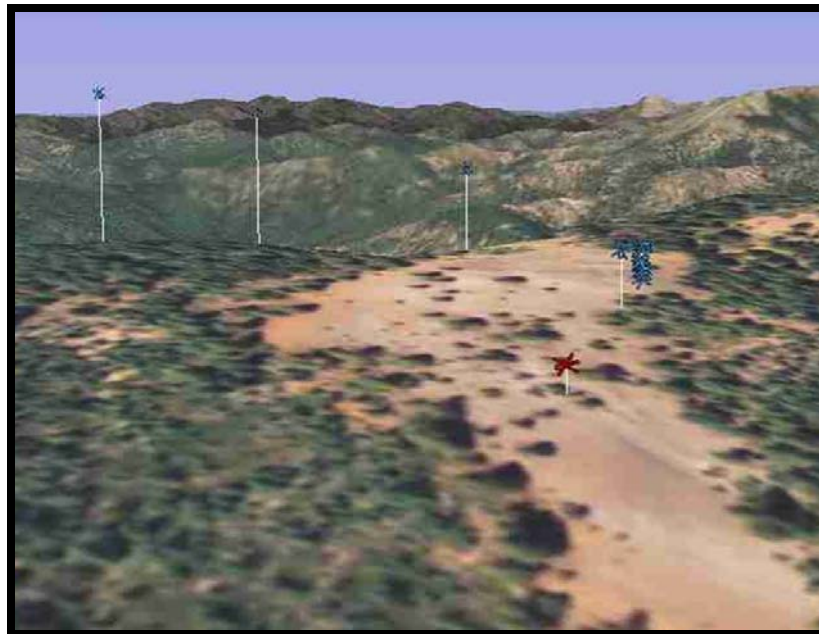


\*All locations are approximate\*



*Figure 01: Wreckage 20-30 minutes after accident*



*Figure 02: GPS track (hit every 2 minutes)*



Figure 03: Accident site with relation to witness locations

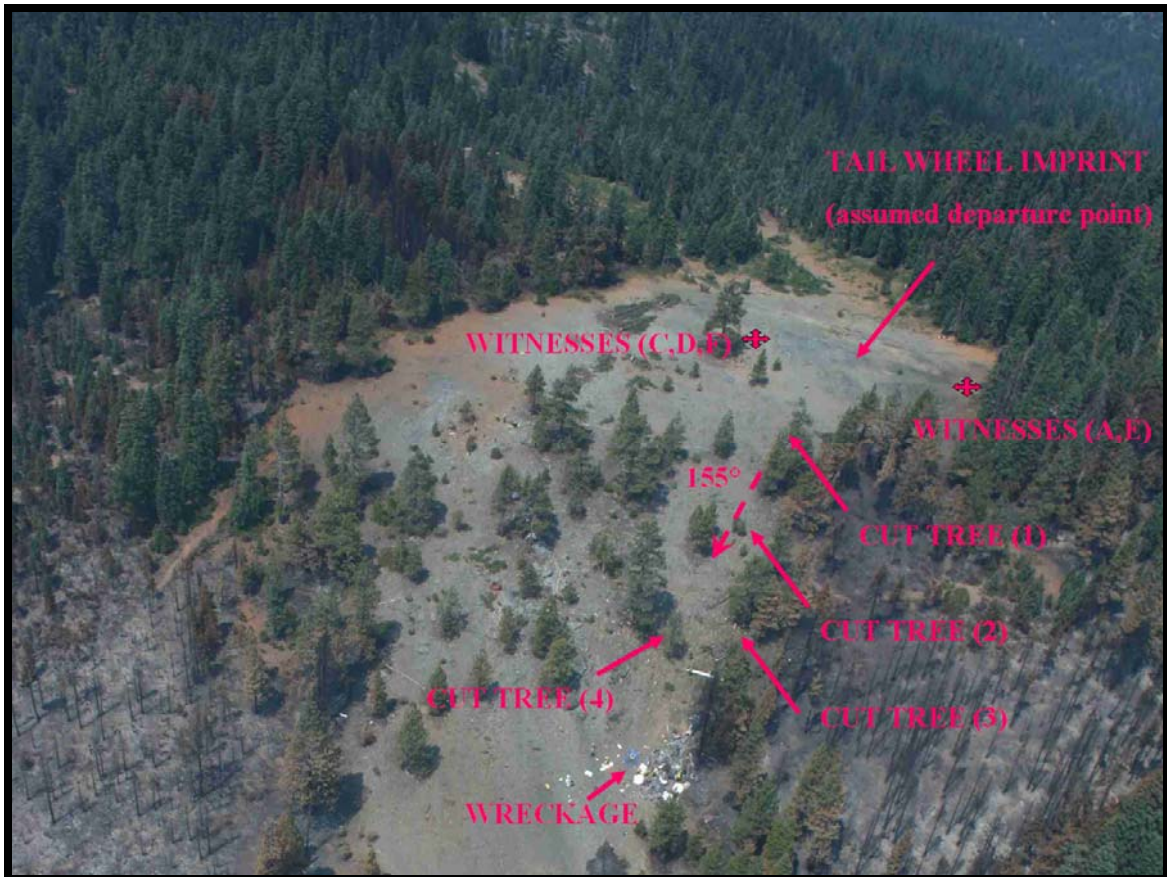


Figure 04: Aerial view of accident site



Figure 05: Aerial view of accident site



Figure 06: Outboard section of rotor blade (see figure 05 for location found)



