

ATTN: Inspector Kevin Alewine

9/10/14

On 9/5/14 I flew a series of touch and go water landings in the area of Buck Island. On Saturday 9/6/14 I was operating a SuperCub on Wipline floats. After a series successful touch and go landings on water and land, a water landing in the area of Buck Island went wrong. I designated my landing area and assessed the area for other vessels. I performed a touch and go. Upon the next landing a high speed bass boat crossed closely from left to right on my path. It was apparent the boat occupants were not aware of me. I turned right at the moment of touchdown and realized that a jet-ski was coming out of a boat house area from my right. At that point I impacted a large rogue wave and then found myself inverted. I exited the aircraft and reoriented myself. I attempted to locate my cell phone in the cabin to phone for help. I do not recall leaving the gear in the down position as that would be contrary to my checklist. Before pulling the aircraft to shore I repetitively pumped on the emergency gear handle to ensure the gear was locked in place to provide a stable towing point. Help then arrived and I was towed to a dock.

Charles R. Burns

RECEIVED

SEP 10 2014

ALABAMA FSDO-09



**Municipal Airport**  
**Robert Martin, Airport Manager**

Sunday, September 07, 2014

To: Kevin L. Alewine, FAA

Cc: Dr. John Eagerton, Chief, Aeronautics Bureau, Alabama Department of Transportation

Subject: Super Cub, N7089B, Upside Down in Lake Guntersville, 9-6-14


Subject aircraft landed at the Guntersville Airport late morning on Saturday, September 6, 2014. After the brief stop, where the pilot used the airport courtesy car to obtain food items at the local gas station market, the plane departed the airport. Runway 3 was the active runway at the time. I was not at the airport at the time of his arrival and departure, but one of my part time line workers was on duty. Upon my return to the airport just prior to noon, I receive a call from a local TV reporter asking me how serious the crash into the lake was. This was the first notice I received about the incident. I immediate left for the area where the plane was reported to be down, just about a mile from the South end of runway 3-21. No sign of the plane was in the reported area. A little later, the reporter located the scene and notified me of the location. The location was 1626 Buck Island Road, Guntersville. This location is on the South shore of Buck Island. When I arrived, the plane had been secured the boat dock. The pilot was there and seemed to be somewhat confused as to what had happened to cause the flip over. I let the pilot use my cell phone to talk to FAA personnel. The pilot seemed to be concerned about a possible cut on his head, but there was no blood showing. He did have a small bump on his forehead. After I returned to the airport, I received a call asking me to take photos of the plane at the dock which I did. At that point a relative of the pilot stated they were waiting for the salvage company to arrive to take the plane out of the water. About 5:00 PM, I received a call that the decision had been made to move the plane to an area across the lake where the water was deep enough and where a crane could be stationed to effect the removal. I arrived at the location just prior to 6:00 PM as the plane was nearing the retrieval location. The pilot was riding on the floats of the plane during this transit of the lake. He seemed fully recovered from his earlier state of mind when I first met him and fully involved with the retrieval process. After the plane was removed from the water and sat on its floats, it was towed around the point of the retrieval area to a ramp area when the plane was towed out of the water and stored for the night. With the plane out of the water, it could be seen where the wind shield had been broken. The pilot said, that is where he hit his head. I believe the plan was to come back on Sunday, remove the wings and transport it back to its original location in the Florence, Alabama area.

  
Robert W Martin

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 Guntersville, AL 35976

 Office

 phone

 FAX

## Alewine, Kevin L (FAA)

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**From:** Clements, Gary [REDACTED]  
**Sent:** Saturday, September 06, 2014 10:51 PM  
**To:** Alewine, Kevin L (FAA)  
**Cc:** Clements, Gary  
**Subject:** Plane crash Lake Guntersville  
**Attachments:** IMG\_0941.jpg; IMG\_0942.jpg; IMG\_0939.jpg

I was off duty when I received a call from Marshall County 911 at about 1200 concerning a plane crash near Buck Island in the area of 1945 Buck Island Drive. I was advised that Guntersville Fire and Rescue along with the Guntersville Rescue squad had been notified and were in route. I traveled to Alreds and got in my boat and traveled to the scene. The pilot was out of the plane and ok. The rescue squad had the plane secured with a rope. The pilot advised me that he had talked with the FAA and he had someone in route to help retrieve the plane. There was no indication of any fuel or oil leaking into the water. The pilot advised that the plane had a sealed system. EMA director Ms. McBurnet arrived on scene and confirmed no leaks. The boat was secured to a dock and I left the scene.

