# NATIONAL TRANSPORTATION SAFETY BOARD
# PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT
## This form to be used for reporting civil and public aircraft accidents and incidents

## BASIC INFORMATION

**Accident/Incident Location**

Nearest City/Place: Skagway State: AK
ZIP: 99840 Country: USA
Latitude: 59.27.13N Longitude: 135.12.26W
*(Enter in decimal degrees or degrees:minutes:seconds)*

**Accident/Incident Date/Time**

Date: 05/06/2016 *mm/dd/yyyy* Local Time: 19:00
Time Zone: AKDT

**Collision with Other Aircraft:** ○ Midair ○ On-ground ◉ None

## AIRCRAFT INFORMATION

**Registration Number:** N94TH
**Manufacturer:** Airbus
**Model:** AS 350 B2
**Serial Number:** 2548
**Year of Manufacture:** 08/1991
**Amateur-Built:** ○ Yes ◉ No *If Yes:* ○ Kit/Plans ○ Original Design Make:

☐ **IFR-Equipped and Certified**
☐ **Commercial Space Flight**
☐ **Unmanned Aircraft**

**Maximum Gross Weight:** 4961 lbs
**Weight at Time of Accident/Incident:** 3641 lbs
**Number of Seats:** 6 Flight Crew Seats:
Cabin Crew Seats: 2 Passenger Seats:
**Number of Engines:** 1

**Category of Aircraft**
○ Airplane
○ Balloon
○ Blimp/Dirigible
○ Glider
○ Gyroplane
◉ Helicopter
○ Powered Lift
○ Rocket
○ Ultralight
○ Unknown

**Type of Airworthiness Certificate** *(Check all that apply)*

| Standard | Special |
|---|---|
| ☑ Normal | ☐ Restricted |
| ☐ Aerobatic | ☐ Limited |
| ☐ Balloon | ☐ Provisional |
| ☐ Commuter | ☐ Special Flight |
| ☑ Transport | ☐ Experimental |
| ☐ Utility | ☐ Special Light-Sport |
| | ☐ Experimental Light-Sport |

☐ Certificate of Authorization or Waiver (COA)
☑ None ☐ Unknown

**Landing Gear** *(Check all that apply)*
☐ Retractable
☐ Tricycle ☐ Tailwheel
☐ Amphibian ☑ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Other Launch/Recovery System
☐ None ☐ Unknown

**Engine Type** *(Select one)*
○ Reciprocating ○ Liquid Rocket
◉ Turbo Shaft ○ Solid Rocket
○ Turbo Prop ○ Hybrid Rocket
○ Turbo Jet ○ None
○ Turbo Fan ○ Unknown
○ Electric

**Fuel System Type** *(Reciprocating)*
○ Carburetor ○ Fuel-Injected

| Engine | Engine Manufacturer | Engine Model/Series | Manufacturer's Serial Number | Date of Mfg. *mm dd yyyy* | Rated Power ◉ Horsepower or ○ lbs of Thrust | Total Time (hours) | Time Since: Inspection (hours) | Time Since: Overhaul (hours) |
|---|---|---|---|---|---|---|---|---|
| Eng. 1 | Turbomeca | Arriel 1D1 | 9932 | | 760 | 4281.6 | 4129.6 | |
| Eng. 2 | | | | | | | | |
| Eng. 3 | | | | | | | | |
| Eng. 4 | | | | | | | | |

**Last Inspection Type**
○ 100-Hour ○ Continuous Airworthiness
○ AAIP ○ Conditional Inspection
◉ Annual ○ Unknown

**Date Last Inspection:** 12/17/2015 *mm/dd/yyyy*
**Airframe Total Time:** 10190.5 hrs
hours measured at *(Select one)*
◉ Last Inspection ○ Time of Accident/Incident

**Type of Maintenance Program** *(Select one)*
◉ Annual
○ Conditional (Amateur-built only)
○ Manufacturer's Inspection Program
○ Other Approved Inspection Program (AAIP)
○ Continuous Airworthiness
○ Other, specify:

