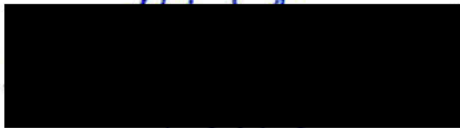


Statement of Bob Egli:

I arrived to work at Egli Air Haul at 8:15 am and delivered a latte and a hot chocolate that I had bought that morning to Terry & Sam. I got 8 hours sleep and felt rested and was looking forward to the client changeout. My schedule that day was to fly to Epic Angling & Adventure camp in the helicopter, come back and fly back in a Cessna 206 with gear and luggage. It was cloudy on the way into work but I could see familiar landmarks in the area. After arriving, I briefly pre-flighted the helicopter and made sure it had enough fuel for the flight back and forth from camp. After that I checked the weather. I contacted the lodge and determined the weather enroute was acceptable. Local ATIS was calling for IFR so I knew I would need to get a special VFR clearance to leave King Salmon.

The clients arrived from their hotel via the company shuttle van at approximately 845 am. Four clients volunteered to fly in the helicopter and I advised them that they were allowed to bring 5 pounds of baggage each. After some discussion, I loaded them and began preparing for the flight. I had good enough visual range for a special VFR clearance to depart. From the helicopter on the ramp, I could see the rooftops of the floatplane dock houses, I could also see beyond the control tower over to the military hangars on the airfield. I could also see the tree line at the north end of the airport. These were all more than $\frac{3}{4}$ of a mile from our location. I obtained my special VFR clearance from the tower and departed southbound. I arrived at the crossing for the Naknek River and unexpectedly encountered a very dense fog bank. I immediately attempted to turn around and return to the airport but had lost visual reference with the surface of the river entirely. I attempted to climb but became disoriented and then a few seconds later the aircraft impacted the water on the pilot side.

Dated September 16, 2024.

A large black rectangular redaction box covering the signature area. Above the box, the date "10/17" is handwritten in blue ink. Below the box, the initials "BE" are handwritten in blue ink.