



Maine State Police

Continuation Report

Event #
SP13-077420

Author
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CODE NO



DETAILS OF INVESTIGATION:

On 10/19/13, at approximately 1835 hours, the Augusta Regional Communications Center received a report of a plane crash on the northeastern part of Moosehead Lake in the area of Northeast Carry Township in the northern part of Piscataquis County. I was at the State Police Barracks in Orono and I assisted in coordinating the State Police response to this incident. The initial information from people on scene was that there were two occupants in the plane and both had escaped the plane after the crash and neither appeared to have serious injuries. I spoke with Lieutenant Aaron Hayden the designated State OD reference the ensuing State Police response and what our responsibilities would entail. The information we had at the time did not call for the activation of the Maine State Police Air Rescue Plan. It was determined that the State Police would assist the Federal Aviation Administration by doing the initial response to the scene, speaking with the parties involved and providing additional help and investigative resources as requested by the FAA. I assigned Trooper Matthew Grant to respond to the scene to assist in the initial investigation. The call initially was received by the Augusta RCC and assigned to the Maine Warden Service however it was determined that the State Police would assume responsibility for the initial response. As part of this determination I spoke by phone with Game Warden Sergeant Allan Gillis and Game Warden Sergeant William Chandler who both offered their assistance.

1946 hours:

I called Michael Dillon the FAA operations manager out of the Boston Service Center. I was later put in contact with FAA Investigator David Knowles out of Portland, Maine. Investigator Knowles advised that he was the primary point of contact and that all investigative reports should be sent to him and he would see that they were disseminated to the appropriate agencies. Trooper Grant and I maintained consistent phone contact with both Michael and David as the investigation proceeded.

1951 hours:

I called Edward Raymond the proprietor of the Raymond County Store in Northeast Carry. The Raymond Country Store was serving as a gathering place where agencies and resources responding to the incident were gathering. Raymond informed me that the pilot of the aircraft Thomas Coleman was at a nearby camp along with his girlfriend Ashli. Raymond said that a nurse was also on scene tending to them. Raymond said that Thomas appeared to be uninjured but that Ashli had a head injury. Raymond said that both of them had escaped the plane and swam to shore and that Ashli

did not appear to be seriously injured but she was complaining of being drowsy. Raymond said that they were requesting Lifeflight to respond to the scene.

An ambulance was dispatched from Greenville Hospital however Lifelight Helicopter was also dispatched from Eastern Maine Medical Center in Bangor.

District Game Warden Robert Johansson was the first law enforcement officer on scene and he spoke with the Pilot Thomas Coleman and then relayed information to myself and Trooper Grant. It was determined that the crash occurred approximately 500 yards from the shore. The approximate coordinates for the crash site were provided as follows;

Latitude 455242N
Longitude 693767W

Warden Johanson advised that he had spoken with Thomas the pilot and that he did not appear to be impaired by drugs or alcohol. Warden Johanson said that he overheard Thomas telling someone that he had misjudged the distance of the plan to the surface of the lake while landing and that is why he crashed. I asked Warden Johanson to have Tom wait on scene until Trooper Grant arrived and was able to interview him. Warden Johanson told me that Ashli was being Life Flighted to Eastern Maine Medical Center in Bangor.

2100 hours:

I arrived at the emergency room at Eastern Maine Medical Center where I interviewed **Ashli Goodenow D.O.B. (5/29/89)** in the trauma room. Ashli was speaking clearly and coherently and she seemed calm and clearheaded. The following in substance is a summary of my conversation with Ashli. Ashli told me that Tom was her boyfriend and they had been together for approximately 3 months. Ashli said that she lived in Portland and that she had spent the weekend with Tom. Ashli said that they had friends who had a camp in Northeast Carry Township on Moosehead Lake and they had plans on staying with them this weekend. Ashli said that she and Tom had taken the plan and flow to St. John Lake where they went bird hunting and then before dusk they headed back to Northeast Carry. Ashli said that Tom commented that he wanted to get back before it became too dark out.

Ashli said that initially Tom landed on the East side of the lake and brought the plane to a stop before realizing that he was on the wrong end of the lake. Ashli said that Tom took off again and then circled around to the lake again on a different part of the lake. Ashli stated that the water looked just like glass and she thought everything looked fine on the landing. Ashli said that the right pontoon on the plane appeared to touch the water first and then the plan spun and crashed. Ashli said she hit her head and Tom helped her get out of the plan on the pilot's side as the plan was sinking. Ashli said that both she and Tom swam together for the shore and at this point people on shore had seen what had happened and were getting a boat in the water to come out and pick them up. Ashli said that the water was extremely cold and she kicked off her boots and jacket so they would not drag her down. Ashli said that Roland Seavey drove his boat out to them and brought them to shore.

I asked Ashli if Tom had consumed any alcohol that day. She said no.

I called Ashli's parents who were responding from Freeport. I had them speak with Ashli reference her status.

I called Inv. David Knowles and updated him on what I had learned.



ENCLOSURES:

None

RECOMMENDATION:

Forwarded to Inv. David Knowles of the FAA