

At approximately 1230 hours the salvage diver locates the plane wreckage. An initial survey of the wreckage is done despite the zero visibility and strong current. It is determined that the plane is severely damaged and in several pieces.

At approximately 1330 hours the diver begins to rig the plane for recovery.

At approximately 1430 hours the rigging is complete and an initial lift is made with the knuckle boom crane.



Image 11 –Photograph of the salvage diver in the water as the engine and prop are recovered.



Image 12 –Photograph of the first pieces of the aircraft that were recovered.

At approximately 1500 hours the engine and propeller are on the deck, and the diver has to be pulled from the water to reposition the boat due to the tide change. It takes several hours to reposition the Northstar *Commander* back over the wreck site. The Sea Tow *Cape May* is used to reposition the Anchors.



At approximately 1630 hours the salvage diver enters the water.

Due to the tide change and re-positoning of the salvage vessel the salvage divers are not able to locate the wreck on the sea floor.

At approximately 1700 hours a real time scanning sonar on a tri-pod is lowered onto the sea floor to relocate the wreck and vector the diver to the plane wreckage.

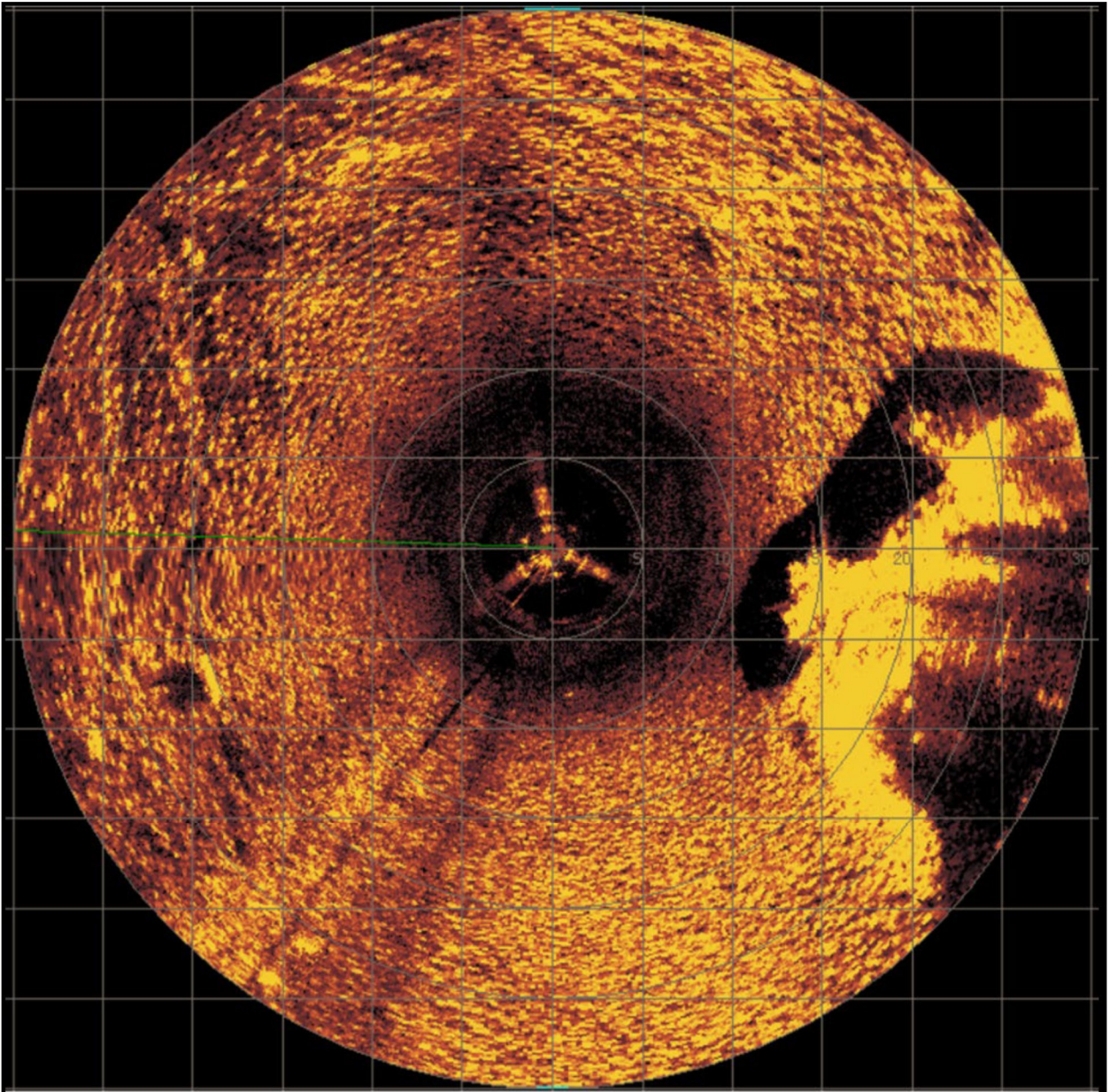


Image 13 –Photograph of Hudson Engineers real time scanning sonar showing the sonar tripod in the center, the diver at approximately 100 and the wreckage at approximately 3:00

At approximately 1745 hours the salvage diver is vectored to the plane wreckage in the vicinity of the tail of the plane.