Figure 07: Aerial view of accident site

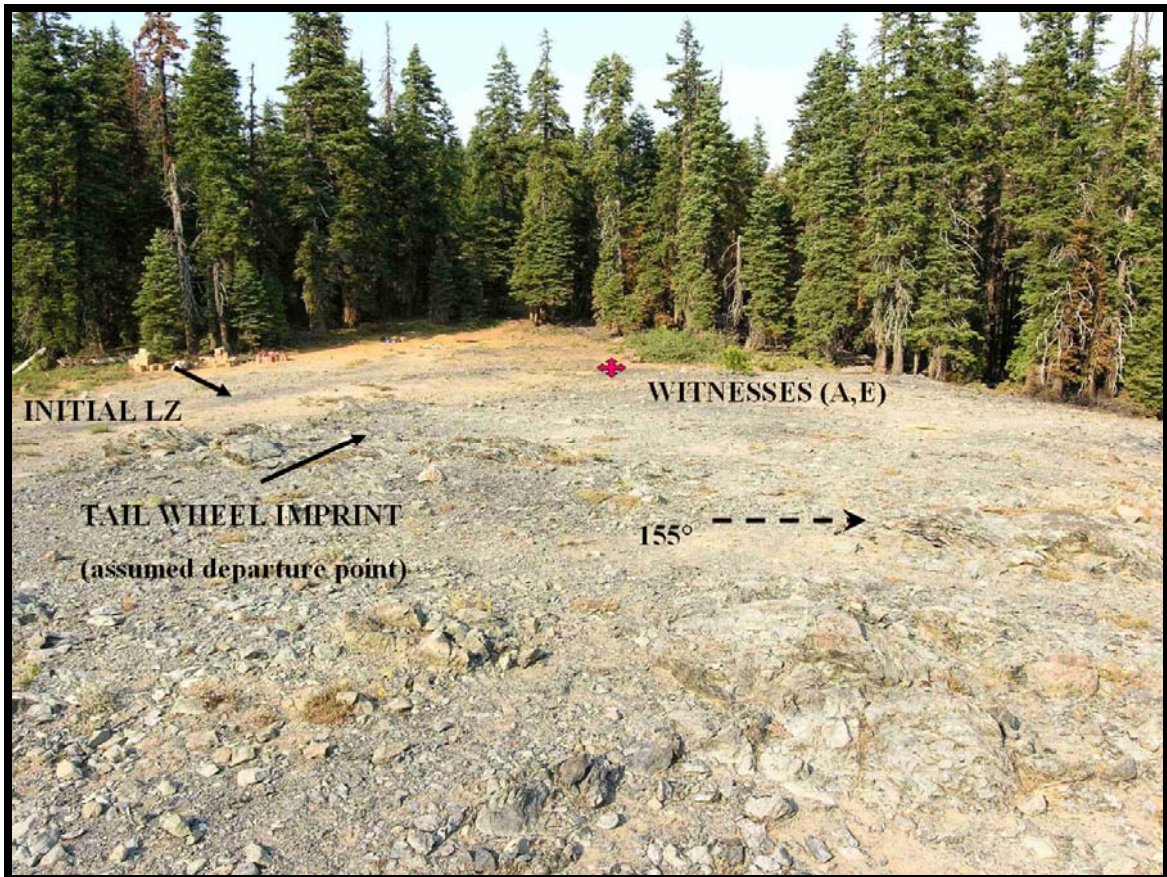


Figure 08: Assumed departure point



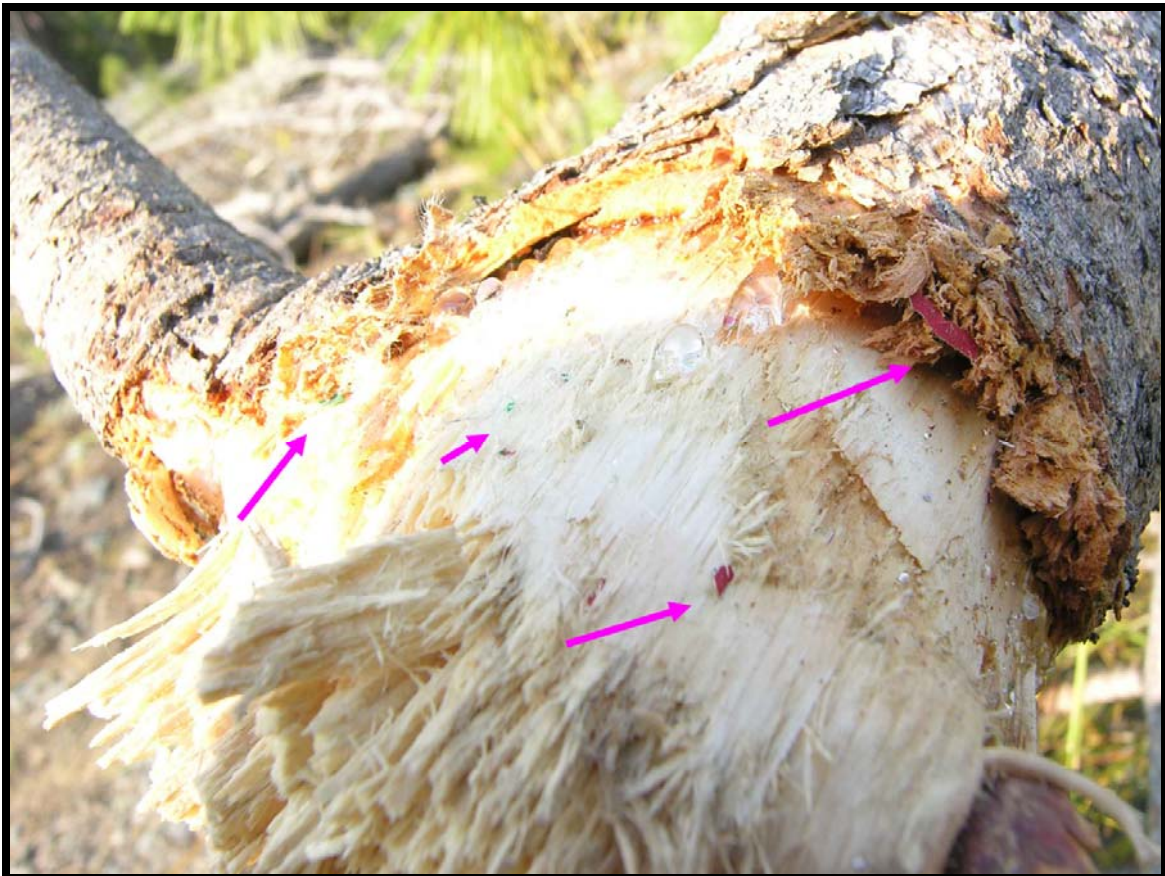
*Figure 09: Vantage point from presumed departure point*



