

# BENTON CHARTER TOWNSHIP POLICE

Officer Name: <b>Steven Morrow</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident #: <b>2002-C-010638</b>
Location: <b>2600 BLK TERRITORIAL ROAD BENTON HARBOR, MI</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Asst Agency:	Reviewed By:
	Description of Violation: <b>ACCIDENT - FATAL</b>			Related: <input type="checkbox"/>

## Offense(s)

Fileclass:	Arrest Code:	Offense Description: <b>PLANE CRASH THERE-TRIPLE FATAL</b>	Attempted/Completed:	ALES Offense: <b>15496</b>
Offender Suspected of Using: Weapon Type:		# of Premises Entered: <b>0</b>	Method of Entry:	
Location of Offense:		Type of Criminal Activity:		

## Subject(s) Involved

### VICTIM

Related to ALES Offense:

Name: <b>WILLIAMSON, Danny Lee</b>	Race: <b>[REDACTED]</b>	Sex: <b>Male</b>	DOB: <b>[REDACTED]</b>	Juvenile: <b>N</b>
Address: <b>[REDACTED]</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>MAUMEE, OH</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
Type of Victim:	Injury Type:	Victim Residence:		
Aggravated Assault/Homicide Circumstances:		Justifiable Homicide Circumstances:		

### VICTIM

Related to ALES Offense:

Name: <b>WILLIAMSON, Margo</b>	Race: <b>[REDACTED]</b>	Sex: <b>Female</b>	DOB: <b>[REDACTED]</b>	Juvenile: <b>N</b>
Address: <b>[REDACTED]</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>MAUMEE, OH</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
Type of Victim:	Injury Type:	Victim Residence:		
Aggravated Assault/Homicide Circumstances:		Justifiable Homicide Circumstances:		

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**VICTIM**

Related to ALES Offense:

Name: <b>WILLIAMSON, Mark Allen</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>MAUMEE, OH</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
Type of Victim:	Injury Type:	Victim Residence:		
Aggravated Assault/Homicide Circumstances:		Justifiable Homicide Circumstances:		

**WITNESS**

Name: <b>JONES, Harold</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: <b>F.A.A.</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SOUTH BEND, IN</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>F.A.A.-INSPECTOR</b>	Work Phone: [REDACTED]	OPS: [REDACTED]	Ticket Number:	

**WITNESS**

Name: <b>KEPPLE, Dave</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: <b>F.A.A.</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SOUTH BEND, IN</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>F.A.A.-INSPECTOR</b>	Work Phone: [REDACTED]	OPS: <b>Ext 110</b>	Ticket Number:	

**WITNESS**

Name: <b>GROGAN, Phillip Sidney</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SAINT JOSEPH, MI 49085</b>	Home Phone:	SSN:	Build:	
Employment: <b>B.T.F.D.</b>	Work Phone: [REDACTED]	OPS:	Ticket Number:	

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## WITNESS

Name: <b>CHADDOCK, John</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>Southwest Michigan Airport</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>SW MI airport-Asst. Mgr.</b>	Work Phone: [REDACTED]	OPS:	Ticket Number:	

## WITNESS

Name: <b>FOX, Andrew Todd</b>	Race: <b>W</b>	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>Emp. NTSB</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip):	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>KONEFUL, Robert</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>F.A.A.</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SOUTH BEND, IN</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>F.A.A.-INSPECTOR</b>	Work Phone: [REDACTED]	OPS: [REDACTED]	Ticket Number:	

## WITNESS

Name: <b>ULRICH, Gerhild</b>	Race: [REDACTED]	Sex: <b>Female</b>	DOB:	Juvenile: <b>N</b>
Address: <b>Emp. Lakeland Hospital</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SAINT JOSEPH, MI 49085</b>	Home Phone:	SSN:	Build:	
Employment: <b>Lakeland E.ER. , SJ</b>	Work Phone:	OPS:	Ticket Number:	