**Description of Fire Extinguishing System**
○ None
◉ Specify: Airbus factory install

**Propeller 1** ○ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer:
Model:

**Propeller 2** ○ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer:
Model:

**ELT Installed:** ◉ Yes ○ No
*If Yes:*
**ELT Manufacturer:** Artex
**Model or Part No.:** ME 406
**TSO No.:** ○ C91 (121.5 MHz) ○ C91a (121.5 MHz) ○ C126 (406 MHz)
**Was ELT still mounted in aircraft?** ◉ Yes ○ No
**Was ELT still connected to antenna?** ○ Yes ◉ No
**Did ELT Activate?** ◉ Yes ○ No
*If activated:*
**Did ELT Aid in Locating Aircraft:** ○ Yes ◉ No
*If not activated:*
**Indicate Reason:** ☐ Impact Damage ☐ Fire Damage ☐ Battery Expired/Damaged ☐ Unknown

**Additional Equipment** *(Check all that apply)*
☑ ADS-B
☐ Airframe Parachute
☑ Angle of Attack Indicator
☐ Autopilot
☑ Data Recorder
☐ Electronic Flight Bag or Handheld Device
☑ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☑ Satellite Tracking Device
☐ Stall Warning System
☐ Video Recording Device
☑ Other, Specify: FAA Capstone equipped

## OWNER/OPERATOR INFORMATION

**Registered Aircraft Owner**

Name: TEMSCO Helicopters Inc.

Fractional Ownership Aircraft: ○ Yes ◉ No

City: Ketchikan

State: AK ZIP: 99901

Country: USA

**Operator of Aircraft** ☑ *Same As Registered Owner* ☑ *Same Address as Registered Owner*

Name:

Doing Business As:

Air Carrier/Operator Designator (4 Character Code):

City:

State: ZIP:

Country:

**Operating Certificates Held** *(Check all that apply)*

- ☐ None
- ☐ Flag Carrier Operating Certificate (FAR 121)
- ☐ Supplemental
- ☐ Air Cargo
- ☐ Foreign Air Carriers (FAR 129)
- ☑ Rotorcraft External Load (FAR 133)
- ☐ Commuter Air Carrier (FAR 135)
- ☑ On-Demand Air Taxi (FAR 135)
- ☑ Commercial Air Tour (FAR 136)
- ☐ Agricultural Aircraft (FAR 137)
- ☐ Pilot School (FAR 141)
- ☐ Certificate of Authorization or Waiver (COA)
- ☐ Commercial Space Transportation Experimental Permit
- ☐ Commercial Space Transportation License
- ☐ Other Operator of Large Aircraft

**Regulation Flight Conducted Under**

- ◉ FAR 91 ○ FAR 129 ○ FAR 415
- ○ FAR 103 ○ FAR 133 ○ FAR 431
- ○ FAR 121 ○ FAR 135 ○ FAR 435
- ○ FAR 125 ○ FAR 137 ○ FAR 437

- ○ FAR 91 Special Flight
- ○ Non-US, Commercial
- ○ Non-US, Non-commercial

- ○ Public Aircraft *(Select one)*
  - ○ Armed Forces
  - ○ Federal
  - ○ State
  - ○ Local
- ○ Unknown

**Revenue Operation for FAR 121, 125, 129, 135**
*(Select one for each group)*

- ○ Scheduled or Commuter ○ Domestic
- ○ Non-Scheduled or Air Taxi ○ International

- ○ Passenger
- ○ Cargo
- ○ Mail Contract Only

**Purpose of Flight for FAR 91, 103, 133, 137**
*(Select one)*

- ○ Aerial Application ○ Firefighting ○ Unknown
- ○ Aerial Observation ○ Flight Test
- ○ Air Drop ○ Glider Tow
- ○ Air Race/Show ○ Instructional
- ○ Banner Tow ◉ Other Work Use
- ○ Business ○ Personal
- ○ Executive/Corporate ○ Positioning
- ○ External Load ○ Skydiving
- ○ Ferry

**Revenue Sightseeing Flight**
○ Yes ◉ No

**Air Medical Flight**
○ Yes ◉ No

## AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)

**Airport Name:**

**Airport Identifier:**

**Proximity to Airport:** ○ Off Airport/Airstrip ○ On Airport/Airstrip ○ N/A

**Distance From Airport Center:** sm

**Direction From Airport:** degrees true

**Airport Elevation:** ft. msl

**Runway Information**

Runway ID: (L/R/C) Length: ft Width: ft

**Runway/Landing Surface** *(Check all that apply)*

- ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
- ☐ Concrete ☐ Gravel ☐ Metal/Wood
- ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