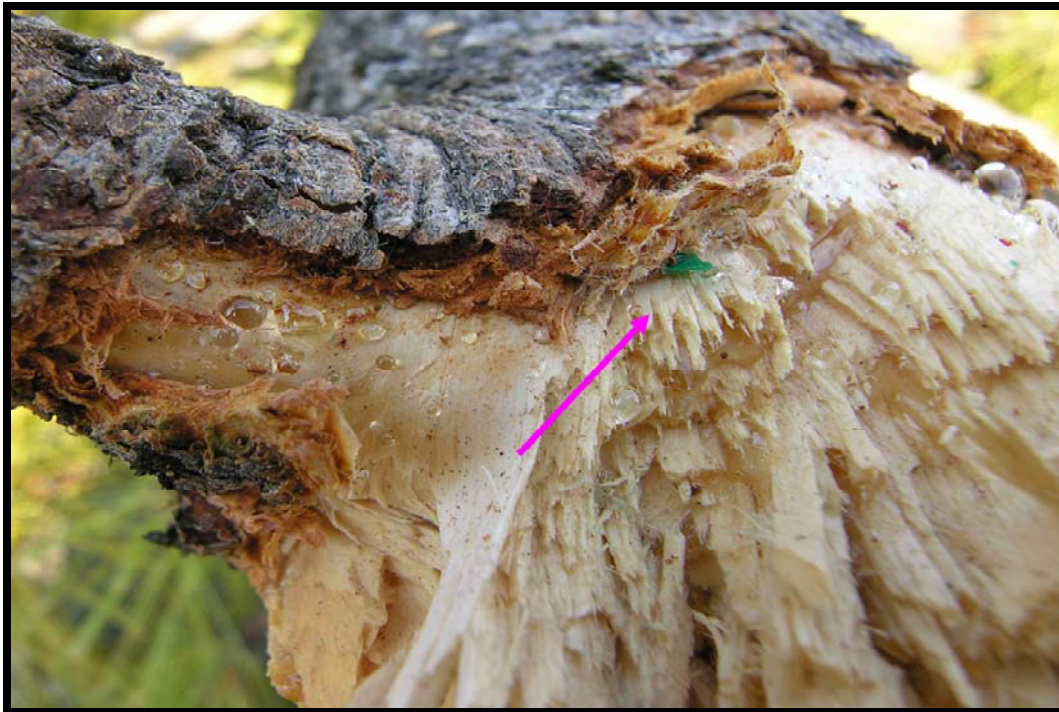
*Figure 10: Main rotor blade tip found below first tree cut*



