



UNIT LOG ICS 214		1. INCIDENT NAME Wetzel County Plane Crash	2. DATE PREPARED 8 September 2017	3. TIME PREPARED 07:30
4. UNIT NAME/DESIGNATORS Marion County & Monongalia County HSEMA		5. UNIT LEADER (NAME AND POSITION) Chris McIntire / Team Leader	6. OPERATIONAL PERIOD 8 September 2017 07:00 – 18:00 (Approximately)	
7. ROSTER OF ASSIGNED PERSONNEL				
NAME		POSITION / FUNCTION	HOME BASE / AGENCY	
Jimmy Smith		Assistant TL	Monongalia County HSEMA	
Knotts, Dennis		Communications / Searcher	Marion County HSEMA	
Sperringer, Harold		Drone Operator / Searcher	Monongalia County HSEMA	
Fortney, Michael		ARC GIS Mapping / Searcher	Monongalia County HSEMA	
Rutherford, Frank		Logistics / Searcher	Marion County HSEMA	
8. ACTIVITY LOG (LIST ALL TACTICAL BENCHMARKS, USE ADDITIONAL FORM(S) IF NECESSARY)				
TIME	MAJOR EVENTS			
07:00 Approximately	Arrived at Marion County HSEMA. Equipment Check and Loading of; • UTV • Chainsaw • Computer • Power Supplies • Radios • Satellite Phone • Hand Tools • Calibrated Fortney's iPhone GPS			
08:30 Approximately	• Departed from Marion County HSEMA and enroute to CP located at Wallace VFD, Wallace, WV			
09:40 Approximately	• Arrived at Command Post • Setup and established Satellite Phone connectivity in Marion County Mobile Command Vehicle • Performed Communications Check between UTV and Command Post			
10:20 Approximately	• Departed from Command Post and enroute to Initial Search Point provided by WVDHSEM (Location of last Radar Ping from Platform) • 39°32.242'N / 80°33.851'W • Altitude Approx. 6817' AGL			
11:00 Approximately	• Arrived at Closest Initial Search Point via Roadway (Wetzel County Route 7/6) • 39°32'18.76"N / 80°33'53.67"W • Elevation 1062 Feet			
11:05 Approximately	• Using the ARC GIS Mapping Software determined the last radar point location to be approximately 554 Feet Southwest from our Closest Initial Search Point via Roadway.			
11:20 Approximately	• Deployed drone to perform initial assessment of the last radar point location. This was due to the lack of having quick accessibility for ground searchers to move to location due to the area being on an approximately <60 slope, densely forested and rocky hillside. • Drone assessment found no sign of platform on the ground nor indication of impact to tree canopies i.e. broken or missing tree limbs or sign of fire or fuel.			
11:45 Approximately	• Retrieved drone after completing assessment. • Left initial assessment area to assess another possible area approximately 3 miles east of our 11:00 log entry position. • The secondary search area was observed on our way into the initial search point area.			
12:15 Approximately	• While enroute to the secondary search area we met a representative from one of the drilling companies along a Well Access Road. We explained to him the information that we had to this point as well as our findings thus far. • He suggested an alternative location at the top of a gas line right of way that in his opinion would give us a better view of the area. He identified this location on our ARC GIS mapping software. • He also stated that this location would provide us with an adequate area to stage our vehicles and offload the UTV. He stated that the right of way to our east from this location would lead us to the top of another right of way just west of the location of the last radar point location.			



12:40 Approximately	- Arrived at Staging / UTV Offloading Location 39°31'49.25"N / 80°34'20.35"W - Elevation 1420 Feet
12:50 Approximately	- Arrived at top of Right of Way 39°32'10.23"N / 80°33'48.57"W - Elevation: 1377 Feet
12:55 Approximately	- Using the ARC GIS Software verified the platforms course based on the information by WVDHSEM. - Determined the most likely area to begin searching within the heavily forested area was Northwest of our location listed in the 12:50 log entry. - Using binoculars 2 personnel began scanning the treetop canopies on the adjacent hillside Northwest from our location.
13:00 Approximately	- Identified a possible crash site. - The area appeared to have freshly broken limbs in the top of two trees. - According to ARC GIS software the distance from the last radar ping to this location was approximately 1,555 feet Northwest from the top of the right of way location noted above at 12:50
13:05 Approximately	- Launched Drone from the top of the right of way location noted at 12:50 to search the Target Area. - Once the drone was on site of the Target Area it was confirmed that the treetop canopies did have what appeared to be freshly broken limbs and pieces missing.
13:25 Approximately	- Retrieved drone after completing assessment - McIntire & Rutherford headed toward Target Area on foot - Fortney Headed toward last Radar Ping location on foot to assess for any sign of wreckage. - Smith, Sperringer and Knotts began searching the right of way and well pad access roadway approximately 500 yards on both sides of the top of the right of way. - Area between the last radar ping location and Target area.
13:40 Approximately	Smith, Knotts, Fortney and Rutherford left the areas listed in the 13:25 log entry and returned to the original position listed in the 11:00 log entry.
13:50 Approximately	- Arrived at the position listed in the 11:00 log entry. - Fortney started on foot toward the Target Area that McIntire and Rutherford had started toward on foot toward in the 13:25 log entry. - Smith, Sperringer and Knotts stayed with the UTV awaiting updated information from McIntire, Rutherford or Fortney about their findings. - No SIRN signal available via portable nor mobile device
14:15 Approximately	- McIntire and Rutherford found the platform wreckage 80°33'57.06"W, 39°32'27.18"N - Elevation: 1321' - McIntire and Rutherford began to assess if the remains of the 2 souls and K9 listed as being on board at the time of departure according to the flight plan were visible from what could be seen in the wreckage and the surrounding debris field. - No SIRN signal available via portable device at the platform crash site.
14:16 Approximately	- McIntire heard Fortney calling out verbally to he and Rutherford - McIntire told Fortney he was just a few yards East of their location and that they had found the platform crash site. - Fortney's view of McIntire and Rutherford was obstructed by a MultiFlora Rose thicket approximately 30 feet wide between the their and Fortney's location.
14:17 Approximately	- Fortney arrived at platform crash site. - McIntire briefed Fortney on what had been completed to this point. - Fortney plotted the location using the ARC GIS Software and iPhone 6S Plus - McIntire called 911 (Poor cell signal quality) - Call was routed to Wetzel County 911 - McIntire advised Telecommunicator of his identity and that platform wreckage site had been located - McIntire was put on hold - When Telecommunicator came back on the line McIntire again advised the Telecommunicator of his identity and that the platform wreckage had been located. - McIntire gave Telecommunicator the GPS Coordinates of platform crash site. - Telecommunicator requested that McIntire confirm platform via tail number - McIntire advised Telecommunicator that there was no tail number and that the platform was completely destroyed by the impact. - Fortney began plotting and photographing the location of the major sections / documents / human remains.
14:25 Approximately	McIntire turned over chain of custody of the scene to Fortney so that he and Rutherford could return back to the location listed in the 11:00 log entry where Smith, Sperringer and Knotts were waiting for an update.



