

Statement of Gary Barningham

November 27, 2018

On October 29, 2018, I was working on the Enbridge Line 5 Right of Way (ROW) at Milepost 1172, just outside of a valve site. I was supervising a vegetation management crew. Steven Mussati was with me along with three contractors out of Illinois. The contractors' foreman was Kerry Henson, but I do not recall the names of the other two contractors.

At about 12:30 pm Central, right after lunch, I saw an Enbridge pipeline inspection helicopter come over a Point of Intersection where pipeline turns from the Southwest/Northeast to the East/West. It was about one mile East of me and I was facing east, so I saw him make turn from a Southwesterly direction to straight West, coming toward me. He passed overhead and continued West. I noticed the blinking light, which indicates that the helicopter was recording video at the time.

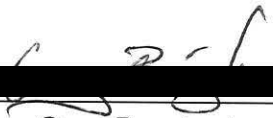
I saw nothing unusual about the helicopter. It was around 400 feet above the ground, which is normal. The speed seemed normal too, which I believe is around 125 mph. There were no unusual sounds coming from the helicopter. I have been up in a pipeline inspection helicopter twice during inspections. Once to look at the ROW and once after a flood to look at high water marks. I have seen pipeline inspection helicopters fly overhead around 50 times.

About 9:30 pm Central, my supervisor (Scott Paquette) called me at home and asked whether I saw the inspection helicopter fly over my location. I said yes and initially told him it was at 11:00 am, but later remembered we were on a conference call that started at 12:30 Central, so I corrected the time.

At about 10:00-10:30 pm Central, my supervisor asked me to respond to the ROW and start looking on the ROW for the helicopter. We decided to start about 5 miles upstream from where we were working that day. We did not find the helicopter at that time. At about 1:00 am, I was told that a search helicopter had found the wreckage. We were given the GPS coordinates of where the wreckage was located. We met at a trail head near the location we were given, arriving around 2:00 am. An Ashland County Sheriff's Deputy was holding the search party back as we waited for others to arrive. We started toward the GPS location we were given at around 2:30-3:00 am. The GPS coordinates we were given turned out to be a little off, so we were looking in the wrong spot. At about 5:00 am, an Ashland County Sheriff's Deputy called his dispatch and was sent a picture of the actual GPS readings for the accident site. We were 500-600 yards East of the wreckage and arrived at the accident site at about 5:30 am.

The Ashland County Sherriff's Deputy said that he needed to be the first on the scene, so when I saw debris, I yelled for him. He arrived and went over to see if Dean was alive. He came back and said Dean was deceased. The Sherriff's Deputy, members of the Bad River Fire Department and Luke Peterson from Enbridge then approached the wreckage. From my vantage point, I saw trees knocked down and a lot of helicopter pieces scattered around. I never made it all the way to the accident site.

The people who I saw access the site were five Bad River Fire Department members, Jim Stone from Great Lakes Indian Fish & Wildlife Commission, Bad River Fire Department Chief Ed Wigger, three Ashland Fire Department members, one Ashland County Sherriff's Deputy and Luke Peterson from Enbridge. The group took pictures and did their assessment, then decided it would be safer to remove body in daylight, so we came out of the woods.


[Redacted signature]

Gary Barningham