

May 6th, 2016

Report from Jesse Dominick, Lead Pilot TEMSCO Skagway Base

I had left our base of operations to go home for the day at around 1730. I took a radio with me as to be on call since Maggio and Kelly H. were to be flying still.

While eating dinner I could hear Maggio making his regular radio calls coming and going from Base. Sometime between 1830 and 1840 I heard Maggio tell Kelly, who was in Dispatch at the time, that he was picking up ice on the windscreen and that the ice would go away as he descended back through 3000 feet or so. Kelly responded with something to the effect of; huh, that's weird. Kelly then told him "do what you think is right" regarding the ice. Maggio responded with something to the effect of; Yah, it's interesting.

Sometime around 1845 I heard Maggio tell Peter at Dog Camp "I'm gonna have to say no to this one Peter" meaning that Maggio wasn't going to proceed into Dog Camp. Then he said "actually, I'm going to set down here by the lake and wait to see what it does...don't give up on me just yet". To my recollection, this was the last thing that I heard from Maggio.

Probably sometime around 1900 I then heard Kelly try to get ahold of Maggio on the radio with no response. He called again, with no response. Then he called Dog Camp and asked Peter if Maggio had left Dog Camp. I could not hear Peter's response.

I immediately called Kelly to let him know I was on my way to Base. When I arrived at Base Kelly was fueling a helicopter. We decided that Kelly would launch with Rob to search for Maggio and that I would stay in dispatch with Joel Kain to act as Operational Control.

I could see N94TH's last "ping" on the tracker so I assisted Kelly with direction when he was airborne. There seemed to be a broad squall over the Denver Glacier area reducing ceilings and visibility. The mountain peaks to the North and West of Skagway remained in the clear. Kelly continually attempted to approach 94TH's position from the Denver Glacier side, the West side and the East Fork of the Skagway River side with no success.

Eventually Kelly was able to see and confirm that 94TH had crashed although he couldn't tell how it was oriented. He did relay that the debris was more or less all together and not scattered. All the appropriate people were notified via telephone that we did have an accident. For at least forty minutes Kelly attempted to land at the accident site but could not due to high winds and persistent down drafts. Local search and rescue were mobilized and the Coast Guard were contacted. The rest of the night's timeline has been submitted in a previous document.