

02-16-03

AT 12:25 HRS 16 Feb 2003, I received A MAY DAY CALL FROM Joe Ingle N407HH, Joe STATED he had an engine Failure & WAS going To have To make A water Landing, Joos FLIGHT PLAN Filed AT 12:15 gave A ETA OF 12:30 AT Matagorda Is 700 This would make his position A APPROX Matagorda Is 697. I called The Coast Guard AT Galveston which Referred me To The Corpus Chr. Is STATION I Then gave Them The route of Flight & A approx position, They STATED They would be sending out A Helicopter, Falcon Jet & 41 FOOT CUTTER, I Then notified Company personnel (IE) maintenance ONLY Grimes & MR Baker I also called The Local FAA OFFICE phone which Referred me To The Regional OFFICE AT FORT WORTH. I gave Them ALL OF The information which I had AT That Time.

Air Logistics, which had ALC in That AREA ALSO responded To The search, AT 14:30 Air Log called To say They had SPOTTED Two personnel in The water To which The cutter picked up

~~By~~ Air Log Then SPOTTED 3 more personnel which were picked up by CG Helicopter & TRANSPORTED To Spohn Hospital in Corpus.

Later, I was notified The Two personnel picked up by The cutter were deceased.

Ronald T. Seymour

02-16-03

AT 12125 16 Feb 03 I Received A MAY DAY CALL FROM N407HH  
Pilot Joe Ingle - Joe STATED He had a engine Failure & WAS going  
To Land in The water his APPROX position WAS MATAGORD IS 697  
3 of The passenger were SPOTTED AT MATAGORD IS 717 which WAS SW of  
The estimated Landing AREA. The Flight Plan Filed WAS OFF OF Harbor IS  
To MATAGORD IS 700 - OFF AT 1215 - ETA 1230 - 50% board 1430 Fuel

I Responded To Joe & could hear The engine out horn plus he  
was Able To Tell me he was going To make a water Landing.

I immediately Notified The Coast Guard AT Galveston who Referred  
me To Corpus Christi Station, I called Them gave Them  
The Route OF FLT & approx heading OF 077<sup>degrees</sup> & distance OF 26.1  
N. miles. The Coast Guard Responded With A Helicopter, 41 FT cutter  
& A Falcon Jet - I Then Notified Other Company Personnel and  
Then The FAA. We Received A Call AT 1430 That A AIR LOG  
A/C had spotted 3 personnel in The water The Coast Guard A/C  
picked Them up by Helicopter 2 additional personnel were spotted  
& The 41 FT cutter picked Them up & A paramedic off of The  
USS Caygen were assisting Them. The Coast Guard Then Notified me That  
The 2 personnel on The cutter were deceased.

Ronald F. Sengmore

02-16-03

12:25 CALL FROM N407HH MAY day engine Failure

11:00 ~~John~~ Roach NTSB

Steve Nelson 337-761-4716

Joe Wilmoth Air 112 409-740-3546

14:30 ~~20~~ signed 2 + 3 pax

3 pick up by Helicopter C6 2 pax by 41' cutter

3 going to hospital 2 being assessed on board cutter

15:10 FAA ROTORCRAFT Division Fort Worth called

15:20 Lance Little FAA en route TO HHI TO pick up Records  
for A/C Pilot.

16:15 Bell Helicopter - starting, P.K.

=====

FLIGHT CONTROL COORDINATOR \_\_\_\_\_ DATE \_\_\_\_\_

Date: 2-16-03

Name: Roger Whitley

Pilot 59M Island Operating

1315 Hrs. – Called Apache dispatcher, Rusty Rice, and advised him that the winds were below startup minimum (35K) received instructions to fly passenger from MI 669G to MI 654H.

Rusty, informed me that a Houston Helicopter had made a mayday call 7 miles from the rig. No urgency was stated and if I wished to look for them, I could. The Coast Guard had been informed.