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## WITNESS

Name: <b>KNUTH, Steve</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: <b>Southwest Michigan Airport</b>	Height: [REDACTED]	Weight: [REDACTED]	Hair Color: [REDACTED]	Eye Color: [REDACTED]
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN: [REDACTED]	Build: [REDACTED]	
Employment: <b>SW MI Airport-maintenance</b>	Work Phone: [REDACTED]	OPS: [REDACTED]	Ticket Number: [REDACTED]	

## WITNESS

Name: <b>TIPTON, Wayne</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height: [REDACTED]	Weight: [REDACTED]	Hair Color: [REDACTED]	Eye Color: [REDACTED]
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN: [REDACTED]	Build: [REDACTED]	
Employment:	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>ORTON, Perry</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: <b>Emp. Medic 1</b>	Height: [REDACTED]	Weight: [REDACTED]	Hair Color: [REDACTED]	Eye Color: [REDACTED]
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN: [REDACTED]	Build: [REDACTED]	
Employment: <b>Medic 1, BH</b>	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>WILCOX, William</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height: [REDACTED]	Weight: [REDACTED]	Hair Color: [REDACTED]	Eye Color: [REDACTED]
Address (City, State Zip): <b>ANN ARBOR, MI 48103</b>	Home Phone: [REDACTED]	SSN: [REDACTED]	Build: [REDACTED]	
Employment:	Work Phone:	OPS:	Ticket Number:	

# **BENTON CHARTER TOWNSHIP POLICE**

Officer Name:

**Steven Morrow**

Date Printed:

**08/07/2002**

Incident #:

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## **WITNESS**

Name: <b>BOOKER, William</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>Y</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
School District:	Juvenile Number:			

## **WITNESS**

Name: <b>SCHERWITZ, Robert Lee</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>SOUTHWEST MICHIGAN AIRPORT</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>SW MI AIRPORT-DIRECTOR</b>	Work Phone:	OPS: <b>Ext. #10</b>	Ticket Number:	

## **WITNESS**

Name: <b>ELDER, Jim</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>Emp. Lakeland ER Security</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SAINT JOSEPH, MI 49085</b>	Home Phone:	SSN:	Build:	
Employment: <b>Lakeland Medical-security</b>	Work Phone:	OPS:	Ticket Number:	

## **WITNESS**

Name: <b>EDGE, Duwayne</b>	Race: <b>W</b>	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment: <b>MEDIC 1-FIRST RESPONDER</b>	Work Phone:	OPS:	Ticket Number:	

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## WITNESS

Name: <b>REEVES, Paul</b>	Race:	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>Emp. Medic 1</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone:	SSN:	Build:	
Employment: <b>MEDIC 1-WHEELCHAIR TRANSPORT</b>	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>PUGH, Terrance</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>Y</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>BENTON HARBOR, MI 49022</b>	Home Phone: [REDACTED]	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
School District:	Juvenile Number:			

## WITNESS

Name: <b>PERRY, Russell</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB:	Juvenile: <b>N</b>
Address: <b>BTFD</b>	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip):	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>COSTANZA, Santo</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SODUS, MI 49126</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	

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## WITNESS

Name: <b>COSTANZA, Lucas</b>	Race: [REDACTED]	Sex: <b>Male</b>	DOB: [REDACTED]	Juvenile: <b>Y</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SODUS, MI 49126</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	
School District:	Juvenile Number:			

## WITNESS

Name: <b>COSTANZA, Debbie</b>	Race: [REDACTED]	Sex: <b>Female</b>	DOB: [REDACTED]	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SODUS, MI 49126</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	

## WITNESS

Name: <b>PARREN, Mark</b>	Race:	Sex:	DOB:	Juvenile: <b>N</b>
Address: [REDACTED]	Height:	Weight:	Hair Color:	Eye Color:
Address (City, State Zip): <b>SAINT JOSEPH, MI 49085</b>	Home Phone:	SSN:	Build:	
Employment:	Work Phone:	OPS:	Ticket Number:	

