

Williams Shaun

From: Livingstone, Matthew E (FAA) [REDACTED]
Sent: Wednesday, August 7, 2019 8:43 AM
To: Williams Shaun
Subject: Littlefield Lake Airplane Crash - Witness Statement
Attachments: image001.png

Shaun,

Below is the statement from the witness on the lake.

Thanks,

Matt

Matthew Livingstone

Aviation Safety

Aviation Safety Inspector - Operations

Grand Rapids - FSDO

3196 Kraft Ave SE, STE 103, Grand Rapids, MI 49512

Main Office: [REDACTED] – Direct Line: [REDACTED] – Email: [REDACTED]



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From: [REDACTED] >
Sent: Monday, August 05, 2019 5:47 PM
To: Livingstone, Matthew E (FAA) [REDACTED] >
Subject: Re: Littlefield Lake Airplane Crash

Myself, my daughter, my girlfriend, and my buddies girlfriend were on my boat pulling out of the cove to go up to the restroom at the launch, the airplane with just the pilot was coming into the cove as we were pulling out, we went up to the launch and used the restroom. We came back onto the lake and the plane was coming across the lake from the cove, was looking pretty sketchy due to wind and waves. I stopped the boat so we could watch the plane like everybody else that was on the water. The cops on jet skis were watching too. He went back n forth a couple times witch I thaught he was trying to take off. I'm no pilot but that's what sounded like, on his I think 3rd or 4th attempt it was verry wavy the right wing went under water 2 times while he was tryn to take off heading twrds the launch. It finally got off the water and everybody was clapping and happy. It sounded to me as if it didnt have enough power to what he was asking the plane to do. As went towards the trees in the air I

said to everyone on my boat...this is not gonna be good. I started to turn my boat twrds the plane as I watched the plane turn to the right, I knew it was gonna hit the tree with the right wing, I floored my boat as he hit the tree and spiraled down to the water. I was on way across the lake and the two officers on jet ski passed me. They went to the shallow side of the plane. I pulled up to the back of plane, no one was going into the water yet so I just dove off my boat into the deep water and swam up to the cockpit where the pilot had just came up. The passenger was still under water in cockpit. I reached under the water into the cockpit and grabbed the passenger around his chest with my right arm and pulled him up and out, that is wen I realized it was pat in my arm. I'm from mt.p so I know him personally. I had my left arm on wing and pat in my arm now, I fiddled myself down the wing holding pat to the back of the plane, he was looking at me with confusion saying he just wanted to lay down. I just kept saying I gotta get u help buddy. Wen got to the back of the plane there were other people now in water and helped get him up closer to a pontoon. My daughter gave some man her t shirt to hold against his wound on his neck. The men put him on a pontoon and headed to the launch. The pilot then came to my boat and used a phone to contact the plane company.he kept saying it shouldn't of happened. Then the sheriff took him to the launch via jetski.

We stood there for prolly 20 minutes in disbelief and shaking. Then got into the boat and went to the launch. It was pretty hectic up there. The police asked a few questions and took my name and number and said thank you. We went back to the cove and hung out for a bit. Then waited for the launch to clear out and we left to go home. Then you called me on friday.

On Thu, Aug 1, 2019, 11:59 AM Livingstone, Matthew E (FAA) [REDACTED] wrote:

Mike,

Thanks for taking the time to speak to me today. If you could please provide me with a detailed statement regarding what you witnessed on Saturday July 27, 2019, I would appreciate it.

Should you have any questions, please feel free to contact me by email at [REDACTED] or by phone at [REDACTED].

Thanks,

Matt Livingstone

Matthew Livingstone

Aviation Safety

Aviation Safety Inspector - Operations

Grand Rapids - FSDO

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Williams Shaun

From: Todd Graham [REDACTED] >
Sent: Friday, August 9, 2019 4:38 PM
To: Williams Shaun
Subject: ICON5 plane crash littlefield lake

Hello sir,

I was the deputy working marine patrol that day. The plane came in and landed almost angled to the wind instead of into it. The plane then taxi'd back into Tower Lake a no wake lake. After picking up the second person it taxi'd back out of Tower lake onto Littlefield Lake.

It appeared to power up but not enough for a take off and when it's front end appeared to be pushed down by a wind gust and the plane turned abruptly in the water. The constant wind speed was 23 mph and gusting to 33 mph quite frequently. It powered up again and I thought this time it was taking off, but it was not taking off into the wind when again it appeared to get shoved around by the wind while still on the water. It never circled the entire lake at any time, by now I was waiving boats and jet ski's off to try to give the pilot room to maneuver and get to a position where he would be taking off into the wind.

When he was finally able to get to a position to be facing into the wind he was near the north east edge of the lake facing south west into the wind. He powered up and it appeared to be taking a long time for him to get enough speed for lift off. He finally did get off the water, but it wasn't until he had almost went into the cove where the boat launch is at. He was above the trees when he banked, but it didn't look like he was travelling very fast when he banked. I would have expected him to continue into the wind to gain speed and altitude before banking. Almost as soon as he banked the wind gusted and the plane looked like it was floundering in the air. It looked like to me that he was attempting to get back to the water because the plane was coming down fast, the wing took the very top of the tree and it slung him nose first into the water.

I don't know what the maneuvering speed is for that plane, but it didn't look like it was travelling very fast when the pilot chose to bank to the right.

If you have any other questions feel free to email them to me.

I work midnights on the weekends so I doubt we will ever talk in person.

Deputy Graham
[REDACTED]