**Condition of Runway/Landing Surface** *(Check all that apply)*

- ☐ Dry ☐ Snow-Compacted ☐ Water-Calm
- ☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
- ☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
- ☐ Rough ☐ Snow-Wet ☐ Wet
- ☐ Rubber Deposits ☐ Soft
- ☐ Slush-Covered ☐ Vegetation ☐ Unknown

**Approach/Departure Segment** *(Select one)*

- ○ Taxi ○ VFR Departure ○ On Instrument Approach ○ Downwind ○ Low Approach
- ○ Takeoff ○ IFR Departure Procedure/Clearance ○ Landing ○ Base ○ Go Around
- ○ Initial Climb ○ Final ○ Aborted Landing (after touchdown)
- ○ Crosswind ○ Unknown

**IFR Approach** *(Check all that apply)*

- ☐ None

- ☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
- ☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
- ☐ VOR/TVOR ☐ ILS ☐ ASR
- ☐ VOR/DME ☐ Localizer Only ☐ Visual
- ☐ TACAN ☐ LOC-back course ☐ Contact
- ☐ RNAV ☐ Circling
- ☐ Unknown

**VFR Approach** *(Check all that apply)*

- ☐ None

- ☐ Traffic Pattern ☐ Stop and Go
- ☐ Straight-In ☐ Touch and Go
- ☐ Valley/Terrain Following ☐ Simulated Forced Landing
- ☐ Go Around ☐ Forced Landing
- ☐ Full Stop ☐ Precautionary Landing
- ☐ Unknown

## "FLIGHT CREWMEMBER 1" INFORMATION

**"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident**
◉ Pilot ○ Co-Pilot ○ Student Pilot ○ Flight Instructor ○ Check Pilot ○ Flight Engineer ○ Other Flight Crew

**"Flight Crewmember 1" was pilot flying** ☐ Yes ☐ No

**"Flight Crewmember 1" Identification**

First Name: Christopher
Middle Initial: D
Last Name: Maggio
Age at time of Accident/Incident: 66 Date of Birth: [redacted] *mm/dd/yyyy*
Certificate Number: [redacted]
City of Residence: Skagway
State: AK ZIP: 99840
Country: USA

**Degree of Injury**
○ None ◉ Fatal ○ Minor ○ Unknown ○ Serious

**Seat Occupied**
○ Left ○ Front ○ Unknown ◉ Right ○ Rear ○ Center ○ Single

**Restraint Type**

| Available | Used |
|---|---|
| ○ None | ○ None |
| ○ Lap only | ○ Lap only |
| ○ 3-point | ○ 3-point |
| ◉ 4-point | ◉ 4-point |
| ○ 5-point | ○ 5-point |
| ○ Unknown | ○ Unknown |

**Inflatable Restraints**
☑ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown

**Pilot Certificate(s)** *(Check all that apply)*
☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☑ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign

**Principal Occupation**
◉ Pilot ○ Other ○ Unknown

**Medical Certificate**
○ None ○ Class 1 ◉ Class 2 ○ Class 3 ○ Driver's License (Sport Pilot only) ○ Unknown

**Medical Certificate Validity**
○ Without limitations/waivers ◉ With limitations/waivers ○ Special Issuance ○ Unknown ○ N/A

**Date of Last Medical**
02/27/2016 *mm/dd/yyyy*

**Medical Certificate Limitations**
Must wear corrective lenses

**Medical Certificate Special Issuance**
N/A

**Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:** 03/19/2016 *mm/dd/yyyy*

**Flight Review Aircraft**
Make: AS350
Model: BA

**Airplane Rating(s)** *(Check all that apply)*
☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea

**Other Aircraft Rating(s)** *(Check all that apply)*
☐ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☑ Helicopter ☐ Powered Lift