## Vehicle(s)

Danny Lee WILLIAMSON

Year: <b>2001</b>	Make: <b>PIPER MALIBU MI</b>	Model: <b>PA-46-350P</b>	Color:	License: <b>N316PM</b>	State:
VIN: <b>FIXED WING SINGLE ENGINE AIRCRAFT</b>			Other:	Towed To:	

# **BENTON CHARTER TOWNSHIP POLICE**

## **Narrative**

Officer: <b>Steven Morrow</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written:	Charge:

## **SYNOPSIS:**

Officer MORROW was first-responder to the report of an airplane crash in a field in the 2600 block of Territorial Road, just north of the roadway.

## **REPORT:**

On 8/4/02 at approximately 1333 hours Officer MORROW and Sgt. KIENZLE were dispatched to the Southwest Michigan Regional Airport to assist BHPD and BTFD units with an emergency landing procedure there. Upon our arrival and awaiting the aircraft we received a priority call of an airplane crash in the 2600 block of Territorial Road, just north of the Aug. Pohl Auto Wreckers yard. U/o and Sgt. KIENZLE were dispatched to that call and upon arrival at that location u/o approached the downed aircraft but could see no signs of life around the aircraft. U/o approached the white female subject who appeared lifeless at this time. U/o checked this subject for a pulse but could find none. U/o then observed a young white male subject at the far rear of the aircraft; this subject's eyes were open and he appeared lifeless as well. U/o then approached the pilot and upon removing a piece of the black interior of the plane that had covered the broken windshield u/o could see this subject. U/o checked for a pulse on the pilot, but found none there, either.

At that time Medic 1 arrived with Paramedics ORTON and PARREN and u/o turned the victims over to them. PARREN and ORTON advised that they had found no signs of life in any of these subjects, either. Sgt. KIENZLE arrived on the scene and picked up the investigation while u/o assisted in securing the crash scene and keeping away spectators.

At approximately 1610 hours u/o took control of a black leather purse believed to belong to the female victim, Margo WILLIAMSON. Later in the afternoon u/o was asked to remove all personal belongings from the aircraft and return them to BTPD for inventory and placing into evidence until they could be returned to family members. Upon inventorying the property u/o was advised by Officer D. KRUGH, who had opened a blue suitcase believed to have belonged to the young male subject, Mark WILLIAMSON, that he had located a small amount of marijuana in a personal handbag in the blue suitcase. Upon further inventorying the bag u/o also located a multi-color glass marijuana pipe. U/o weighed the suspected marijuana finding it to be approximately two grams; the suspected marijuana and the pipe were placed into evidence at BTPD. All other personal belongings were placed into the BTPD evidence garage. No further; see additional information from responding officers.

RESPECTFULLY SUBMITTED:  
S.L. MORROW, PTLM. #37

W/C-REO  
bw



# **BENTON CHARTER TOWNSHIP POLICE**

**Supplement #1**

Officer: <b>Scott Igert</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/05/2002</b>	Charge:

## **INFORMATION:**

I was advised by Sgt. KIENZLE that once a family member, William WILCOX, came to the hospital in St. Joseph to identify the victims, I should go assist with this process. I was notified shortly past midnight that WILCOX was at Lakeland E.R. I proceeded to Lakeland E.R. and made contact with him there, obtaining the following statement before he viewed the bodies.

## **STATEMENT FROM WILLIAM WILCOX:**

WILCOX stated that there should be three subjects in the plane and they are related to him. He told u/o that the pilot should have been Daniel Lee WILLIAMSON, who is his stepbrother. WILCOX said that Margo WILLIAMSON should be there, along with her son Mark Allen. He thought they were en route to the Ann Arbor, MI area to visit friends and family and he was shocked to hear that they'd crashed. WILCOX said that he'd last seen them in person at Mark's graduation in June, 2002. They'd talked about coming up to see them sometime this summer and he knew that they'd planned to visit, but he hadn't talked to them about when they'd arrive. WILCOX said that Daniel WILLIAMSON is his half-brother and Margo is Daniel's wife, Mark is their son who had just graduated from high school this year.