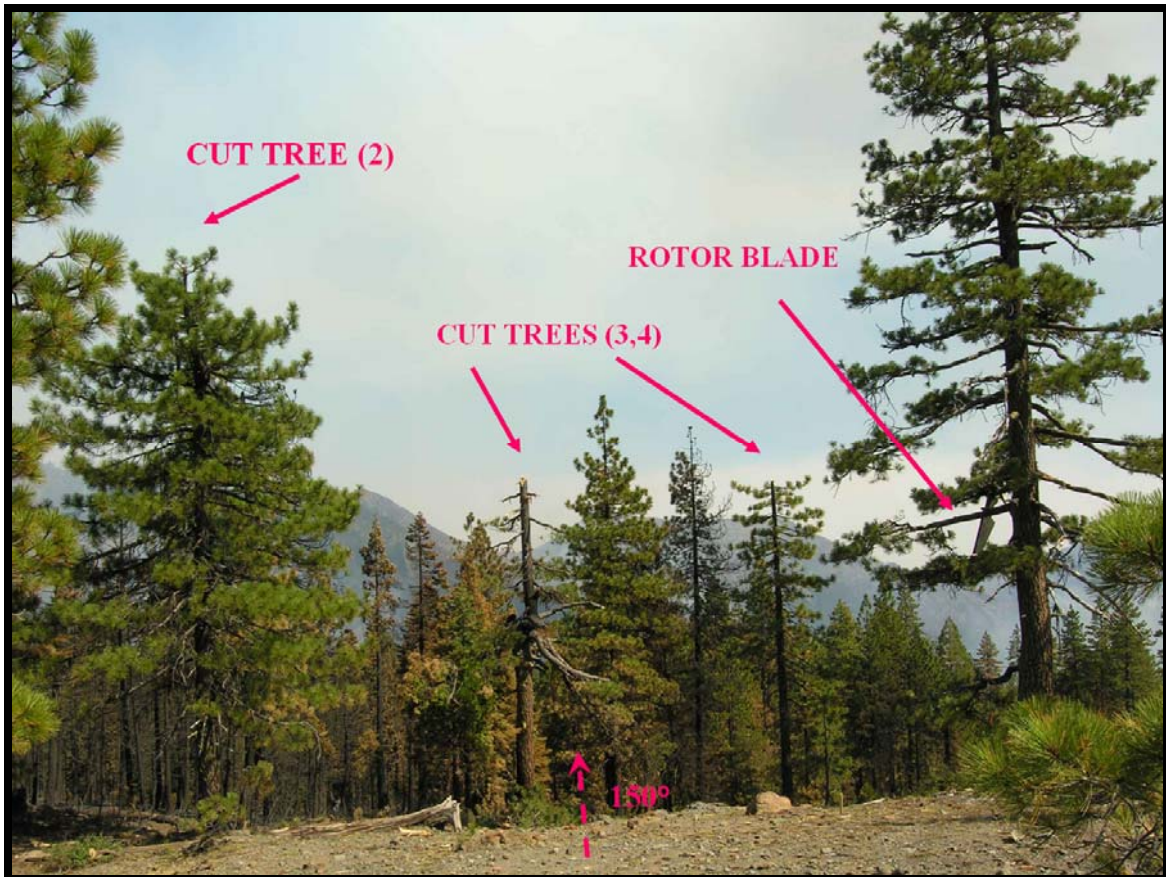
*Figure 11: First tree cut*



*Figure 12: First tree cut (referencing paint chips, which were similar in color to that of the main rotor blades, embedded in fibers)*



*Figure 13: First tree cut (referencing paint chips, which were