1335 Hrs – Departed MI 669G for MI 365H. Called in flight plan to GLV and advised them a helicopter was down 7 miles from BA 133A. (Incorrect location)

Called Apache dispatcher on FM radio to confirm location of helicopter. Was told it (rig) was the one located at MI 700. (Correct location)

Called GLV to inform them of the change in location of the downed helicopter to MI 700.

1340 Hrs. – Departed MI 654H for MI 686 to pickup 2 passengers for MI 713.

1350 Hrs. – Landed MI 686

1350 Hrs – Departed MI 686 for MI 713 with 2 passengers. The Coast Guard Flacon jet flew over MI 686 at the time I was taken off for MI 713.

1400 Hrs. – Landed MI 173

1402 Hrs. – Departed MI 713 for MI 700

1405 Hrs. – Arrived MI 700. Input GPS flight leg from MI 700 to Harbor Island, which was the departure point of the missing helicopter.

Falcon jet passed overhead. Coast Guard helicopter sighted in the area.

Flew 10 mile leg toward Harbor Island, helicopter was reported down 7 miles from rig.

Started a search pattern with N/S leg of 1 mile from center line of suspected flight path of missing helicopter. No radio contact with Coast Guard. I had to relay all information to MI 713 by FM so that person could relay to Coast Guard.

1415 Hrs. – Found first two people in water called Lat/Lon to GLV then to MI 700 to be relayed to Coast Guard.

Found other 2 people approximately 100 yds S.W. and found 5<sup>th</sup> and last person approximately 75 yds further S.W.

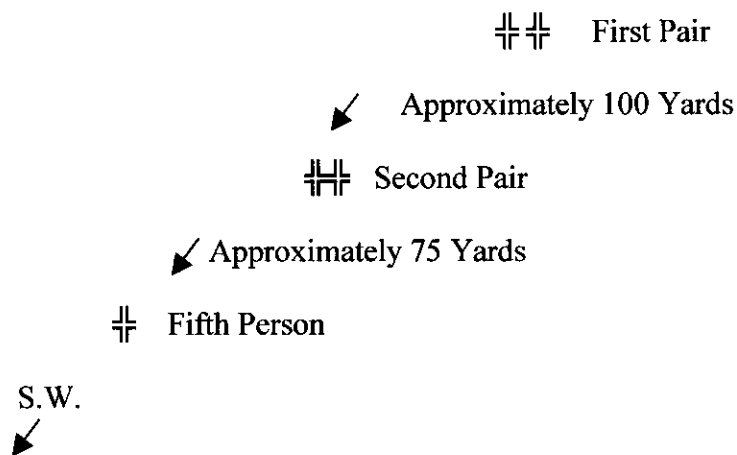
1425 Hrs. – First Coast Guard helicopter arrives on station.

I moved off to my left approximately 75 yds. to allow rescue to start. Noticed Coast Guard helicopter hovering off to my left. I then knew he did not have sight of people in the water. I moved back to my right over the first two people I located. Coast Guard then spotted them and I moved backwards, at a hover, approximately 200 yds, keeping the other 3 people between me and the Coast Guard helicopter.

1427 Hrs. – Second Coast Guard helicopter arrived on sight. I called MI 700 on the FM so he could relay to the second helicopter, that there were three more people in the water between me and the helicopter doing rescue work.

1428 Hrs. – Noticed second helicopter stopped in the area of the second pair of people.

1429 Hrs. – Left the area and returned to MI 713 to pick up passengers.



Kern &amp; Wooley

2003-033-GD

Job Summary

m/v "Excalibur"

On 26 Feb. 2003, we began side scan survey of the last known position at  $N 27^{\circ} 51.19' W 96^{\circ} 48.68'$ . Several passes were made running  $090^{\circ}$ - $270^{\circ}$  across this position. The search box was 6,000' wide, 10,000' long, running the side scan every 200' apart. Runs were made to the south and north of the last known position. The above location is in block 111-716. At the end of the day on line 5, about 6 lines above the position, a good target was located. We marked its location for further investigation.