14:35 Approximately	• McIntire and Rutherford arrived at the location noted in the 11:00 log entry. • McIntire advised Smith, Sperringer and Knotts that the platform crash site had been located and that he had advised Wetzel County 911 via cell phone call.
14:40 Approximately	• McIntire, Sperringer and Rutherford started back toward the platform crash site on foot. • Smith and Knotts started back toward the area listed in the 12:40 log entry to confirm that - o The CP was informed that the platform wreckage had been located due to the CP being located in Harrison County. - o Smith and Knotts returned to the area listed in the 12:40 log entry to complete this task due knowing that there was SIRM signal available in that area via the mobile device in the UTV from being there initially.
14:45 Approximately	• McIntire, Sperringer and Rutherford arrived back at the platform crash site. • McIntire, Sperringer and Rutherford asked Fortney what he had identified and cataloged to that point. • Fortney briefed McIntire, Sperringer and Rutherford of the locations of items using the ARC GIS software.
14:45 Approximately	• Smith and Knotts arrived back at the area noted in the 12:40 log entry • Knotts advised CP using the SIRM mobile in the UTV that the platform crash site had been located.
14:55 Approximately	• Smith and Knotts returned back to the area noted in the 11:00 log entry.
14:55 Approximately	• Chief Brown; Chief of the Folsom VFD arrived at the location of the 11:00 log entry • Smith briefed Chief Brown of the events to this point.
14:56 Approximately	• Smith and Chief Brown started on foot toward the platform crash site. • Knotts stayed at the location of the 11:00 log entry with the UTV.
15:05 Approximately	• Smith and Chief Brown arrived at the platform crash site.
15:06 Approximately	• McIntire and Smith briefed Chief Brown on the overall scene. • Fortney briefed Chief Brown on the specific location of key pieces of wreckage and/or platform contents to include the Pilot's Log Book, a section of the pilot's map book, hand written notes, human remains etc.
15:15 Approximately	• McIntire and Smith turned over control of the scene to Chief Brown
15:25 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford left the platform wreckage area on foot and returned to the UTV located at the 11:00 log entry.
15:30 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford left the location of the 11:00 log entry and returned to the location of the 12:40 log entry.
15:45 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford arrived at the Arrived at the Staging / UTV Offloading Location in the 11:00 log entry. • The UTV was loaded and all personnel departed the Staging / UTV Offloading Location of the 11:00 log entry. • McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford went enroute to attempt to locate Connie Tomasek (Assistant Director of Harrison County Emergency Management.) Tomasek had contacted McIntire stating she could not locate the correct roadway to access the location of the 11:00 log entry.
16:15 Approximately	• After spending 30 minutes searching for Tomasek negative contact with her McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford discontinued their search. • McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford went enroute to the Jacksonville Pit Stop for food.
16:45 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford arrived at the Jacksonville Pit Stop to get food.
17:15 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford departed the Jacksonville Pit Stop and went enroute to the CP located at the 08:30 log entry.
17:45 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford arrived at the CP and were debriefed by the Civil Air Patrol.
18:10 Approximately	• McIntire, Smith, Knotts, Sperringer, Fortney and Rutherford departed the CP and went enroute to our Home Bases. • Fortney reported to the Marion County Homeland Security Agency to drop off the UTV and Trailer.
19:00 Approximately	• McIntire, Knotts, Fortney and Rutherford arrived at the Marion County Homeland Security Emergency Management Agency.
19:30 Approximately	• Smith and Sperringer arrived at the Monongalia County Homeland Security Emergency Management Agency.