

From: Mike Nagy <[REDACTED]>

Sent: Tuesday, March 12, 2019 3:52 PM

To: Padilla, Rene (FAA) [REDACTED]>

Subject: Statement: Merritt Island Plane Crash 3/2/19

Hello Mr. Padilla,

My name is Mike Nagy and my son Tim and I were the fisherman who rescued Mr. Mitton along with Adam's help.

Tim and I were fishing by the island next to (north) of the runway. We arrived to the spot about 15min before the crash. As we were casting our lines around I saw Mr. Mitton's plane bounce a bit on landing and the plane went up again to about 15-25ft. The plane then banked or turned to the right sharply (from west to north) and crashed nose first into Sykes Creek. I did not see any smoke or broken parts coming off of the plane prior to impact. My son (facing the opposite direction) asked what that noise was. In disbelief, I told him that a plane just crashed into the water. At that time I told my son to "get your line in we have to go and see if they need help!" We started driving the boat right to the plane as fast as we could. The water was only about 1-2ft deep and the boat would bottom out. It was the longest 3-5min of our lives. We got about half way there (50yds away) when I saw a man (Adam) running down the runway area and jump in from the shore to start swimming to the plane. At about 25yds away I instructed my son to jump in and swim towards the person floating in the water. The water had plane fuel on the surface and could be smelled around the whole area. Adam was about the same distance and yelled for help behind us. Tim and Adam rolled Mr. Mitton from facedown position to face-up and on his back as I drove the boat right up to him. At that point I double arm hooked Mr. Mitton under his arms and hoisted him into the boat while Tim and Adam pushed up from his bottom end. They couldn't touch the bottom and had a hard time pushing, but we got it done because Tim wisely used the boat for leverage.

Once aboard, I laid Mr. Mitton down on the bow of the boat and began assessing him while Adam and Tim were trying to climb in the boat. Adam asked if anyone knew CPR and I told him yes and that I already started it. Mr. Mitton's airways were complete clogged with sea water and plane fuel. He was unresponsive, had no pulse and was not breathing at all. I began chest compressions immediately and instructed my son Tim to drive the boat to shore. Adam kept checking for his pulse as I performed CPR and Tim drove. With each cycle of chest compressions I was pumping out foam and water. I would periodically roll him on his side to drain the blockage. After about 7 cycles or so of chest compressions and just before reaching shore your dad began to involuntarily expel water and foam. A few more cycles later he began to breath shallowly and Adam said he felt a pulse. We got to shore where the sheriff's department and airport workers were waiting. Adam jumped out of the boat and told them he was breathing. As his breathing and pulse became stronger I kept him on his side in "recovery" position with my body wedged behind his to hold him there while we waited for EMS. The sheriffs were there watching and monitoring and asked Tim to keep the boat against shore and me to keep Mr. Mitton stable until the ambulance arrives. Mr. Mitton came to as Brevard FD arrived and was mumbling "what happened" and trying to move some. Tim and I told him there was an accident, but he was safe and EMS

was here. I asked him to lay still a few times. EMS brought the back board to the boat and myself and two firefighters positioned him on the backboard. I held it stable while they strapped him in and started asking him questions. Adam was being interviewed by Sheriff's, Tim was keeping the boat steady and the firefighters and I lifted him off the boat and handed him to other EMS workers on shore as the helicopter transport was coming in.

I attached a couple of pictures of the aftermath once my son and I were released by the Sheriff's Department. The photos are from the west with us facing east. Please let me know if you have any questions.

Regards,

Mike Nagy

From: Adam van den Broek <[REDACTED]>

Sent: Wednesday, March 06, 2019 7:35 AM

To: Padilla, Rene (FAA) [REDACTED] >

Subject: Kitfox Accident 03/02/2019

On Saturday March 2nd I witnessed a Kitfox crash into the water on the northern side of RWY 29 at KCOI. This incident took place between 1330Z and 1400Z.

My student and I were sitting on the hold short line of RWY 29 as I watched a Kitfox turn final behind a P28A. The approach was stable, and as the plane crossed the threshold I began to look down final to see if we were clear for T/O. When I glanced back, the Kitfox was in a 90 degree right bank flying perpendicular to the runway. The right wingtip was about ten feet from the ground as the plane veered towards the water. The right wingtip struck water first, throwing the nose under and submerging the cabin. All that remained visible were the top of the wings and vertical stabilizer.

Let me know if you need any more information,

Adam van den Broek