similar in color to that of the main rotor blades, embedded in fibers)*



*Figure 14: Tree cuts in the presumed flight path (leading to the main wreckage)*

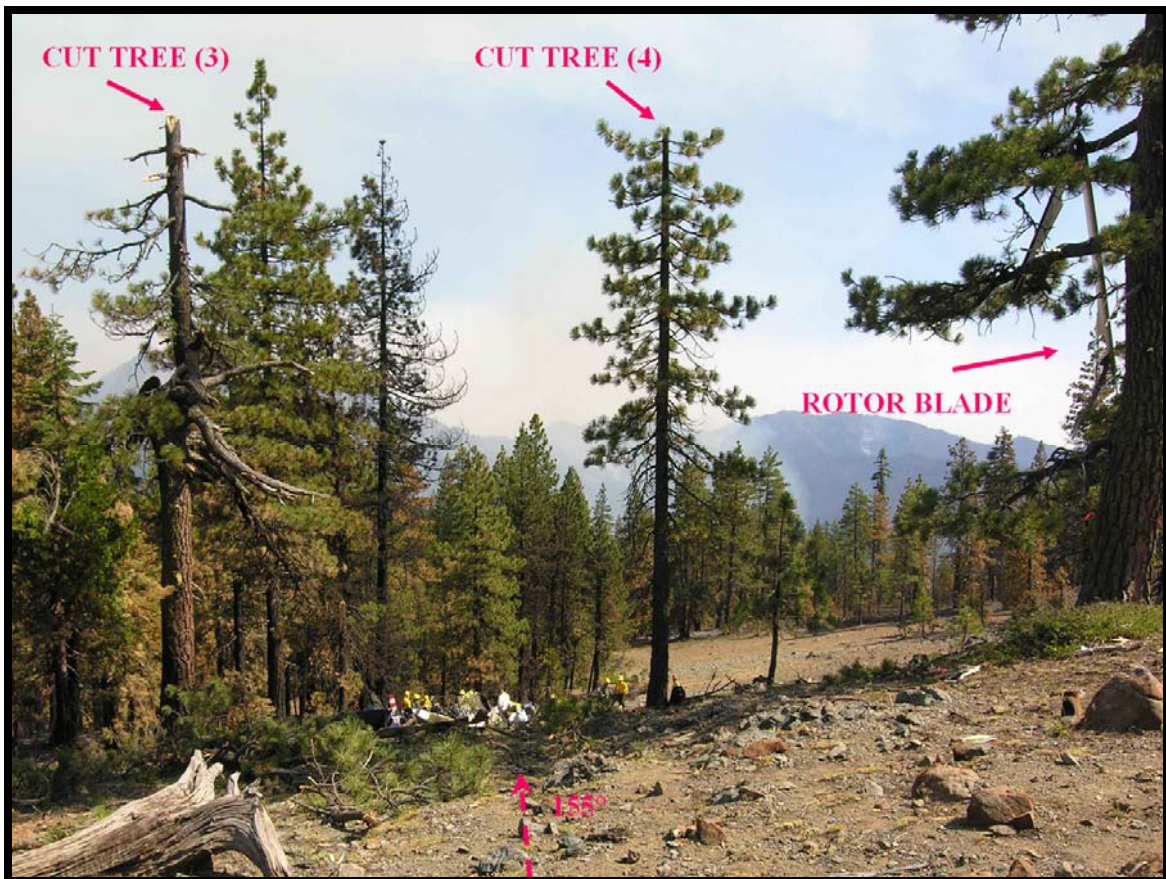


Figure 15: Tree cuts in the presumed flight path (leading to the main wreckage)

