

Suffern Paul

From: [REDACTED]
Sent: Tuesday, June 27, 2023 2:55 PM
To: [REDACTED]
Subject: CEN23FA257 -- Beaver Island, MI (Avid Magnum ~ N103DG)

Paul and Zane,

Attached is a statement from one of the USCG pilots that responded to the scene north of Beaver Island. I will forward any additional statements as they come in.

Zane, if you would reach out to [REDACTED] when you have a chance, that would be great.

Thank you both,
Tim

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 27, 2023 1:43 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: NTSB Statements

Mr. Sorensen,

From our phone conversation this morning, I have included a statement about my flight on June 23, 2023 in response to the plane crash near Beaver Island, MI.

Departed the TVC Coast Guard ramp at 0909 local with a report of Garmin distress alert West of Beaver Island, MI. Transited at 2000' MSL to Beaver Island. There was a noticeable lack of contrast on the horizon. Smoke/ haze combined with no wind and very calm seas made it impossible to determine where the sky and water met – no discernable horizon, with the exception of nearby land. Visibility was noted as 10+ miles but the water color and sky color with smoke and haze were nearly identical at that time of day. This prevailed along the transit and in the area of the crash site. Winds were mostly calm with occasional light winds out of the west.

Arrived on scene to find the one survivor sitting on a singular float that was above the waterline. Deployed the rescue swimmer, who assessed the survivor, and assisted with a rescue basket recovery. After recovering both the survivor and rescue swimmer, we departed the scene and delivered the patient to awaiting EMS at the KCVX airport. Weather from Beaver Island to KCVX was the same as the transit out. After delivering the survivor, we returned to the crash site to check for pollution. We arrived back at the crash site around 1130 local. Again the weather remained the same with no significant changes. After landing in Traverse City, we logged a total of 1.0hrs of IMC time to account for conditions requiring instruments as the primary reference during portions of the overwater transit.

Please let me know if you have any questions or need more information for your investigation.

Very Respectfully,

