

Zane Brown

From: Sorensen Tim
Sent: Tuesday, June 27, 2023 12:55 PM
To: Suffern Paul; Brown Zane
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 Paul Welke when you have a chance, that would be great.

Thank you both,
Tim

Tim Sorensen
NTSB – Aviation Safety / Central Region
West Chicago, IL
[REDACTED]

From: Rusch, Levi S LCDR USCG AIRSTA TRAVERSE CI (USA) [REDACTED]
Sent: Tuesday, June 27, 2023 1:43 PM
To: Sorensen Tim [REDACTED]
Cc: Lake, Leo C LCDR USCG AIRSTA TRAVERSE CI (USA) [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,

LCDR Levi Rusch
Aeronautical Engineering Officer
USCG Air Station Traverse City, MI
[REDACTED]

From: Rusch, Levi S LCDR USCG AIRSTA TRAVERSE CI (USA)
Sent: Tuesday, June 27, 2023 9:10 AM
To: Wagner, Andrew Z PO1 USCG (USA) <[REDACTED]> Rockey, Derrick P LT USCG AIRSTA TRAVERSE CI (USA) [REDACTED] Baker, Eric H PO2 USCG (USA) [REDACTED]
Cc: Lake, Leo C LCDR USCG AIRSTA TRAVERSE CI (USA) [REDACTED]
Subject: NTSB Statements

Gents,

I spoke with Mr. Tim Sorensen from the NTSB this morning. He is one of the investigators for the crash we responded to on Friday. As part of the investigation he is asking for a statement from us. Weather may have been a contributing factor and he would like each pilot to send him a statement about weather conditions that morning. If you have any photos that show the 'horizon' and smoke/haze those are welcome too.

Additionally, he was asking if the pilot (survivor) made any comments about what caused the crash or the weather conditions when we had him in our care. Apparently, the pilot is in good/stable condition but is having a hard time talking about the crash at this point.

If you have any other information or photos you think will be helpful please include that as well.

Mr. Sorensen's email is [REDACTED] Please send your statements to him and CC CDR Lake by the end of the week. Thanks!

Very Respectfully,
LCDR Levi Rusch
Aeronautical Engineering Officer
USCG Air Station Traverse City, MI
[REDACTED]