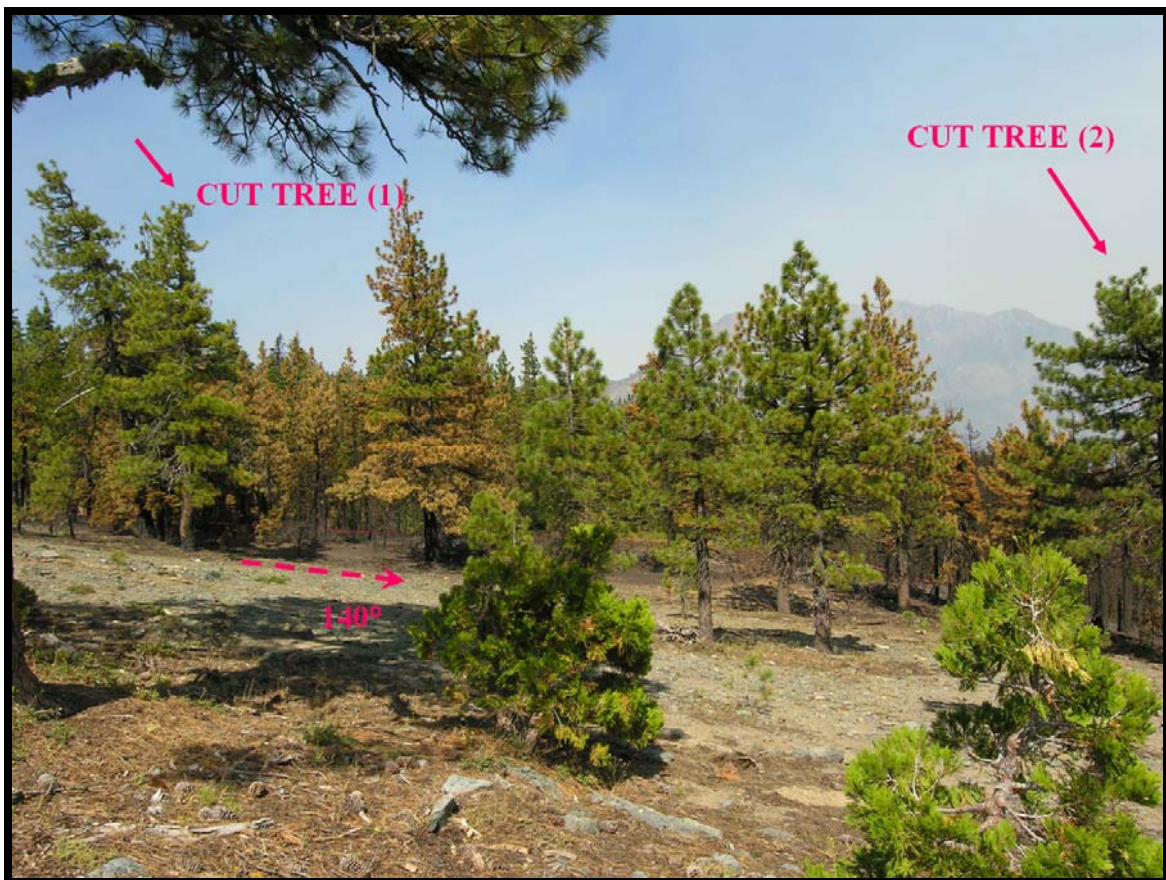


Figure 16: Profile view of tree cuts in the presumed flight path