## **IDENTIFICATION OF DECEASED:**

William WILCOX, Gerhild ULRICH, and Jim ELDER were present in the morgue at Lakeland when WILCOX identified the bodies as being Daniel, Margo, and Mark WILLIAMSON.

## **INVESTIGATION:**

WILCOX stated that he was sure that Daniel WILLIAMSON would have filed a flight plan and that he was a good pilot. He was visibly shaken by this ordeal and didn't have much more to say at this time. Based on the identifications being made, I did not pursue further conversation with WILCOX for more information at this time.

Investigation will continue...

**RESPECTFULLY SUBMITTED:**

S.A. IGERT, PTLM. #12

W/C-REO

bw

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #2**

Officer: <b>Carl DeLand</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

**SUPPLEMENTAL INFORMATION REFERENCE AIRPLANE CRASH AND DEATH OF THREE OCCUPANTS THEREIN.**

### **LOCATION:**

PLANE CRASHED INTO AN APPLE ORCHARD OWNED BY CAROL DOMINION, LOCATED NORTH OF TERRITORIAL ROAD JUST EAST OF 2609 TERRITORIAL. THIS PROPERTY IS LOCATED IN BENTON TOWNSHIP, BERRIEN COUNTY.

### **REMOVAL INFORMATION:**

AT 1605 HOURS, Sunday, 8/4/02, AUTHORIZATION WAS OBTAINED FROM THE MEDICAL EXAMINER ON DUTY, DR. TAM, AND MEDIC 1 PERSONNEL REMOVED THE DECEASED INDIVIDUALS FROM THE ACCIDENT SCENE TO LAKELAND HOSPITAL MORGUE. MEDIC 1 PERSONNEL WERE MARK PARREN, PERRY ORTON, DEWAYNE EDGE, AND PAUL REEVES.

### **AIRPLANE INFORMATION:**

2001 PIPER MALIBU MIRAGE, MODEL #PA-46-350P, FIXED WING SINGLE ENGINE AIRCRAFT, WHITE OVER BLACK WITH GOLD/BROWN STRIPING, BEARING REGISTRATION #N316PM ON THE SIDES, SIX PERSON CAPACITY. PLANE REGISTERED TO DANIEL L. WILLIAMSON OF 3220 MILLSTONE CT. IN MAUMEE, OH. (DAMAGE INFORMATION TO FOLLOW)

### **WEATHER INFORMATION:**

AT 1:00 PM, 8/4/02, THE UV INDEX WAS LISTED AT FIVE (5), CLOUD COVER AT SEVENTY FOUR PERCENT (74%), VISIBILITY NINE.SIX (9.6) MILES WITH OVERCAST SKIES, TEMPERATURE AT NINETY EIGHT (98) DEGREES FAHRENHEIT, DEWPOINT AT SEVENTY (70), RELATIVE HUMIDITY AT FIFTY EIGHT (58), AND WINDS OUT OF THE NORTH.

### **DEATH NOTIFICATION:**

DISPATCHER FULLER ATTEMPTED TO CONTACT THE APPROPRIATE LAW ENFORCEMENT AUTHORITIES WITH INFORMATION OBTAINED FROM THE FEMALE OCCUPANT'S OHIO DRIVER'S LICENSE. U/O WOULD REFER TO OFFICER IGERT'S REPORT REFERENCE IDENTIFICATION OF THE DECEASED.

### **PHOTOGRAPHY:**

DET. DeLAND, USING THE BTPD 35MM CAMERA AND SONY DIGITAL CAMERA, TOOK NUMEROUS PHOTOS AT THE ACCIDENT SCENE, DOCUMENTING ANY ITEMS OF INVESTIGATIVE IMPORTANCE.