On 27 Feb. 2003, we began our search to identify the target from the previous day. After several passes, we began to identify a shape and form of a helicopter. After several good scans, we were able to get a fix of  $N 27^{\circ} 51' 23.670'' W 096^{\circ} 41' 36.4730''$ . We then proceeded to drop a 100' clamp wt buoy 10-15' from the target. We then secured the gear and proceeded to Harbor Island.

The target was roughly 1400' NE of the original position given. Information was passed along and due to the fact the new position is close to the Fairways, a lift boat may be practical. Also, we need to notify the USCG that we will be working in that area.

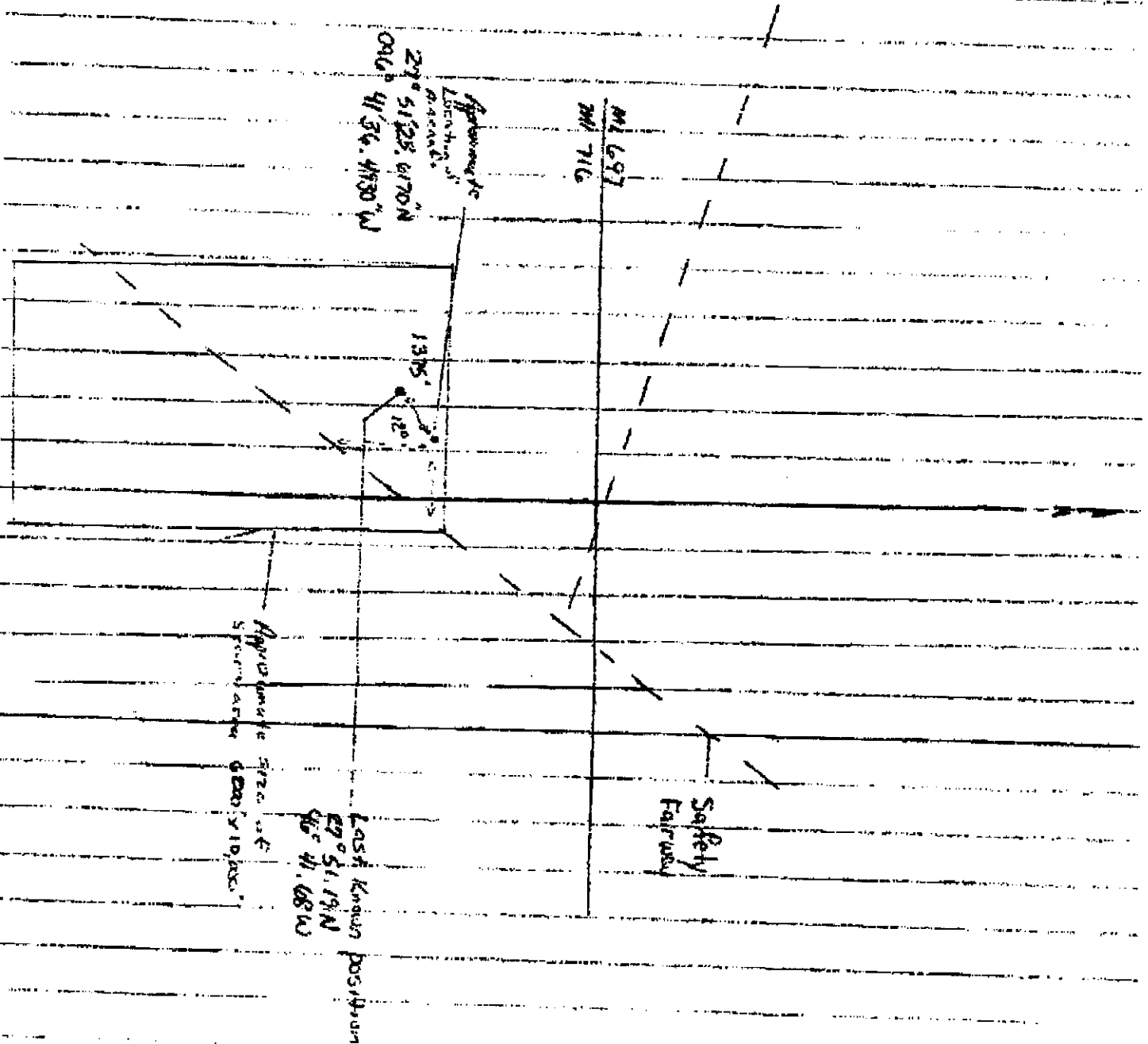
Thanks  
David

FROM : SJDIVING

Mar. 04 2003 02:53PM P3

P.01

817 652 7833



SUMMARY OF INTERVIEW  
FTW03FA097  
Gulf of Mexico  
Bell 407, N407HH  
Passenger: Mr. Mike Huckabay

On February 19, 1003, the NTSB Investigator-in-charge, Joyce Roach, conducted a personal interview with the passenger. Christian McGraw [Cameron, 464 S.W. Sam Houston Pkwy. N. 77041, Houston, Texas, 77251] arranged the interview. The passenger's representative was Raymond Babaz, Cameron District Manager, Texas Gulf Coast [FM 1909 @ HWY 90 East, Liberty, Texas].

The passenger stated that he had muscle soreness over his body and pain in the lower back.

The passenger stated that the pilot did not brief the passengers. The passenger did not know if a life raft was on board the helicopter. The passenger further stated that about a week before the accident flight, he had flown with Houston Helicopters and the pilot did not brief the passengers. The passenger stated that approximately two weeks before the accident flight, he had flown in the Bell 212 and one of the pilots loaded the bags and briefed the passengers on the location of the life raft. This passenger stated that PHI, AIRLOG, GO, TEXAIR, and INDUSTRIAL brief the passengers for each flight.

