport, Washington	Accident Number:	WPR23LA101
Date & Time:	January 29, 2023, 12:30 Local	Registration:	N127DT
Aircraft:	CUB CRAFTERS INC CC18-180	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor of an amphibious float-equipped airplane reported that, he was demonstrating to the student pilot a water landing and step taxi from the back seat. While in the step taxi and preparing to takeoff, the student alerted the flight instructor to a channel hazard marker directly in front of the airplane. The flight instructor was unable to respond before the left wing and left side float collided with the marker about a second later. The left wing and left side float separated from the fuselage resulting in substantial damage. The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor's failure to see and avoid a channel marker during a step taxi in preparation for takeoff on the water.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Sign/marker - Ability to respond/compensate

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 14, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 4, 2021
Flight Time:	2751 hours (Total, all aircraft), 884.2 hours (Total, this make and model), 2661.6 hours (Pilot In Command, all aircraft), 92.1 hours (Last 90 days, all aircraft), 30.6 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	60, Male
Airplane Rating(s):		Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CUB CRAFTERS INC	Registration:	N127DT
Model/Series:	CC18-180 CC18-0051	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CC18-0051
Landing Gear Type:	None; Amphibian	Seats:	2
Date/Type of Last Inspection:	November 2, 2022 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	16.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	924 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C4P
Registered Owner:	L-BIRD LLC	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDLS, 246 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.56 inches Hg	Temperature/Dew Point:	-1°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dallesport, WA (KDLS)	Type of Flight Plan Filed:	None
Destination:	Dallesport, WA	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.668,-120.8588(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: John Bergstrom; FAA; Portland, OR

Original Publish Date: March 23, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106658>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).