### **SOUTHWEST MICHIGAN AIRPORT REPRESENTATIVES (REDACTED):**

ROBERT SCHERWITZ, AIRPORT DIRECTOR/BERRIEN COUNTY EMERGENCY RESPONSE TEAM MEMBER

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #2**

Officer: Carl DeLand	Date of Incident: 08/04/2002	Time of Incident: 1333	Date Printed: 08/07/2002	Incident Number: 2002-C-010638
Venue: 03	Date Reported: 08/04/2002	Hour Reported: 1333	Date Written: 08/04/2002	Charge:

JOHN CHADDOCK, ASSISTANT AIRPORT MANAGER  
STEVE KNUTH, AIRPORT MAINTENANCE/FIRE RESCUE

FEDERAL AVIATION AGENCY (FAA), SOUTH BEND ([REDACTED]):  
DAVE KEPPLER, INSPECTOR  
ROBERT KONEFUL, INSPECTOR  
HAROLD JONES, INSPECTOR

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB):  
ANDREW TODD FOX, AGENT ([REDACTED])

EVIDENCE:  
SEE OFFICER MORROW'S REPORT

MEASUREMENTS:  
MEASUREMENTS TAKEN AT THE ACCIDENT USING BTPD IMPULSE LASER  
UNIT WITH PRISM POLE POSITIONED BY OFFICER D. KRUGH.

ATTACHMENTS:  
#1-SCALE DRAWING DEPICTING FIRST CONTACT, GOUGE MARKS AND  
FINAL RESTING POSITION OF AIRCRAFT  
#2-PRINTOUT WITH DESCRIPTIVE DATA REFERENCE THIRTY THREE POINTS  
DOCUMENTED BY IMPULSE UNIT.

### **REPORT:**

At approximately 1330 hours this date Det. DeLAND, while off duty, was contacted by BTPD Dispatch and was notified about an airplane crash which resulted in the deaths of the three occupants. U/o was requested to report to the accident scene to assist with this investigation. U/o was advised that Det. Sgt. O'BRIEN and Chief COBURN were contacted as was S/A Al DiBRITO of the F.B.I. Upon arrival at the accident scene u/o found that the area was cordoned off with yellow police tape to eliminate contamination by bystanders and/or unwanted persons in the area. Sgt. KIENZLE will have supplemental information reference emergency personnel present. U/o was advised that several inspectors and agents of the F.A.A. and N.T.S.B. would be assisting. U/o made contact with members of the SW Michigan airport, as listed above.

Robert SCHERWITZ, airport director and member of the BCSD emergency response team, indicated that the crash didn't have any affiliation with their airport as it had landed outside their property. He couldn't say if the plane had taken off from the airport or if the flight had originated elsewhere. SCHERWITZ told u/o that he's had prior accident reconstruction experience and that he would be available to assist u/o with reconstruction if necessary. He was also aware that the F.A.A. and N.T.S.B. had been contacted and that their representatives would eventually take over the investigation. With assistance from SCHERWITZ u/o documented the following.

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #2**

Officer: <b>Carl DeLand</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

The first visible contact by the aircraft was observed in the knee-to-thigh high grass that had been matted down, believed by the left wingtip. U/o was able to obtain a measurement of seventy one feet (71') northeast of where the aircraft's fuselage came to rest. U/o would note that from this first point of contact, the left wing dragged along the grass for eighteen feet (18') in a southwest direction, to the point where it contacted the first apple tree in the orchard. The north face of this tree showed signs of clipping damage, which was indicative that the aircraft had a "left wing down" attitude. The clipping damage to this first apple tree had a maximum height of eleven feet (11') compared with the average tree height in the orchard from fifteen feet (15') to twenty feet (20') tall.