Prior to the departure on the accident flight, all passengers had put on their life jackets and secured their seat belt and shoulder harness. After loading the baggage, the pilot boarded the helicopter and secured his seat belt and shoulder harness. During the flight, the passenger watched the GPS [Global Positioning System]. The flight was about 5 miles from the rig [Ensco 84] when the pilot tried to radio the rig. The passenger recalled the GPS altitude display between 620-650 feet, speed 120 knots, and 7.5 nautical miles to the destination. The passenger could see the rig and platform.

The passenger heard a noise [sound from behind him and overhead of backseat passenger headliner], which he described "like a mechanical clunk and engine swooshing down to no sound." All the sounds, bells, and whistles were going off, the engine had lost power, the helicopter started going down, and banked hard left. The pilot changed the frequency and radioed Mayday. The main rotor was going around when the helicopter hit the water. The helicopter immediately inverted.

When the passenger got to the surface of the water, he pulled the tab and inflated his left jacket.

There were no loose parts of the helicopter seen on the water. The helicopter floated nose down with the tailboom just below the surface of the water. The floats never inflated. At times, the waves were 8+ feet.

The passenger estimated it was about 1 hour before the first Coast Guard helicopter was observed, and then 2 more helicopter and a jet were observed searching. The aircraft were searching north and east of the site. The passenger estimated the search helicopters were flying about 200 feet above the water.

The AIRLOG helicopter hovered about 40-50 yards from the passengers, and within 2-3 minutes the Coast Guard helicopters began the rescue.

Mike had water survival training in May 2002.

\_\_\_\_\_  
Joyce Roach

\_\_\_\_\_  
date

I have reviewed this interview record and agree that it accurately records what I said.\*

\_\_\_\_\_  
(Signature of Michael Huckabay)

\_\_\_\_\_  
(Date)

I have reviewed this interview record and do not agree that it accurately records what I said.  
Therefore, I have made and initialed changes to the record.

\_\_\_\_\_  
(Signature of Michael Huckabay)

\_\_\_\_\_  
(Date)

\* This statement does not repeat the things reported in the passengers' statement dated March 19, 2003.