At 1800 hours the salvage diver begins to rig the aircraft for recovery.

At approximately 1900 hours the aircraft is recovered with the 25 ton A Frame on the *Northstar Commander*.



Image 14 – Photograph of the aircraft recovery with the 25 ton A Frame on the *Northstar Commander*.



At approximately 2000 hours the aircraft and the pilot are recovered and on the deck of the Northstar Commander.



Image 15 –Photograph of the aircraft on the deck of the Northstar Commander

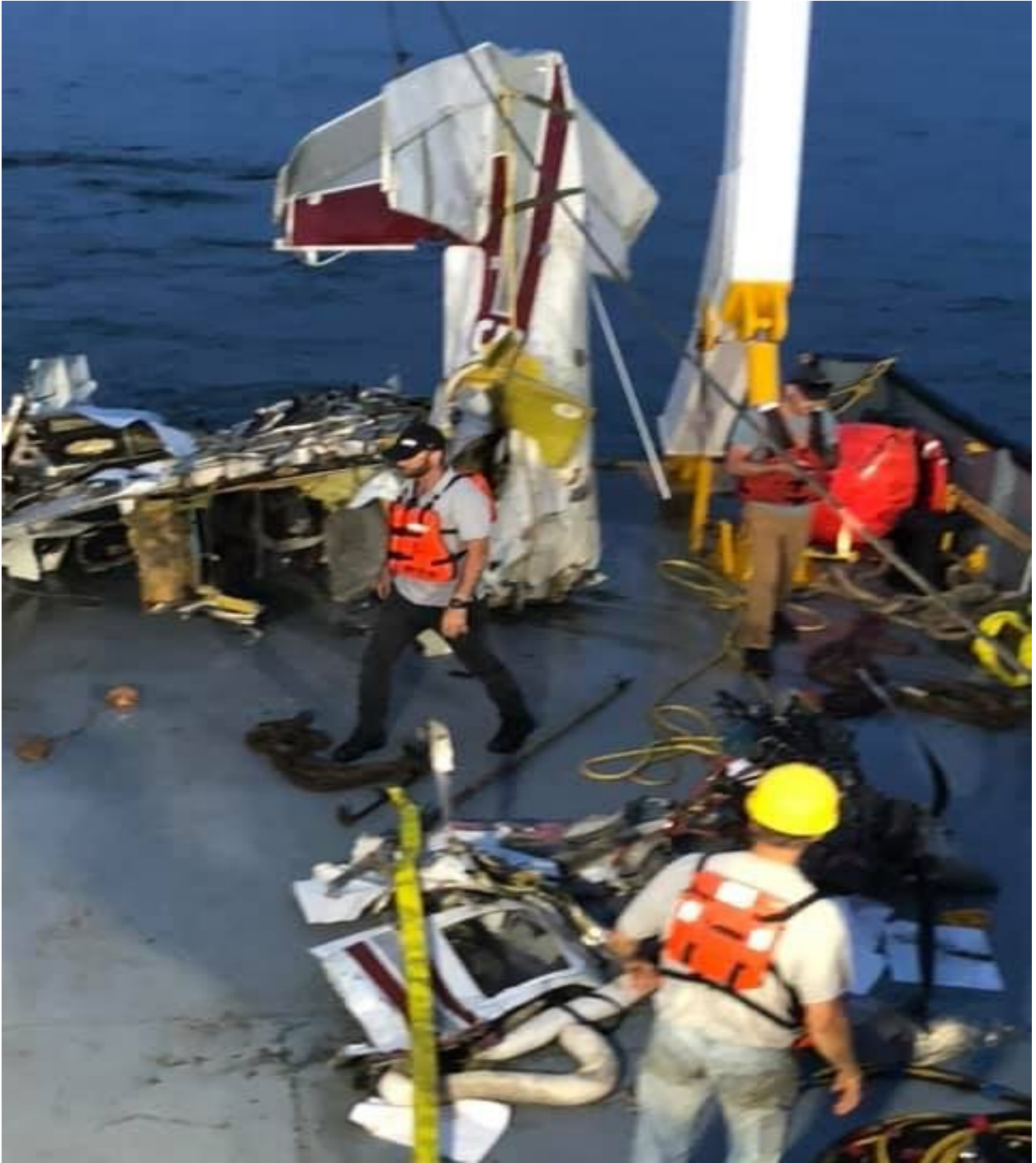


Image 16 –Photograph of the aircraft on the deck of the Northstar Commander.