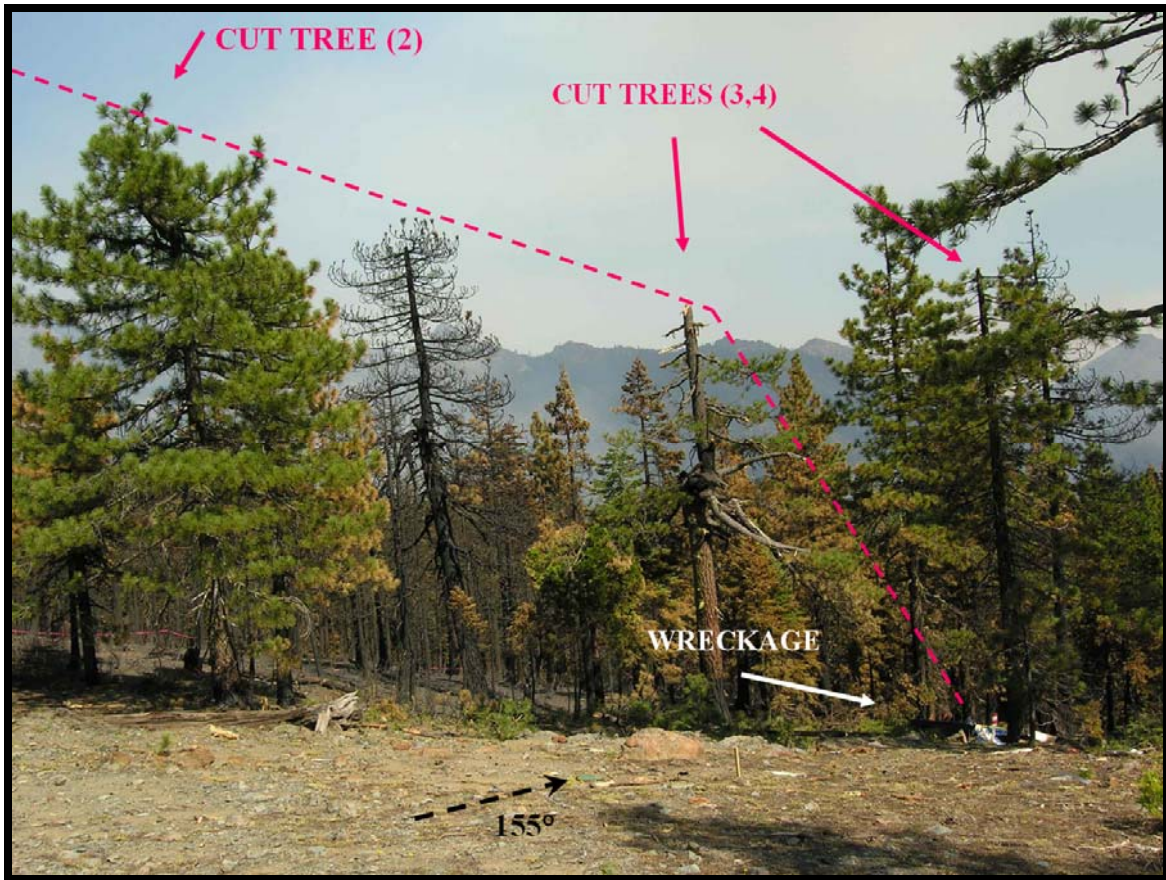


Figure 17: Profile view of tree cuts in the presumed flight path (dotted line showing angle)