While at the scene, the pilot advised me that one of the front wheels had a hydraulic problem and was down causing the plane to flip as it tried to land on the water. I noticed one of the front wheels turned to the side.



## Alewine, Kevin L (FAA)

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**From:** Clements, Gary [REDACTED]  
**Sent:** Sunday, September 07, 2014 10:27 AM  
**To:** Alewine, Kevin L (FAA)  
**Subject:** RE: Plane crash Lake Guntersville

Here's what I got from 911.

First caller [REDACTED]

Second caller [REDACTED]  
from 1944 Buck Island Drive, Guntersville, AL

Sorry about the pictures, I took more, but for some reason they didn't show up.

Thanks, Gary

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**From:** [Kevin.L.Alewine](#) [REDACTED] Kevin.L.Alewine [REDACTED]  
**Sent:** Sunday, September 07, 2014 6:56 AM  
**To:** Clements, Gary  
**Subject:** RE: Plane crash Lake Guntersville

Gary, thank you for all of your assistance yesterday, as for the 911 caller, we will need to interview that individual, can you get me a name, phone number or address? Thanks again.

Kevin Alewine

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**From:** Clements, Gary [Gary.Clements [REDACTED]]  
**Sent:** Sunday, September 07, 2014 3:50 AM  
**To:** Alewine, Kevin L (FAA)  
**Cc:** Clements, Gary  
**Subject:** Plane crash Lake Guntersville

I was off duty when I received a call from Marshall County 911 at about 1200 concerning a plane crash near Buck Island in the area of 1945 Buck Island Drive. I was advised that Guntersville Fire and Rescue along with the Guntersville Rescue squad had been notified and were in route. I traveled to Alreds and got in my boat and traveled to the scene. The pilot was out of the plane and ok. The rescue squad had the plane secured with a rope. The pilot advised me that he had talked with the FAA and he had someone in route to help retrieve the plane. There was no indication of any fuel or oil leaking into the water. The pilot advised that the plane had a sealed system. EMA director Ms. McBurnet arrived on scene and confirmed no leaks. The boat was secured to a dock and I left the scene.

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## Alewine, Kevin L (FAA)

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**From:** Julie Heltsley [REDACTED]  
**Sent:** Wednesday, September 10, 2014 11:40 AM  
**To:** Alewine, Kevin L (FAA)  
**Subject:** plane crash

Kevin, I am Julie Heltsley. Shelly Caramanian called me this morning and said you were interested in what I witnessed last Saturday.

Hopefully this will be of some help, as usual in an emergency things happen fast so this is to the best of my recollection.

There had been several planes flying over the lake that morning, so maybe we had tuned them out, but I do not remember hearing any planes flying by at the time.

Annie looked out the window and said "what's that?" I looked up and saw an airplane upside down at an odd angle, so I remember seeing wings and wheels in the air and the plane turning upside down. I said "it's a plane" and started running for the door, and I heard Shelly say she's calling 911. Mary followed me down to the lake and we could see one head in the water by the plane moving around. We started calling to him if he was ok and if there was anyone else in the plane. He did not respond but started swimming toward us and the boat dock. About half way to the dock he said he was ok and alone. We went into the boathouse looking for something to aid him in getting to the dock, but he swam all the way to the dock. He climbed the ladder and asked if his head was bleeding very much. He was not, I noticed a small cut on his nose and forehead and that he had ear plugs. We were afraid he might be in shock and asked him to sit down, but he couldn't be still. We told him 911 was on the way, and he said, "I don't need 911, cancel it. In fact, I am a Sheriff's deputy". He said he needed to make a phone call, by now Tom and Annie (owners of the lake house) were also on the dock, and Tom had his phone. The pilot was wet, and the sun was shining, so it was hard to see the screen on the phone, so he told Annie the number, and she dialed and handed him the phone. He went to the edge of the dock, and we were unable to hear the conversation. Tom then called 911 and cancelled the ambulance. While this was happening a pontoon boat pulled up to the dock to see if he could help. The pilot said he needed to get some stuff (I think this is the word he used) off the plane. So he got on the boat, and they went to the plane. The plane is drifting downstream all this time and is about out of sight from the yard. After a few minutes the boat left the plane and returned toward the shore but closer to the plane and waited. The plane was drifting downstream and it looked like the boat was just going to follow the plane downstream. In a few minutes the marine officer's boat came by the house and toward the boat. Our view was blocked by trees and we were unable to see anything else.

Julie Heltsley