

Tighe Daugherty  
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The following is a summary of the recovery that took place on Saturday May 7<sup>th</sup> 2016.

Saturday morning I traveled with Eric Main and Trooper Ryan to the Temsco Skagway base. When we arrived a briefing was conducted by Trooper Ryan to cover what was known about the accident at that time.

It was decided that Eric Main, base manager Kelly and myself would first fly to dog camp and bring the mountain rescue team back to town and then do a weather check and a familiarization flight to the accident site.

When we arrived at the accident site we identified a possible landing zone and marked it for future use. We then flew back to base to discuss a plan with the mnt rescue team.

After a briefing with the mnt rescue team to discuss the recovery we were flown up to the site by Eric Main and dropped off approximately 150' down valley from the crash.

Once on site we moved to about 50 feet from the helicopter at which point I started from up slope of the aircraft and began making a full orbit around the helicopter taking pictures. After taking overall pictures from a short distance I moved closer to the aircraft to start taking close up pictures of specific things such as the instrument panel, switches and, flight controls.

During the time I was next to the nose of the helicopter I could see the "ELT" box had a flashing red light as well as an audible "beep". I moved the switch on the "ELT" to the "on" position and then back to the "arm" position to stop the beeping noise. I then continued taking pictures.

Due to the position of the victim and some biological hazards I was not able to get very close to the "30A panel" or the "Fuel Control Lever" area. After taking pictures the mnt rescue team secured the helicopter to an anchor up hill while I installed a safety pin in the remaining emergency float. The mnt rescue team then began working on recovering the victim.

During the time the mnt crew was doing the recovery I began improving an area closer to the accident site that could be used as a pick up zone. Once the body was recovered from the aircraft I went back and took another series of pictures in the area that was disturbed by the recovery.

We then called in for a pick-up and also deflated the right skid float and moved it next to the tail boom to prevent it from becoming a hazard in the rotor wash of the in bound helicopter.

After waiting a short delay for poor visibility and snow Eric was able to fly into the site and pick up two mnt rescue members and all unnecessary gear. He then returned a short time later and picked up the remaining two rescue crew members myself and the victim.