March 19, 2003

RE: Helicopter accident occurring February 16, 2003

VIA FACSIMILE, and e-mail [REDACTED]

National Transportation and Safety Board  
624 Six Flags Drive, Suite 150  
Arlington, Texas 76011

Attention: Joyce Roach

Dear National Transportation and Safety Board:

I Arrived at Tesoro Docks, Harbor Island at 11:00 AM and checked in with the dispatcher, we were scheduled to leave at 12:00. I was instructed to load my equipment onto the boat. It was then determined that the seas were too rough to travel by boat therefore, we would have to travel by helicopter. The seas were eight to ten foot and winds were 30-35 mph out of the north. The temperature was 50 degrees. The Apache dispatcher verified the weight of personnel and baggage. The helicopter landed and the pilot signaled that it was clear for personnel to approach. The pilot exited the helicopter to oversee the loading of the baggage. While the baggage was being loaded the helicopter was still running. The other three passengers put on their life vest and loaded in the rear. I put on my life vest and road in the front seat next to the pilot, I wore a headset therefore, and I was able to hear all communication. The pilot called the dispatcher and told him he was leaving and would fly north for 2 minutes then turn east to Matagorda Island # 700. We were in the air for approximately 5-7 minutes; everything seemed normal at this point. The pilot called the rig to let them know we were 5 minutes away, and there was no response from the rig; he called again, again no response. He then commented to me over the intercom "they spend money on radios and don't use them". He changed frequency of the radio and at that time is when there was a loud "clunk". The noise appeared to have come from over my right shoulder area. Lights started flashing, buzzers were going off and the helicopter began to fall. I looked at the GPS and we were traveling at 120 knots and the altitude was between 620'-650'. The pilot called mayday twice and stated, "We're going in the water". The pilot was fighting the controls and the helicopter banked hard to the left and was going in nose first. The pilot anti-rotated, raising the nose up and we hit the water hard. The helicopter immediately began to fill with water. I opened the door and unhooked my seatbelt during this time the helicopter was flipping over to my right. As the helicopter was flipping over my door slammed shut. I was disoriented for a moment while still inside once I found the door handle I opened it and made it to the surface and hung onto the tail boom. The Helicopter appeared to be intact. I took a head count and two were missing. I called out we were missing two people, moments later the two surfaced. All were alive at this point. Someone asked the pilot why he didn't deploy the flotation? I didn't hear a response from the pilot. This was between 12:00 and 12:15. We spoke about trying to stay together. Someone asked if the pilot had called out a Mayday? I told them I did hear a call go out but didn't hear a reply. I saw Hector Vasquez (BJ Services) panicking and appeared to be going into shock, I tried to calm

● Page 2

25 Chaparral Ranch

March 19, 2003

him down but it wasn't working. I later noticed he was floating face down he appeared to have died. At this time myself and the other three survivors hung around the chopper. I don't recall how long we were down before we had seen the first Coast Guard helicopter maybe an hour. We were all fighting the cold water and high waves then the pilot let go of the chopper. I did see him stick around the hang around for a while then he floated away and I did not see him again. The next to let go was David Brasseaux, I occasionally seen him over the waves and was a live to the best of my knowledge. Rick Campbell and I were still trying to hang on to the helicopter. However, the waves were washing the two of us away as well as the helicopter was sinking. At that time we let go. With in 30 min later I saw a helicopter (Air Log) that appeared to be searching for us. At first he was flying away from where we were. Then he turned and flew straight at us. Once he spotted us he shinned his spot light to let us know that he sees us.

I guess that is when he radioed the Coast Guard that he has spotted survivors. Minutes later the Coast Guard showed up and rescued David Brasseaux first and then my self and finally Rick Campbell. From there we were transported to Christus Sphaun Memorial Hospital.

