

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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ERA HELICOPTERS, LLC *

AIRBUS HELICOPTER CRASH NEAR * Accident No.: ANC16LA022

JUNEAU, ALASKA, MAY 5, 2016 *

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Interview of: ALEXANDER BEEBE-GIUDICE
Operations Manager
Alaska Heli-Mush, Inc.

Era Helicopters Juneau Base
Juneau, Alaska

Saturday,
May 7, 2016

APPEARANCES:

CORY THERIOT, Vice President
Safety and Quality Assurance
Era Helicopters Juneau Base

DALTON FIEDLER, Owner
Alaska Heli-Mush, Inc.

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I N T E R V I E W

MR. THERIOT: All right. May 7. Investigation of November-194-Echo-Hotel. Cory Theriot with Era Helicopters and witnessed by Dalton Federly -- Fiedlerly?

MR. FIEDLER: Fiedler.

MR. THERIOT: Fiedler. Fiedler. Close enough, so --

INTERVIEW OF ALEXANDER BEEBE-GIUDICE

BY MR. THERIOT:

Q. Okay. Could you state your name?

A. My first name is Alexander. My last name is Beebe-Giudice.

Q. And current name of your company?

A. I work for Alaska Heli-Mush.

Q. Okay. And current position?

A. Operations manager.

Q. All right. And also, how long have you been working for your company?

A. This is my tenth year.

Q. Okay. So just to start off the statement, if the aircraft is on approach into Dog Road, if you could start at your initial communication process and go from there?

A. Sure. So after speaking to the pilot before departing Juneau, my next radio contact was at approximately 1400 on May 5th. And his approximate location was at the toe of the Norris Glacier, which is pretty far away, so there's no visual. But there was radio contact about 1400.

1 The next radio contact I had was about 1410, maybe 1409,
2 somewhere in that ballpark, along with visual, from the corner
3 area. I inquired about cargo on board and pilot responded to
4 stand by.

5 So shortly thereafter, seconds, around 1411, the aircraft
6 makes impact, rolls to my right, and there was that sound I
7 described, kind of a loud crack. From what I heard from base, ELT
8 was activated around 1412. And immediately after impact, I
9 directed two crew to our radio and I took off on a snow machine to
10 access the site.

11 So between 1412 and 1421, I went to the pilot, I got his --
12 essentially his vitals, determining he was responsive. He was
13 conscious. He identified himself, myself, where he was at, and I
14 assessed the scene for safety. Came back to base a couple minutes
15 later and called -- excuse me -- came back to our camp --
16 Q. Right.

17 A. -- and called base and let them know that an aircraft had
18 gone down. And I requested EMS and backboard support.

19 So at that point I got a crew to cover radio so I could
20 provide care on the scene. And essentially, at that point it was
21 about 1421. I had one crew on radio, and I kept one with me.
22 Returned to the scene to continue providing care to the pilot. We
23 kept him warm. We kept him dry. We kept him conscious. We kept
24 him talking. We kept making sure he could communicate, whether
25 physically or verbally. And we made the scene safe.

1 Q. Okay.

2 A. There was no flame, no smoke. The immediate scene was safe.
3 So at that point, I think it was for -- you know, these are all
4 just, like, marks of communication, but there were requests for
5 helicopter and backboard support. There were updates between me
6 and base via my crew about the pilot's condition, about weather
7 conditions at that moment, which I provided willingly.

8 And at one point, I did access the aft compartment for the
9 emergency gear bag back there. I knew it was back there. And I
10 grabbed some of their hand warmers and tarps and stuff to help,
11 you know, take care of the pilot.

12 Let's see. So around 1427, heard from base that the Coast
13 Guard had launched from Sitka. Temsco Helicopters was launching
14 right around 1438. Our weather was deteriorating pretty rapidly
15 around that point, and we had snow. Our visibility was going down
16 pretty quick and our ceiling was dropping.

17 1503, pilot's breathing started slowing pretty rapidly. His
18 pain sensitivity went through the roof. There was kind of that
19 ongoing just dialogue, lots of pain, discomfort, but he was
20 adamant when I probed and asked if I could move him that I did
21 not. So we had a good conversation, and even through this, he
22 gave me kind of clues that he was still mentally there in some
23 piece. So --

24 Q. Okay.

25 A. So meanwhile, we've got crew relaying from base to me. We've

1 got -- at times, the crew member I had with me on scene, we would
2 switch places so he would be with the pilot and I could establish
3 LZs and make a safe landing spot for rescue helicopters. I also
4 essentially explored the area a little bit, so I had a good grasp
5 of where I could go and not put anybody else in danger.

6 Directed that crew to remove debris, so we did move pieces of
7 the aircraft well out of the way from where they initially landed
8 so that they weren't putting anybody else in harm.

9 Eventually, I think, around 1507 -- back it up to 1503, base
10 informed us that Temsco EMS was 25 minutes away.

11 1507, 195 launched. I confirmed with base that Temsco had
12 our radio frequency, which was really great. We were continuing
13 to support the pilot, keep him talking and warm, keeping his head
14 propped up and covered.

15 1522, Temsco EMS makes radio contact with me, and eventually
16 I get a visual on them, and I land them as close to the site as I
17 can.

18 Q. Okay.

19 A. And from there, aside from giving weather updates to base, I
20 believe, I fell into the direction of EMS personnel. And so from
21 that time on -- they landed around 1522, to maybe about 1612,
22 based on the time frame of the whole entire incident, they were
23 roughly on the glacier for a little under an hour. I helped them
24 remove the pilot from the aircraft and get him back-boarded and
25 care for him and get him loaded up, and then was mainly providing

1 just kind of moral support to the pilot as EMS was taking care of
2 him.

3 Q. Okay.

4 A. Around this time, 195 from Era had launched already, and they
5 were at the toe of the Norris, and they determined that it was
6 best for them to set down there and wait for Temsco to fly out.

7 Q. Okay.

8 A. And ultimately, what happened was they went home after that,
9 but I did have radio contact with them before they did that.

10 Q. Okay.

11 A. So around 1612, Temsco departed with the pilot and 195
12 returned to base. From there, we gathered pilot's personal
13 belongings that were accessible. There were a couple of odds and
14 ends, like a set of ratchet straps that were out of the -- that
15 had been moved.

16 Q. Um-hum.

17 A. So the way he was positioned, his legs were kind of sticking
18 out the floor of the pilot's side almost.

19 Q. Okay.

20 A. So to get to his feet, I had to pull things around. I did
21 some manipulation of --

22 Q. Right, right.

23 A. -- of things to get to the --

24 Q. To get him out?

25 A. To get to him. So I did take those back to our tent and used

1 them for essentially shelter. We're in a pretty cold and remote
2 place, and there were some things that we needed.

3 That's essentially the timeline I have, kind of the play-by-
4 play.

5 Q. Okay. And they also had two other gentlemen in your team.
6 What was their names?

7 A. Sure. The first that was working side-by-side with me on
8 scene was Thurman Pratt, and the fellow on the radio was a heck of
9 a guy named Jeremy Rutledge.

10 Q. Okay. All right. I think that will do. Good deal. Thanks.

11 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ERA HELICOPTERS, LLC
AIRBUS HELICOPTER CRASH NEAR
JUNEAU, ALASKA, MAY 5, 2016
Interview of Alexander Beebe-Giudice

ACCIDENT NO.: ANC16LA022

PLACE: Juneau, Alaska

DATE: May 7, 2016

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Danielle VanRiper
Transcriber