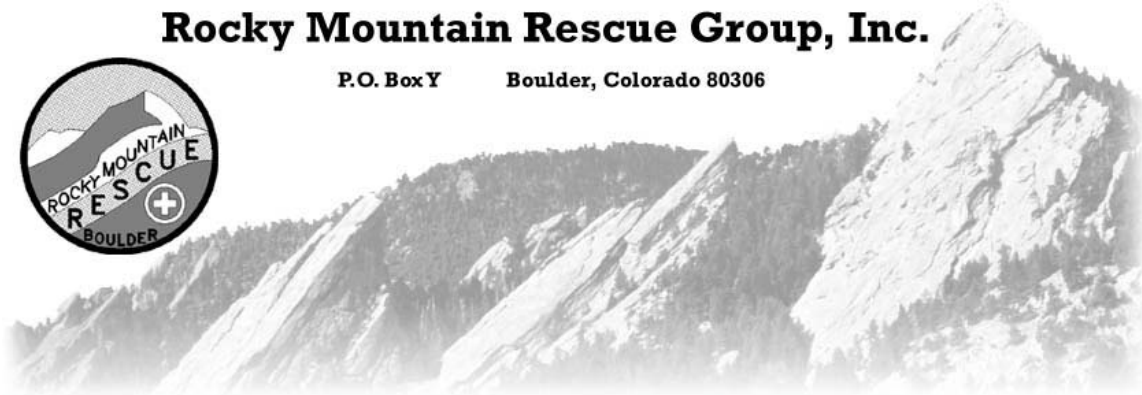


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An abbreviated chronology of RMR's activity, 18-19 March, 1991

The "**Henry&June**" Mission, (synopsis courtesy Bill May)

A "classic" example of a Mountain Rescue involving a crashed airplane, search, two injured victims, extrication, winter, near Continental Divide, snowmobiles, night, helicopters and more. Follow-up activities included discussion of TV re-enactment.

Victims Henry (pilot) and June Berger (ages 69, 66).

A map, below, taken from the Boulder County Road Map 1999, shows the area of interest. Red arrow shows approximate crash location. For more detail, see the USGS East Portal and Nederland 7.5' quads.

From the NTSB Factual Report DEN91LA053:

"On Monday afternoon, March 18, 1991, at approximately 1300 mountain standard time, N1241J collided with terrain at the 11,747-foot level of Devils Thumb Pass..."

The abbreviated chronology, 18-19 March, 1991:

1620hrs: SARSAT ELT hit, vicinity of Corona Pass (bottom left corner on map below). Overdue VFR flight from Jeffco to Steamboat Springs. CAP alerted.

1730hrs: From Flagstaff Rd/Gross Reservoir north parking area, RMR picks up an ELT signal coming from west of Nederland (grey area, right margin on map below), in the Hessie (South Fork) or Fourth of July (North Fork) area, but could not tell which of those major drainages.

Darkness

1930Hrs: RMR Mission Base in Eldora (with the Sheriff himself), no drivable access west of Eldora. CAP in air, RMR on ground. One team at the top of Eldora ski lifts for DF to determine which valley, while two more teams went into Hessie (South Fork) and Fourth of July (North Fork) valleys.

2030hrs: CAP thought that the ELT was at Jasper Lake (Jasper Creek, off South Fork). The team already in route to that area received a strong ELT signal from west of Jasper Lake, towards Devils Thumb.

The other team received no signal from the Fourth of July area.

2230hrs: CAP possibly spotted a flashlight west of HESSIE, RMR's on ground turn off headlamps, CAP no longer sees the light on the ground.

2303hrs: RMR snowmobile towing a litter-sled approaching Jasper Lake sees a flashlight in the dark- finds Henry in the 'well' under a tree, injured. With the hope of reaching help, Henry had skied from the crash site, which he described as above Devils Thumb Lake, leaving his wife June seriously injured in the crashed airplane with ELT operating. With more ground teams approaching the area, the snowmobile followed Henry's tracks towards the crash site, leaving Henry in the litter/sleeping bag.

In the meanwhile, helicopters had been called. Air Life out of Aurora (AL75) was first, St. A's LifeGuard out of Colorado Springs (LG3) was second. The second snowmobile reached Henry and packed an LZ in deep snow near Henry.

0004hrs: AL75 observes that the valley was DARK making helicopter operations difficult, lands at Nederland High School to off-load weight.

0015hrs: RMR snowmobile arrives at the crash above Devils Thumb Lake, finds June, and prepares LZ on Devils Thumb Lake while awaiting arrival of evacuation equipment.

0034hrs: AL75 lands at Devils Thumb Lake with equipment to extricate and move June to the LZ.

0104hrs: AL75 lands at the LZ near Henry, Henry loaded on board while rotors turning, deep snow, departs for Denver at 0109hrs.

0112hrs: June out of wreck and in route in litter to Devils Thumb Lake, the LZ.

0131hrs: LG3 lands at Devils Thumb Lake, 0136hrs in route Denver, June on board.

0150hrs: ELT shut off.

Snowmobile has minor problem- fixed in field.

0622 all RMR out of field.

From the NTSB Factual Report: ...Mr. Berger suffered a compression fracture and "burst" of the first lumbar vertebra. Mrs. Berger sustained a compression fracture of the third lumbar vertebra. Both received facial lacerations and contusions. ...

The airplane was substantially damaged and the pilot and his passenger were seriously injured.

Successful mission. But that is not all.

One week later: RMR SkyCap service. RMR's returned to the crash to recover the 'not much' luggage that Henry described. The promised small volume of baggage filled two Mountainsmith sleds and several backpacks.

One month later, start of discussion lasting several months regarding possible re-enactment for TV, Shattner's **Rescue911**, with plans for filming in February 1992. Discussion of dollars for RMR. Jan 1992, plans for the re-enactment were terminated.

Three months later. Removal of wreckage. Due to weather conditions, terrain, and snow depths, N1241J was not recovered until June 27, 1991. An RMR member was involved

with the helicopter ferrying of aircraft parts and got chauffeur service aboard the Lama during his hike.

Years later, possibility of a lawsuit concerning aircraft maintenance. RMR involved only in supplying a record of the rescue operation.

Terminology:

CAP: Civil Air Patrol, primarily airborne operations. RMR is involved with CAP on many downed aircraft missions in the mountains.

DF: Direction Finding, with our equipment.

ELT: Emergency Locator Transmitter, a radio transmitter carried by small aircraft, activated upon crash.

Lama: A helicopter well-recognized for its excellent performance in high-altitude mountain flying.

LZ: Landing Zone for helicopter.

NTSB: National Transportation Safety Board. Has jurisdiction in all aircraft crashes, sometimes passing jurisdiction to the FAA.

SARSAT: Search-and-Rescue Satellite, picks up signals from ELT's and reports the location to appropriate authorities.

VFR: Visual Flight Rules, fair weather flying.