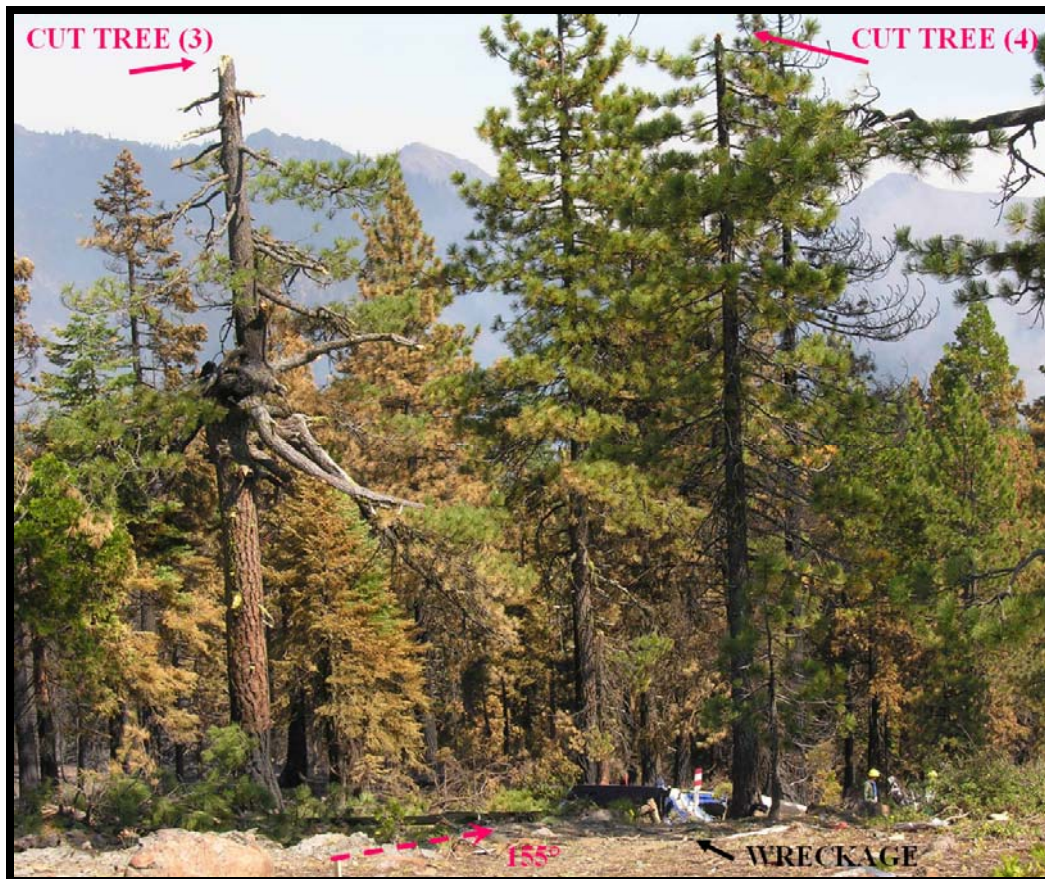
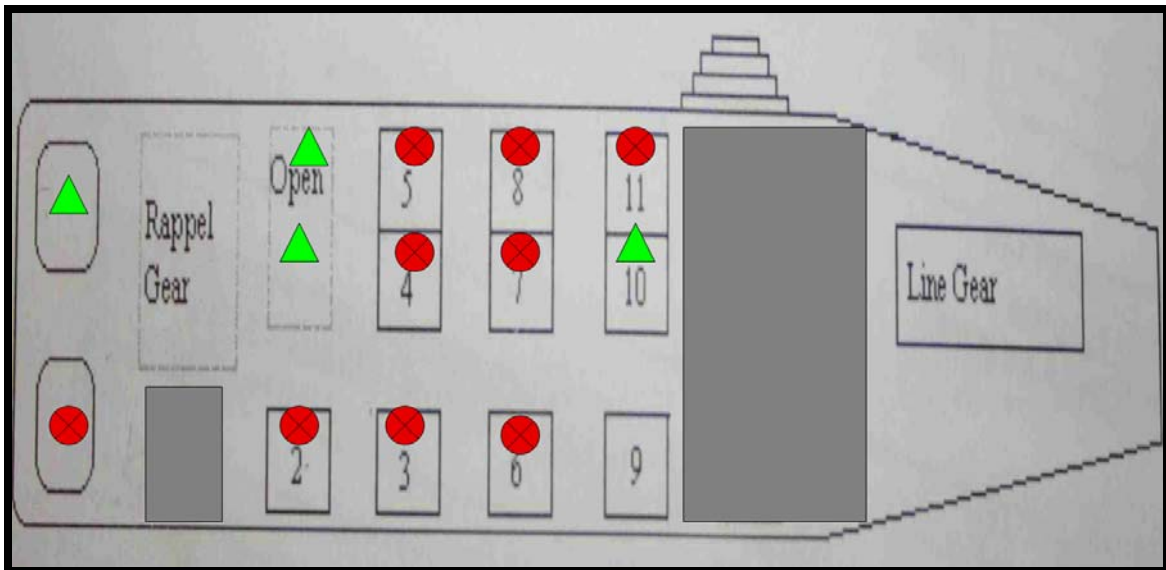


Figure 18: Tree cuts in relation to main wreckage



*Figure 19: Seating configuration displaying fatality's position in red and survivors' in green (far right seats represent the pilot and co-pilot)*



*Figure 20: Sister helicopter with a similar configuration (accident helicopter was equipped with the seatbelts shown on the left)*



*Figure 21: Sister helicopter with a similar configuration (accident helicopter did not have aft facing bench as seen on right)*



*Figure 22: Engaged seatbelt buckle (all found were engaged)*