

ANDREWS FAMILY INFO -

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BJ'S FIRST E-MAIL/POST

August 11, 2008, 12:34 am

First of all, we need to keep looking and searching, until my family is found. There is a lot of uncertainty; especially with weather and other factors, but I believe my brother and father to be well and surviving. What follows is what I hope I know: On Friday the 8th, Brian (56, 230 lbs.), Brent (or B.J.) (28, 215 lbs.), and gear traveled to S. Young's Lakecabin at about 5:30. Included in the plane were 3 sleeping bags, pads, 4 bags of groceries, one tub/tote with basics, mess kit, etc., a camp stove, and a Coleman lantern. Brian flew back to Juneauto pick up Brandon(24, 185 lbs.), two dogs Zeke (70 lbs.), and Chief (100 lbs.) and a small outboard motor. The plane, a Cessna 182 on floats, colored white, maroon, and silver, with silver floats, was equipped with standard aviation radios, an older Garmin GPS, and full fuel. There were life jackets worn, as well as hip boots, and technical jackets.

On Saturday, we all flew back to Juneauat about 3:15arriving in Juneauat 3:40. The weather was open on the North end of the lake, but closed to the South for this first flight. Myself and the two dogs unloaded, and Brian and Brandonimmediately turned around to fly back to the cabin for the rest of the gear. I dropped off the dogs at home and drove back to the airport to pick up my brother and father.

They hadn't returned by 6:00and by 7:00I filed a notice with the FAA. I told them they were 2½ hours overdue. The FAA checked the radio traffic and other potential signals. No ELT beacon or other emergency transmissions were heard. They said that a Ward Air flight sighted a plane fitting the description at about 4:00headed North, although this could have been the flight I was on. Another Ward Air flight may have landed at the north lake cabin at 7:00 PM, however this has not been corroborated. At 8:15I was contacted by the Coast Guard Command Center who began a search. They dispatched a helicopter from Sitkawho flew over the lake at about 11:00 PM. While it was dark, I learned that no airplanes were sighted on the lake. The search was postponed at 12:10until morning. At 5:30on Sunday, another Coast Guard flight commenced, and flew through OliverInletto SeymourCanaladding no new information. The Cutter Liberty was also dispatched. At 6:45 AM, there was no new news and it was very foggy and poor conditions. Flights were not making it into Young's Lake. At 9:00, the news broke on KINY. At 10:00, it was still too early to discuss any scenarios except that they were hopefully just sitting somewhere waiting on weather. At 11:00, I had met with the Civil Air Patrol to learn that they'd flown over Hawk Inlet, and adjacent areas on Douglas, and Admiralty, except for the Young's area. 15 minutes later, at the Coast Guard Command center, I was able to see all areas covered. Further, Libertyhad been patrolling Admiralty Cove, the backside of Douglas, and was going into SeymourCanalto explore all adjacent shoreline. Flights were trying to make it into Young's from King Salmon Cove with no luck.

At about 5:00 PM, I learned that the Alaska State Troopers had successfully made it to the lake with a float plane, and Juneau Mountain Rescue (JMR) had hiked in to the north cabin from Admiralty Cove. The south cabin was empty of gear, except trash which probably meant that Brandon and Brian felt they only had a small weather window and left. JMR did a wide sweep of the land area on the way in and found visual evidence of anything suspicious (although spotted a bear). The plane was able to get a helicopter over land from the tip of MansfieldPeninsul and fly low and slow at about 200' from S. Young's Lakethrough to King Salmon Cove

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and into Seymour without seeing anything.

At 8:00, the Civil Air Patrol returned to Juneau from a flight that primarily swept the backside of Douglas Island up to 1000'. The Troopers were also able to do fairly good visual reconnaissance of the area from Admiralty Cove to Young's Lake North, not seeing any downed airplanes.

Shortly after, a new Coast Guard helicopter came in with forward looking infrared, but no heat signatures were detected. I don't know how high they were able to scan, maybe 500 to 1000'.

With no emergency signals, and no visual or thermal evidence of a downed aircraft, there is little evidence to suggest adverse trouble beyond the time frame in which Brian and Brandon have been missing. Radio communication in the area may require line-of-sight and would be dependent on battery power. Brian has 25 years of flying experience in Southeast Alaska and extensive knowledge of the region, and Brandon is a very good pilot who could have taken control of the aircraft at any time.






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BJ and Family,

Our thoughts and prayers are with you and your family. We'll be sending positive thoughts your way.