The first sign of impact causing ground damage from engine contact (non-wingtip related) measured forty feet (40') east of the resting fuselage. Cratering in the ground was found in this same general area, thirty three feet (33') east of the resting fuselage. U/o would refer to the scale diagram for individual tree identification, with labels assigned. Tree #2 showed visible signs of clipping and tree #3 was found uprooted with one of the three propellers embedded in the uprooted structure. Tree #4 was believed to have been pushed over when the right side of the fuselage made contact with it. Two additional trees twelve feet (12') east of the resting fuselage, were also pushed over which was indicative of the aircraft sliding sideways toward the southwest.

Also observed on the leading edge of the right wing was impact damage, twelve feet (12') outboard from the fuselage. It should also be noted that on the right side of the aircraft, near the fuselage area, the aircraft had been torn open, exposing the interior/passenger compartment of the plane. Due to this opening having been created by the impact with the trees and ground, the female occupant (Margo WILLIAMSON) was found lying through the approximate three and a half foot (3 1/2') opening where the forward cockpit folded to the left (east) spreading open the right fuselage area. The seating position of the female at the time of the accident would seem to have been in the forward right position of the four (4) facing seats in the rear cabin, restrained by lap and shoulder harness belts. The younger male subject, later identified as Mark WILLIAMSON, was in the left rear seat, also restrained by both shoulder and lap harness belts. The pilot, Daniel WILLIAMSON, was also restrained by lap and shoulder harness belts, with his head and arms over the right yoke. Due to difficulties in removing Daniel WILLIAMSON from the aircraft, these restraints had to be cut at the lower left quadrant using a knife.

U/o spoke briefly with Paramedic Mark PARREN who informed u/o that he'd been one of the first responding paramedics on the scene. He indicated that at the time he arrived on the scene he'd realized that there were no survivors and had felt the engine, which was cold shortly after the time of the crash. PARREN indicated that he would document his findings and forward them to u/o when they became available. U/o was also led to believe through the F.A.A. representatives described above, that the aircraft may have an electronic flight information system, otherwise known as E.F.I.S. which would have documented, via the on-board computer, what in fact was happening on the plane prior to and possibly shortly after the crash. It was understood that this information would be accessed by the N.T.S.B. representatives and that it may or may not be forwarded to any assisting agencies. U/o did request this information from FOX, however, should it become available. A business card was left with FOX for this purpose.

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #2**

Officer: <b>Carl DeLand</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

### **REMOVAL OF DECEASED SUBJECTS:**

At 1605 hours the Medic 1 personnel removed the deceased individuals from their previously restrained locations and transported them to the Lakeland Regional Hospital morgue. N.T.S.B. agent FOX requested that an autopsy and blood tests be performed on the pilot, Daniel WILLIAMSON. This will be scheduled for Monday, 8/5/02, with Dr. TAM or an affiliated pathologist.

U/o did take numerous photographs, both 35 mm and digital, of the accident scene, positions of the deceased and, most significantly, the instrument panel of the aircraft. It should be noted that at the time Daniel WILLIAMSON was removed from the aircraft special effort was taken due to the position of his hand and head so as not to alter or change any of the instrument panel settings should they have any investigative significance. BTFD personnel also assisted with the extraction, using their equipment for this purpose. A control rod had to be moved on the left side of the fuselage area, as it was blocking the side door and keeping it from being opened. Also altered was one of the seats which was in close proximity to the pilot, in an effort to aid with the removal of his body.

Preliminarily it appeared from this officer's investigation/observations and from a culmination of statements from witnesses as relayed by other officers involved in the investigation, that the aircraft operated by Daniel WILLIAMSON had, for some unbeknownst reason, either due to mechanical and/or pilot error, stalled or stopped causing it to land in the manner described. The injuries sustained by the occupants were not uncharacteristic of this type of accident, especially due to the speed of the plane and the force of the impact as it struck trees and land. This will conclude this officer's involvement at this time. U/o would refer to the F.A.A. and/or N.T.S.B. reports for their findings as the scene was turned over to them.

