



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Title: Senior Aviation Accident Investigator
Region: Central

Date: 30 July, 2019
Person Contacted: Ty Finch
NTSB Accident Number: CEN19LA242

Narrative:

On July 27, 2019, about 1220 eastern daylight time, an Icon A5 airplane, N663BA, sustained substantial damage during an impact with trees shortly after departure from Littlefield Lake, Lake, Michigan. Mr. Finch was acting as pilot-in-command of the accident airplane.

Mr. Finch stated that the flight was a sales demonstration flight for a potential client. When he arrived at Littlefield Lake, he estimated the winds to be about 8 to 10 knots from the southwest. After landing, he taxied to the client's home and beached the airplane so the client could board. After taxiing the airplane to the selected departure area, he said the wind had increased and he estimated the speed to be between 12 and 15 knots. He said when he started the takeoff run, he saw three small wakes, consistent with those from wave runners, which helped propel the airplane into the air. He said that they got into the air on the first takeoff attempt. He said the takeoff was normal and "there was nothing wrong with the [air]plane at all." He stated that they got to the shoreline, they were treetop height plus an estimated 50-60 ft. His plan was to execute a left turn to stay over the lake in the event of an engine failure. Before starting the right turn, he looked at the angle of attack indicator and it showed one needle width below the top of the green, and he estimated his speed between 55-60 knots. He started to initiate a 10° turn to the right to stay over the lake and it suddenly sounded like they "hit a wall."

He stated that this was the first time he had landed at this lake. He measured it on Google Earth and estimated about 1,800 ft of available takeoff space. He said the airplane felt 100% normal like it had on hundreds of flights before. He thought he ran the bilge pump when he was near the client's home. He said that the annunciator for water in the bilge was not illuminated.

Mr. Finch also stated that he did not complete any preflight planning for density altitude calculations. As most of his flight time was in Michigan, he was familiar with the general altitude of the area and estimated the lake to be about 640 ft above mean sea level (MSL). He said he felt completely comfortable with everything and he would not have gone if he did not.



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He felt the airplane was climbing normally. The flaps remained extended to the full flap position at the time of the accident. He stated that he was waiting to gain more altitude before retracting the flaps.

He thought he encountered 20-30 kts of windshear. The airplane clipped a tree and descended rapidly towards the water. After the impact, he attempted to continue to fly the airplane but had no control and the airplane impacted the water.

END OF INTERVIEW



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Date: 05 September, 2019
Person Contacted: Ty Finch
NTSB Accident Number: CEN19LA242

Narrative:

Mr. Finch, PIC of N663BA, an Icon A5 that impacted terrain on July 27, 2019 near Lake, Michigan was contact for a follow-up question regarding the takeoff sequence. Mr. Finch was asked what power setting was utilized for plow taxi operations in the A5. He stated that he used about 3,800 RPM.

END OF INTERVIEW