**Instrument Rating(s)** *(Check all that apply)*
☐ None ☐ Airplane ☐ Helicopter ☐ Powered Lift

**Instructor Rating(s)** *(Check all that apply)*
☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport

**Type Ratings**

**Student Endorsements** *(Include dates)*

| **Flight Time** *(Enter appropriate number of hours in each box)* | All Aircraft | This Make & Model | Airplane Single Engine | Airplane Multiengine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Actual | Simulated | | | |
| Total Time | 7,190 | 5,200 | | | 76 | 40 | 7,190 | | | |
| Pilot in Command (PIC) | 6,690 | 5,700 | | | | | | | | |
| Time as Instructor | | | | | | | | | | |
| This Make/Model | | | | | | | | | | |
| Last 90 Days | 5 | 4 | | | | | | | | |
| Last 30 Days | 3 | 3 | | | | | | | | |
| Last 24 Hours | 2 | 2 | | | | | | | | |

## FLIGHT ITINERARY INFORMATION

**Last Departure Point**
Airport ID: Denver Glacier
City: Skagway
State: AK
Country: USA

**Time of Departure**
Time: 18:40
Time Zone: AKDT

**Destination**
Airport ID: TEMSCO Heliport
City: Skagway
State: AK
Country: USA

**Type Flight Plan Filed**
○ None ○ VFR/IFR
◉ Company VFR ○ IFR
○ Military VFR ○ Unknown
○ VFR
**Activated?** ◉Yes ○No ○Unknown

**Type of ATC Clearance/Service** *(Check all that apply)*
☑ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA

**Airspace where the accident/incident occurred** *(Check all that apply)*
☐ Class A ☑ Class G ☐ Military Operations Area (MOA) ☐ Special
☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area
☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown
☐ Class D ☐ Prohibited Area ☐ TRSA
☐ Class E ☐ Restricted Area ☐ FAR 93

**Altitude of In-Flight Occurrence:** _____ ft msl

## WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

**Source of Pilot Weather Information** *(Check all that apply)*
☑ National Weather Service ☑ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☑ Internet
☑ Automated Report ☐ None
☐ Commercial Weather Service (DUATS) ☐ Unknown
☐ On-Board Weather

**Weather Observation Facility**
Facility ID: PAGY
Observation Time: 18:53
Time Zone: AKDT
Distance from Accident Site: 3.4 nm
Direction from Accident Site: 250 degrees true

**Basic Conditions**
○ VMC
○ IMC
◉ Unknown

**Light Condition**
○ Dawn ○ Dusk ○ Dark Night ○ Unknown
◉ Day ○ Night ○ Bright Night

**Sky/Lowest Cloud Condition**
○ Clear ○ Thin Broken
◉ Few ○ Thin Overcast
○ Partial Obscuration ○ Unknown
○ Scattered

**Lowest Cloud Condition Height**
4000 ft agl

**Ceiling**
○ None (Clear) ○ Obscured
◉ Broken ○ Indefinite
○ Overcast ○ Unknown

**Ceiling Height**
8000 ft agl

**Temperature:** 12 (C) or 53.1 (F)
**Dew Point:** 3 (C) or 37.9 (F)
**Altimeter Setting:** 29.81 in. Hg
or _____ MB

**Wind Direction**
☑ Variable
-or-
Direction: 210 degrees true

**Wind Speed**
☐ Calm
☐ Light and Variable
-or-
Speed: 19 kts

**Wind Gusts**
☐ Not Gusting
-or-
Speed: 35 kts

**Visibility** 10 miles
RVR: _____ feet
RVV: _____ miles
**Density Altitude:** _____ ft

**Intensity of Precipitation**
○ Light
○ Moderate
○ Heavy
○ N/A
◉ Unknown

**Type of Precipitation** *(Check all that apply)*
☑ None ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

**Restriction to Visibility** *(Check all that apply)*
☐ None ☐ Fog
☐ Blowing Dust ☐ Ground Fog
☐ Blowing Sand ☐ Haze
☐ Blowing Snow ☐ Ice Fog
☐ Blowing Spray ☐ Smoke
☐ Dust ☑ Unknown

**Icing Forecast**
**Amount**
◉ None
○ Trace
○ Light
○ Moderate
○ Severe
○ Unknown
**Type**
◉ N/A
○ Rime
○ Clear
○ Mixed
○ Unknown

**Icing Actual**
**Amount**
○ None
◉ Trace
○ Light
○ Moderate
○ Severe
○ Unknown
**Type**
○ N/A
○ Rime
○ Clear
○ Mixed
◉ Unknown