At approximately 2030 Hours the anchors are pulled and the salvage vessels returns to port.



At approximately 2230 hours the salvage crew is moored at Lund's fisheries and is met by the NJSP Investigation Team, Erma Fire department and the County Medical Examiner.



Image 17 –Photograph of the aircraft on the deck of the Northstar Commander back at Lund's Fisheries.

Once initial investigations are complete the fire department uses the Jaws of Life and the knuckle crane to remove the pilot from the wreckage.



Image 19 –Photograph of the aircraft loaded on transport vehicle.

Over the course of the next two hours the deck of the Northstar Commander is deconned and the salvage equipment is de-mobilized.

AT approximately 1600 hours on June 1, 2019 the salvage operations are concluded.



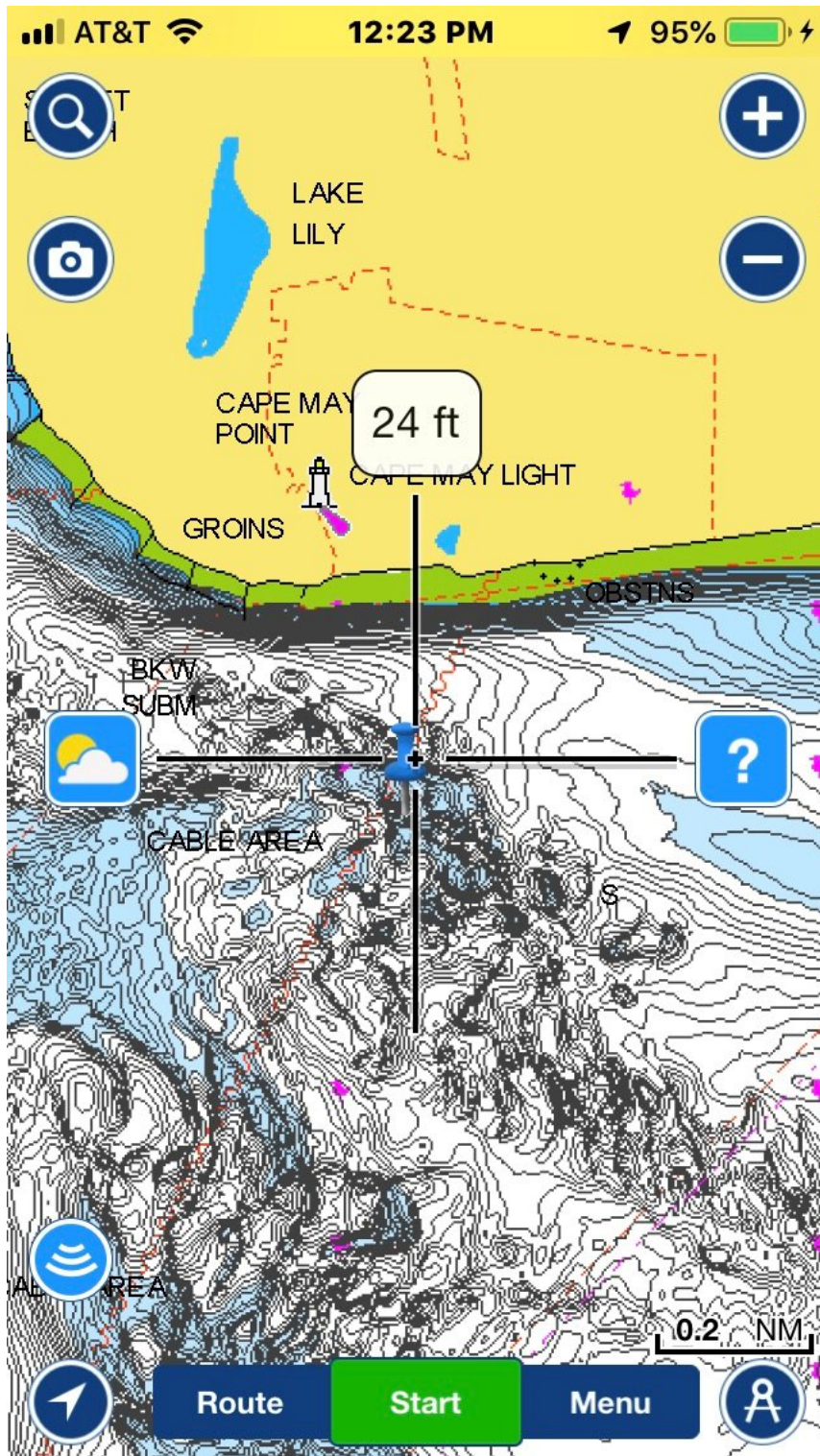


Image3- Position of crash site on nautical chart.