With love,
Katie

Comment by Katie Hamlyn (Zentner) August 19, 2008 @ 8:46 PM
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Joyce, BJ, Nikki, and Veida,

Some of my fondest memories growing up were of skiing with Brandon and Dylan and always seeing your family on the ski hill, Joyce and Brian always at the start urging us skiers on. Brandon was smiling at my wedding this summer and he will not be forgotten. My thoughts are always with you and have been through the entirety of your search for your family. I wish I could have been in Juneau to help in the effort. I also wish I was there to be with you all at the memorial on the 28th, but know my thoughts and prayers are with you all. Memories of Brandon and the fun, trouble, and adventure we had growing up on the ski hill will always live on with me.

With Love,
Hilary Turner

Comment by Hilary Turner December 1, 2008 @ 8:49 PM
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ITEMS ON BOARD N9350X 8/9/08

Some search areas still need to be executed and the Coast Guard plans on remaining active until these search areas are fully addressed with clearing weather. I further feel that it would be a good idea to continue to look at the shorelines with boats through Tuesday or Wednesday, especially the shorelines on the backside of Douglas and on Admiralty Island from Arden to Barlow, focusing on washup zones. I list of items we are searching for follows:

Items on board N9350X 8/9/08

- Two lifejackets. Stearns Type III Recreation CO2 Inflatable. One green. One red.
- Garmin 195 GPSMap GPS.
- Three sleeping bags. Two grey and black on the outside, one green and black North Face in a black compression sack.
- Three sleeping pads. Two inflatable black / grey types. One orange and black Thermarest without a stuff sack.
- Interior upholstery on the plane is cream and burnt orange leather and vinyl. The seats are Burnt orange cloth with cream leather sides and backs. Two full seats in the front with headrests, two jump seats in the rear.
- One Tohatsu ~5hp outboard motor. Black and grey cowling with an internal fuel tank.
- One aluminum shaft oar. Black blade and black grip handle.
- One dark denim-blue colored Helly Hansen ski jacket. Brown Salomon shoes.
- One small red medical kit in a canvas bag.
- One pair black North Face rain pants.
- One medium-large yellow North Face gear bag with shoulder straps.
- Two pink pillows 1'x1' throw pillows.
- One green fleece jacket.
- Two Costco shopping bags, green tarp-like material.
- One Rubbermaid tote, purple bottom and green top with Andrews name and address on the lid.
- Inside the Rubbermaid container, a mess kit, Coleman lantern with a black plastic case.
- Red canvas duffel bag with 4 break-down fishing poles inside.
- Green Coleman two burner stove with a red white gas fuel tank.
- Two pair of black hip waders
- One pair of Xtra-Tuff's with "Brian" written on them in permanent marker.
- Slate blue flight bag with charts and a hand held marine VHF.
- Four 16 oz budweisers.
- One bottle of merlot red wine
- One large bag of peanuts.
- Marshmallows, grahm crackers, Hershey bars.
- One small green tackle box.
- Two nalgene bottles, one yellow one purple.
- One bed size pillow with blue pinstripes.

Thanks,

BJ

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Aunt Joyce, BJ and Nikki...please know that I have every friend I have saying prayers for you and them. I wish I was there to help more. Vilate

Comment by Vilate August 20, 2008 @ 8:58 AM

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Hello!
Very Interesting post! Thank you for such interesting resource!
PS: Sorry for my bad english, I've just started to learn this language 😊
See you!
Your, Raiul Baztepo

Comment by RaiulBaztepo March 28, 2009 @ 2:58 PM

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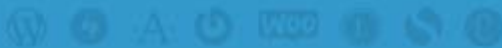
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THE STORY OF THE FIND

March 22, 2018, 11:54 PM
Filed under: [Uncategorized](#)

I thought you might want to hear how we found the plane. I'd been hunting all day by myself and was coming down the mountain in heavy fog, rain and snow. I'd seen very little sign or deer that day. I was zoning out because I was below where the majority of the deer sign had been and because I could barely see anything. While I was kind of daydreaming, a deer appeared for a split second. It was small and disappeared a moment later going down hill and to the north. I wouldn't have shot it anyways but I decided to go to where I last saw it just in case a buck was nearby. I deviated my course to the right and walked to the edge of a stream. There, below me in kind of a ravine was the plane. I'm not religious but was compelled to say a prayer aloud for your brother and dad.

After I marked my GPS and took pictures to send to you, I hiked ten yards out of the ravine. Maybe forty yards below stood Luke and my Dad hauling a deer down the hill. You hardly ever run into other people when hunting in the SE jungle and especially at that moment. I hiked to them rapidly - Luke thought I was a bear for a moment - and they seemed kind of as surprised as I was. Then I took them back to plane.

A lot of strange things that day. If I had not seen and followed that deer (it was one of three I saw that day) I would have never seen the plane even though I probably would have walked by it within 30 yards. Then, to bump into my Dad and brother.

Just thought you might want to know.

Thinking of the Andrews and sending my best,

Bjorn

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