**Turbulence**
**Type** *(Check all that apply)*
☐ None
☐ Clear Air
☑ Terrain-Induced
☑ Convective Turbulence
**Severity**
☐ Light
☑ Moderate
☑ Severe
☐ Extreme

**NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:**

## DAMAGE TO AIRCRAFT AND OTHER PROPERTY

| Aircraft Damage | | Aircraft Fire | | Aircraft Explosion | |
|---|---|---|---|---|---|
| O None | O Substantial | ⦿ None | O Both Ground and In-Flight | ⦿ None | O Both Ground and In-Flight |
| O Minor | ⦿ Destroyed | O In-Flight | O Fire at Unknown Time | O In-Flight | O Explosion at Unknown Time |
| | O Unknown | O On-Ground | O Unknown | O On-Ground | O Unknown |

**Description of Damage to Aircraft and Other Property** *(Use additional sheet if necessary)*

No Damage to Other Property, Aircraft totally destroyed.

## NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

N94TH AS-350B2 SKAGWAY, AK 05-06-2016

The aircraft was flying supplies between the TEMSCO Waterfront Heliport in Skagway, AK and the Alaska Icefield Expeditions' dog sled camp on the Denver Glacier.

There were seven trips scheduled for 5/6. The aircraft had successfully completed twelve trips the day before.

The pilot was ready to fly at 08:00 on May 6, but the low ceilings prohibited operations. The pilot attended company orientation at 09:00, and at 13:00 he performed helicopter loading training for new TEMSCO employees.

At about 15:30, he was done with training and was evaluating the afternoon weather. The weather was to windy at that time, but was fore casted to subside later in the afternoon. At approximately 16:00 there were more discussions about the weather, and even though the ceiling was improving, the pilot and base manager both agreed the wind was too strong. Personnel were put on standby for another hour.

By approximately 16:45, the wind had subsided significantly. The pilot decided it was safe to launch.

Time-line of events:

17:10: N94th launches from TEMSCO for the first of seven trips.

17:28: One round trip completed, N94th departs for another.

17:38: N94TH calls inbound from Denver Glacier. The pilot is asked by the base manager about the conditions. The pilot states that it turbulent around the toe of the glacier and that he is keeping his airspeed down for a smoother ride. The base manager decides, based on the report, to fore go a scheduled sling load for him and load cargo internally in another helicopter.

17:47: N94TH departs for the third trip. On his way to the glacier the pilot reports to base he experienced a little bit of in flight icing at 3000' msl. The base manager discusses the conditions with the pilot and the pilot agrees to monitor the conditions closely on his future flights.

17:56: N94TH calls inbound from the Denver Glacier.

18:03: N94TH departs for the fourth trip.

18:13: N94TH calls inbound for the Denver Glacier and reports the weather had improved.

18:22: N94TH departs for the fifth trip.

18:32: N94TH calls inbound from the Denver Glacier.

18:40: N94TH departs for the sixth trip. On the way to the glacier, the pilot says to the crew at dog camp: " I'm going to have to so to this one guys." After some unknown chatter on the radio with dog camp personnel, he is heard saying he would try to make it there and "don't count me out just yet." He is hears shortly after saying he was inbound to dog camp. No further transmissions were received.
At approximately 19:00, the base manager walked into dispatch for assisting with loading cargo on a parked helicopter.

## RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

Due to the uncertain nature of the accident, we can not yet make any recommendations until the NTSB can pull all the data together and provide some clarity on what might have caused this accident.

## MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)

**Was there Mechanical Malfunction/Failure?** ☐ Yes ☐ No
*(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)*

**Total Time/Cycles On Part**

_____ Hours

_____ Cycles

**Time Since This Part Inspected/Overhauled**

_____ Hours

## FUEL & SERVICES INFORMATION

**Fuel on Board at Last Takeoff**
*(Convert from pounds, as necessary)*

71 gal Gallons

**Fuel Type**

| | | | |
|---|---|---|---|
| ○ 80/87 | ○ 115/145 | ○ Jet B | ○ Other, specify _____ |
| ○ 100 Low Lead | ◉ Jet A | ○ JP8 | |
| ○ 100/130 | ○ Jet A-1 | ○ Automotive | |