At this time the NJSP helicopter confirmed the source of the sheen from the air. A solid target was then located on the bottom and marked with sonar and a visual marker on the surface of the water

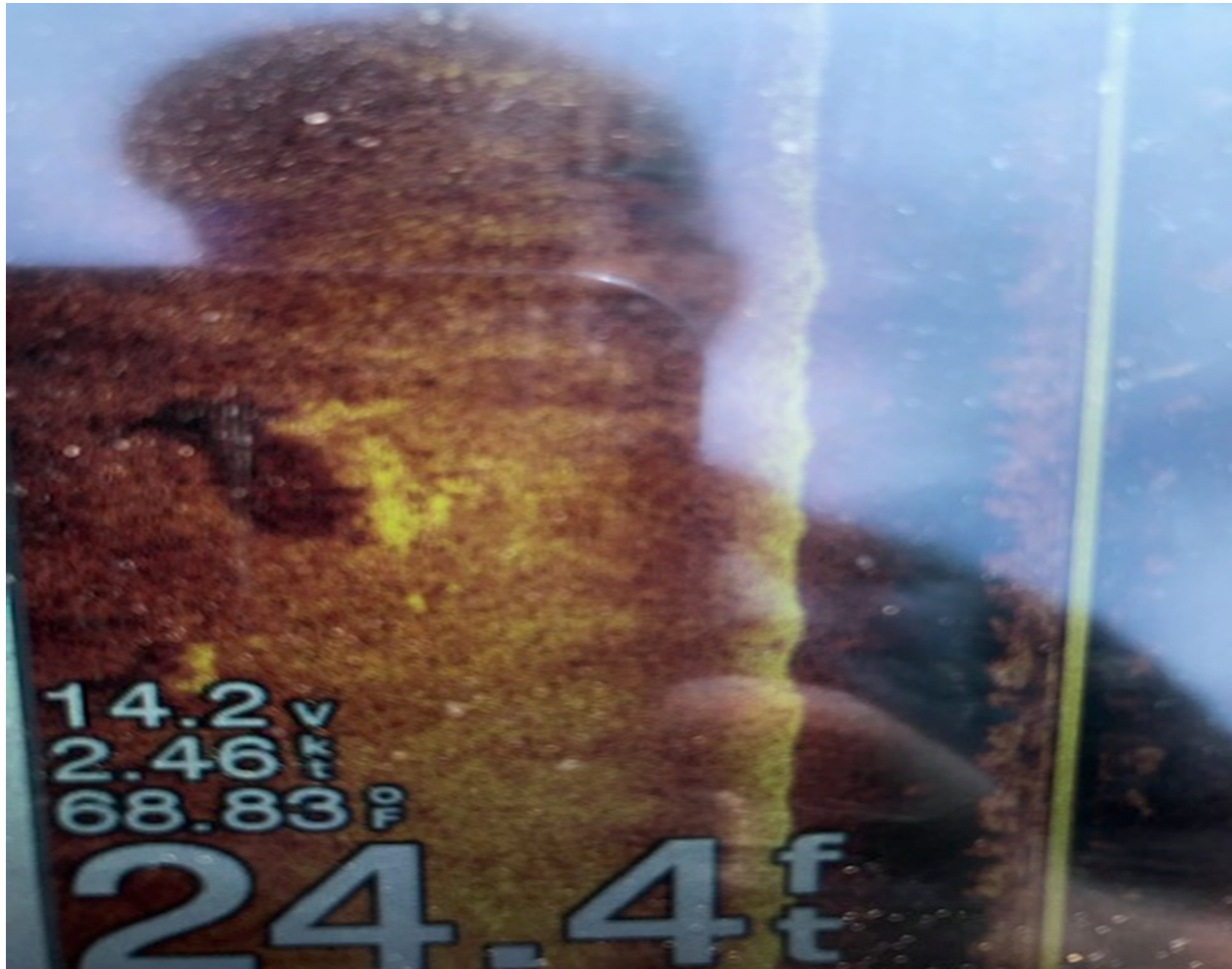


Image 5 –Photograph of the sonar image of the aircraft on the sea floor.

At this time a request was made by *Sea Tow Rescue 1* to dive on the wreck to confirm location and search for the occupant. The request was denied by the NJSP, and we were told to stand by for further instructions. The NJSP Dive Team was contacted.