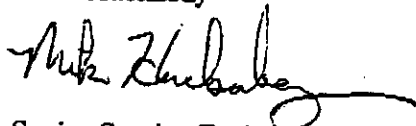
***The weather was:***

Temp. 50degrees

Winds: 30-35 mph and out of the north

Visibility: unlimited

Mike Huckabay



Senior Service Technician  
Cooper Cameron Corp.

25 Chaparral Ranch Rd.  
Cleveland, Texas 77327

SUMMARY OF INTERVIEW  
FTW03FA097  
Gulf of Mexico  
Bell 407, N407HH  
Passenger: Mr. David Brasseaux

On March 3, 2003, the NTSB Investigator-in-charge, Joyce Roach, conducted a telephone interview with the passenger. James Goodwyne McGraw [Preheat, Inc., Bell chase, Louisiana] arranged the interview. The passenger's representative was Mrs. Brasseaux.

This passenger stated that he has muscle soreness over his body, high <sup>LDH D.B.</sup>~~HDL~~, and heartburn. He was released from Spohn Hospital, Corpus Christi, Texas, following 26 hours of medical treatment for hypothermia.

The passenger stated that he had flown offshore many times over the years. He did not recall if he had flown with this operator or this pilot prior to the accident flight. The passenger reported his baggage weight and his weight to the dispatcher. The pilot did not brief the passengers. A life jacket was found strapped in each seat. Each passenger put on a life jacket. David was seated in the left aft forward facing seat [seat 7]. The passenger did not see a life raft.

Approximately 5-10 minutes after takeoff, the passenger heard a loud noise, felt like the backend shifted, the engine shutdown, and the helicopter started descending. The helicopter turned to the left and within seconds, the helicopter was on the water sideways ~~and~~ flipped over to the right. <sup>LDH</sup> The passenger disconnected his seat belt, opened the door, exited, inflated the life jacket, and ~~the~~ helicopter swam to the tailboom area. The winds were 10-15 mph, waves 6 feet. The floats did not deploy. The passenger did not see a life raft in the helicopter. This passenger estimated he was in the water 2 hours 45 minutes. <sup>He flipped over after I exited the helicopter. DB</sup>

David had water survival training in June 2001.

Joyce Roach  
Joyce Roach

3/25/03  
date

I have reviewed this interview record and agree that it accurately records what I said.\*

\_\_\_\_\_  
(Signature of David Brasseaux)  
\_\_\_\_\_  
(Date)

I have reviewed this interview record and do not agree that it accurately records what I said.  
Therefore, I have made and initialed changes to the record.

David Brasseaux  
4-11-03  
(Signature of David Brasseaux)  
(Date)

On Feb. 16th we were to fly aboard a Houston helicopter to Rig Enco 84 for Apache Corp. We waited near the helipad for the helicopter to arrive. As it touched down I didn't recognize the name, but it looked to be a new unit. The pilot got out of the aircraft and motioned to us to come forward. He took our bags and loaded them in the baggage compartment while we seated ourselves, put on our life vest and buckled up. The pilot seated himself and took off. We had flown about 13 or 14 min when I heard a loud POP above my left side. I looked up to see if the pilot had reacted to the noise and I barely could hear him say "mayday, mayday."

The pilot made a left turn so I thought he was trying to head to the bank. The aircraft was going down very sharply so I put my head between my legs and covered my head with my hands. Just before we hit the water I felt the helicopter slow down and heard a loud whine from the blades. When we hit the water we hit on the right side of the aircraft and water started coming in. The man on my left side unbuckled his seat belt and fell down against the door and me. I helped push him up and he left thru the left-hand door. The craft started turning over on its back and when Mr. Vasquez went over he said he was stuck. I waited until the craft came to a complete upside down position. I had already placed my right hand on the seat belt so I new which way was which.

When I released the seat belt, the water already was about 6 inches from the top, so I got a big breath of air and slid down against the door and got on my knees to pull out my pocket knife. I opened my knife and grabbed the shoulder harness and cut it, then I reached around his waist and cut the rest of the belt. By this time I was out of air and I could not help but inhale some seawater. I leaned back and looked at the window and kicked it out. I threaded myself thru the window and reached back and grabbed Hector by his jacket.