**Other Services, if Any, Prior to Departure**

## EVACUATION OF AIRCRAFT

**Was an emergency evacuation of the aircraft performed?** ☐ Yes ☑ No

**Method of Exit** – Describe how the occupants exited and how many occupants evacuated each location

## OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for *other* aircraft)

**Aircraft Registration Number**

_____

**Manufacturer:** _____

**Model:** _____

**Damage to Other Aircraft**

☐ Destroyed ☐ Minor
☐ Substantial ☐ None

**Registered Owner of Other Aircraft**

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

**Pilot of Other Aircraft**

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

## ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

After not hearing any further chatter for a few minutes he wondered where the aircraft was. After looking at the flight tracking computer, he determined that even though it looked on the screen as if the helicopter was idling at dog camp, it was in fact reporting at a location just northwest of dog camp at an elevation of roughly 6200'. Dog camp is roughly 4200' msl.
~19:00: Radio calls were made to the pilot in an attempt to reach him.
19:05: The base manager decides to have ground crew personnel unload the cargo from the helicopter on the ramp to be used as a potential search aircraft.
19:10: After repeated radio calls, the base manager decides to launch a search aircraft. The lead pilot hears all the transmissions on the radio and returns to base. TEMSCO's Emergency Response Plan is activated.
19:14: Th base manager launches from Skagway in N970TH with an observer on-board to search for the missing aircraft. They program the aircraft GPS with the last known coordinates of N94TH.
19:24: N970TH reports they are unable to pass overhead dog camp via Paradise Valley due to ceilings, blowing snow and turbulence. They would try the Reid Valley.
19:42: N970TH reports they are maneuvering in the vicinity of the North Denver Icefall and are unable to climb higher that 4000' MSL due to ceilings, blowing snow and mechanical turbulence.
19:43: N970TH reports moving from the North Denver Icefall back to Reid Valley.
19:48: N970TH reports improving ceilings and maneuvering around 5000' MSL.
20:00: TEMSCO notifies FAA of overdue aircraft.
20:09: N970TH reports aircraft wreckage found at an approximate altitude of 4000' MSL. Aircraft was reported as destroyed with no occupants visible.
20:12: 911 is called by TEMSCO personnel.
Unknown time; U.S. Coast Guard is called.
20:14: N970TH reports being unable to land at the crash site due to high winds and flat light.
20:20: N970TH gives a weather report of five miles visibility and the ceiling above the highest terrain.
20:23: TEMSCO requests Search and Rescue assistance for the police dispatcher.
20:31: TEMSCO notifies the NTSB.
20:32: N970TH returns for fuel.
20:38: N970TH departs for crash site with same crew on board.
20:41: N970TH reports they are back on scene, maneuvering ans still unable to land due to wind.
20:55: N970TH reports inbound to Skagway to pick up search and rescue.
21:20: N970TH departs for the Denver Glacier dog camp with Search and Rescue personnel who would then try and reach the accident via ground transport.
21:33: N970TH lands back at TEMSCO having dropped off SAR at dog camp.
22:32: SAR personnel report they are unable to reach the site and have turned back to dog camp for the night.
22:33: U.S. Coast Guard helicopter is heard over Skagway.
22:35: US Coast Guard Helicopter speaks with TEMSCO dispatch about the location of the crash via radio,the coast Guard helicopter could not land or maintain hover possition over the crash sit due to wind conditions and had to dump fuel and then made another attempt.
22:43: US Coast Guard tells TEMSCO dispatch to expect an update via landline.
22:52: AK State Troopers pass on update from US Coast Guard that there were no survivors.
The operation was ceased for the night at that point and recovery operations began the following day.

**I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**

| Date of this Report | Name of Pilot/Operator: |
|---|---|
| 05/17/2016 *mm/dd/yyyy* | Signature: |
| | -- *or* -- ☐ Check here to electronically sign this document |

**If a Person Other than Pilot/Operator is Filing Report**

Name: Joseph R. Hicks Title: Director of Operations

Signature: [redacted]

-- *or* -- ☐ Check here to electronically sign this document

**FOR NTSB USE ONLY**

| NTSB Accident/Incident No. | Reviewed by NTSB Regional Office | Name of Investigator | Date Report Received |
|---|---|---|---|
| ANC16FA023 | ANC | Michael J. Hodges | 05/18/2016 |