

Memo for Record

From: Lee Scherwitz C.M.

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Coloma, MI 49038
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Ref: N180CT, Cessna-180-B , Accident on Paw Paw Lake 10/11/2014

- Around 1:00 pm on October 11, 2014 N-180CT attempted a landing on Paw Paw Lake in Watervliet, MI.
- I was notified around 1:30 pm of the incident and responded to the Lake.
- Upon arrival the aircraft was upside down in the lake with the pontoons floating at the surface.
 - GPS: N42 -12-847 W86-15-319 38
 - Landing gear extended from pontoons
 - Pilot OK, No Pax
- Interviewed Patrick Schiavone, PH cell ██████████, Isaac (son) also on their boat saw the complete incident, father saw the end of the tipping sequence.
 - Saw aircraft attempt a normal landing on the lake.
 - Was first on scene
 - Call 911 and reported
 - Asked pilot if he was alone = YES
 - Asked pilot if he was Hurt = NO
- From this conversation and seeing the landing gear extended from the bottom of the pontoons.
 - Landing gear extended and made contact with the water creating drag and the aircraft flipped over nose first upside down.
- After the interview I got a ride out to join the Sheriffs Marine Patrol that was on site along with Watervliet Fire Rescue.
- I was informed that Deputy Sheriff Lt. Marty Kurtz had already made contact with FAA (GRR) representative Steve Betzer ██████████.
 - Discussion had taken place to use Great Lake Recovery Team to salvage the aircraft.
 - Discussion with the Pilot Bill Pater that he was self insured and wanted o use his own recovery team.
 - I called FAA (GRR) Steve Betzer and informed him that I was on scene and the pilot requested to use his own recovery team and to cancel Great Lakes Recovery.
 - Further discussion with FAA (GRR) Steve Betzer, I informed him that I was a trained Accident Investigator when I was in the Air Force and that I knew what his needs at the site would be and that I was there representing Sheriffs office of Berrien County.
 - He thanked me and told me to proceed with gathering as much information as I could.
 - We would meet on Tuesday October 14, 2014 to collect the data
 - I turned the recovery over to Bill Pater and his team.
- **Information gathered from Bill Pater the Pilot**
 - FAA -ATP Certificate: ██████████

- Date issued: 10 Dec 2011
- William George Pater
- [REDACTED]
- Watervliet, MI 49098-9720
- [REDACTED]
- Talked with Bill Pater, he told me when he left BEH he failed to properly complete his departure check list and attempted to land (not knowing the gear was extended) the aircraft on Paw Paw Lake. He said he was glad he had a three point harness which helped protect him when the aircraft flipped over nose first from the drag of the landing gear hitting the water.
- **Aircraft Recovery**
 - Two barges were available and used in the recovery.
 - See attached photos
 - I departed the area at 4:45 pm while the recovery was continuing.
- Sheriffs Marine Patrol and Watervliet Fire Rescue did an excellent job in assisting with crowd control and recovery assistance as needed, on the lake.