We both floated up and grabbed a hold of the skid, and Hector inflated his life jacket. I patted him on the back and ask him if I cut him. He gave no answer but he was breathing ok. I asked the pilot if he got out a mayday call and he said he did. The pilot said that we needed to get away from the aircraft. I said no we are going to stay because they can find it a lot better than they can find us floating all over. He kicked off his boots and he was kicking water and floating but the waves were pushing him farther and farther away. There were 3 of us on one side of the skid so I moved Hector to the other side to even out the weight on the aircraft.

We held on as best we could and I looked over and saw Hector floating face down. I estimated we had been there about 25 minutes. I swam over to him and brought him back to the skid and turned him over. The waves were so big that I could not hold on to the skid and Hector with out going under and inhaling sea water myself, so I let him go and held on the best way I could. We stayed with the aircraft for about 2 hours before it sank, then we had to float on our own. We watched the Coast Guard jet and the helicopter doing a grid pattern in front of us so we just waited for them to get to us.

  
Rick Campbell

Q-19-03

(10A)J01 J1J J004

Houston Helo  
Douglas Banks

FAR # 361-289-0149

February 17, 2003

Subject: Statement from passenger (361-765-7373)  
Rick Campbell

We were flying to the platform off shore on February 16<sup>th</sup> when I heard a loud bang. The aircraft turned to the left and entered the water. The floats did not deploy. Upon entering the water the helicopter went on its left side then after about 30 seconds, the helicopter turned over upside down with the skids sticking out of the water.

*Unlocked  
Seat  
Belt* → I was sitting in the rear of the helicopter facing forward. I recently had water survival training which helped me with the ordeal. Hector was still strapped in the helicopter, so I dove in the water and cut him from his seat belt. When I brought Hector to the surface he was breathing ok but his eyes were big. He lasted about 20 to 25 minutes before he died. Hector may have had water in his lungs.

Joe the pilot was one of the first people out of the helicopter. Joe was on top of the helicopter but kicked off his shoes and said that he had to get away from the helicopter. There was a lot of fuel in the water. Joe floated away and we never seen him again.

Why didn't the VERB help them find us sooner?

*Rick Campbell*

Subject: Statement from passenger (337) 332-6327  
David Brasseaux

I was sitting in the left side in the rear of the helicopter looking forward. I heard a large bang and the aircraft started a left descending turn heading for the water. I felt the helicopter slow down just prior to hitting the water. It took us about 5 second before the aircraft went into the water and the landing was not hard. No floats were deployed. I am concerned because it took them about 3 hours to find us.

I install well heads for the company

## SUMMARY OF INTERVIEW

FTW03FA097

Gulf of Mexico

Bell 407, N407HH

Passenger: Mr. Rick Campbell

On February 18, 1003, the NTSB Investigator in charge, Joyce Roach, conducted a personal interview with the passenger. Paul Ramson, Risk Manager [BJ Services, USA, 5500 NW Central drive, Houston, Texas, 77092] arranged the interview. The passenger's representative was Jack Partridge [Royston, Rayzer, Vickery and Williams, LLP., 1700 Wilson Plaza West, 606 North Carancahua Corpus Christi, Texas 78476].

The passenger stated that he had muscle ache over his body and pain in the lower back. The passenger further stated that he was taking medication due to the possibility of getting pneumonia from water and fuel ingested into his lungs.

The passenger stated that he was in the right aft forward facing seat [seat 7], the pilot was in the right front set [seat 1], Mike was in the left front seat [seat 2], Hector was in the left aft facing seat [seat 4], David was in the left aft forward facing seat [seat 7], and one of Hector's bags was strapped in the right aft facing seat [seat 3].

The passenger stated that all the passengers had flown in helicopters many times usually with PHH [Petroleum Helicopters International]. For this flight, he had not flown with the operator, however, he was told that it was a new helicopter, and the helicopter looked new as it came in for the landing.

The passenger explained the sequence of events that took place on the day of the accident. The pilot stated that the passengers had equipment and gear to take to the rig [Apache Oil owns the well and Enesco, who's office is at Broussard, Louisiana, owns the Enesco 84 rig]. The passenger had arrived at TeSoro Dock, Harbor Island, for the boat to take him to the rig. The passenger was informed that the seas were too high for the boat and he was going by helicopter. The passenger went to the TeSoro Dock and gave the Apache Oil dispatcher the baggage weight [30 lbs] and his weight [190 lbs].

The pilot landed the helicopter at the Harbor Island helipad, did not shut down the helicopter, and motioned for the passengers to come to the helicopter for boarding. The pilot got out of the helicopter and loaded the bags. Each passenger put on a life jacket, which they found in the seats, boarded the helicopter, and secured their seat belt/shoulder harness. The pilot handed one of the bags to me [Rick], which I strapped in the right aft facing seat [seat 3]. The pilot boarded the helicopter and secured his seat belt and shoulder harness. The flight departed between 1200 and 1300 for the 15-20 minute flight to the rig.

1220 *pid*

The passenger stated that the pilot did not brief the passengers. The passenger did not know if a life raft was on board the helicopter. The passenger further stated that the helicopter is too loud, even at low rotor for talking, and all the passengers had flown in helicopters many times. If there

had been a passenger who had not flown, he would have informed the pilot. In the past, the PHI pilot would shut down the helicopter and brief for the flight.

The passenger stated the seas were 7-9 feet; wind 40 mph from the North. The passenger estimated the water depth at 65 feet. The passenger could see the rig approximately 5 miles away after 12-15 minutes into the flight. The helicopter was flying straight at 500 feet when the passenger heard one pop. The passenger stated that he knew the helicopter had a jet engine but he described the sound like a piston went through the engine block. The location of the pop was left hand side at top of the aircraft. The passenger leaned toward the front passenger seat, saw the pilot talking on the radio and thought he heard "Mayday, Mayday." The pilot turned the helicopter left toward a land direction. The front of the helicopter was low as the helicopter descended toward the water. The pilot leveled and slowed the helicopter for the touchdown. As the helicopter landed it went to the right and rolled to the right. Within 3 seconds, the helicopter rolled inverted and within the next 3 seconds the helicopter was full of water. The floats did not deploy. The passenger stated that it all happened so fast; the pilot did not have time to arm the floats. As soon as the helicopter hit the water, the left front seat passenger and the pilot exited the helicopter. Rick helped David out of the helicopter. There was about 3 inches of space not filled with water. Rick got his knife from his pocket, went under the water, cut the restraint loose from Hector, and helped him out of the helicopter.

All life jackets inflated. Rick directed the passengers to hold onto the helicopter skids. The pilot was holding onto the front skid and wanted all to get away from the helicopter. Rick upheld for all to stay with the helicopter. The pilot took off his shoes and swam/floated away from the helicopter.

The helicopter was 2-3 feet underwater. When waves would pull the helicopter down, passengers would swim, and when the helicopter floated back up, the passengers would hold onto the skids. The helicopter stayed afloat 2 hours until they were rescued at 3 pm. After about 45 minutes in the water, Rick watched the Coast Guard jet and helicopters fly in the area. At the time they were rescued there were 3 Coast Guard helicopters.

Rick had water survival training in September 2002.

Joyce Roach  
Joyce Roach

03/25/03  
date

I have reviewed this interview record and agree that it accurately records what I said.

\_\_\_\_\_  
(Signature of Rick Campbell)  
\_\_\_\_\_  
(Date)

I have reviewed this interview record and do not agree that it accurately records what I said. Therefore, I have made and initialed changes to the record.

Rick Campbell  
3-26-03  
(Signature of Rick Campbell)  
(Date)