**RESPECTFULLY SUBMITTED:**  
DET. C.R. DeLAND, #10

W/C-CRD  
bw

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #3**

Officer: <b>Tom Fuller</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

On Sunday, 8/4/02, at 1930 hours I contacted the Maumee, OH Police Department reference a death notification at the direction of Det. Sgt. O'BRIEN. At that time I was advised that the address provided was in Lucas Co. and not in the City. I contacted Lucas Co. SO at 419-897-7000 and spoke with dispatch there. An officer was sent to 3220 Millstone Ct. where a death notification was made.

At approximately 2030 hours I received a telephone call from a Mr. David WILLIAMSON of Sioux Falls, Montana. WILLIAMSON identified himself as the brother of the alleged pilot of the aircraft. WILLIAMSON was advised of the incident and asked if his brother owned an airplane and if his brother's family included Margo and Mark WILLIAMSON. Upon receiving affirmative answers to these questions David WILLIAMSON was advised that we had made a tentative identification of Margo WILLIAMSON as one of the victims of the crash and that at this time we believed that Mark and Daniel were in the aircraft, deceased also.

At 2130 hours I received a telephone call from a stepbrother, William WILCOX, of Ann Arbor, MI. WILCOX advised that he would respond to Lakeland Hospital from Ann Arbor to make a positive identification.

RESPECTFULLY SUBMITTED:  
Dispatcher T.B. Fuller

W/C-CRD  
bw

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #4**

Officer: <b>Ron Kienzle</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

### **WEATHER:**

SKIES CLEAR, TEMPERATURES BELIEVED IN THE EIGHTIES

### **PLANE INVOLVED:**

2001 PIPER MALIBU MIRAGE, #N316PM, SIX SEATS, SINGLE PROPELLER

### **VICTIMS:**

DANIEL, MARGO, AND MARK WILLIAMSON, SEE ABOVE; ALL THREE APPEARED TO HAVE BEEN KILLED UPON IMPACT.

### **MEDIC 1 ARRIVAL:**

PARAMEDICS BOB WHITE AND BEN NEWINGTON, ARRIVED FIRST  
PARAMEDICS MARK PARREN AND PERRY ORTON, ARRIVED SECOND

### **BENTON TOWNSHIP POLICE DEPARTMENT RESPONDING:**

CHIEF COBURN, DET. SGT. O'BRIEN, DET DeLAND, SGT. KIENZLE, OFFICERS NEAL, JOHNSTON, AND MORROW.

### **BENTON TOWNSHIP FIRE DEPARTMENT RESPONDING:**

LT. PERRY RUSSELL, FIREFIGHTER PHIL GROGAN, ROBIN SANDERS,  
JOHN VANAVERY, DOUG KRAMER, SCOTT ALLERS, RICK SCARBROUGH,  
KEITH ROBINSON, DENNIS GRAHAM, AND CHIEF GATCHELL.

### **ADDITIONAL UNITS:**

BHPD UNITS RESPONDED BUT LEFT SHORTLY THEREAFTER.  
FBI NOTIFIED, S/A AL DiBRITO RESPONDING  
BCSD SHERIFF BAILEY AND UNDERSHERIFF LIGHTHART, SGT. BIGGART AND  
GARSKI, DEP. ROY DAVIS, RESERVE DEP. SCHAUS RESPONDING

### **MEDICAL EXAMINER NOTIFIED:**

AT 1637 HOURS DR. TAM WAS CONTACTED AND AUTHORIZED THE REMOVAL  
OF THE BODIES FROM THE SCENE (CONTACT #428-5161).

### **FAA RESPONDING:**

BOB KONEFUL, HARRY JONES, AND DAVE KEPPLER

### **NTSB RESPONDING:**

ANDREW FOX WHO AUTHORIZED SGT. BIGGART TO REQUEST A BLOOD WORK  
SCREEN TEST ON THE PILOT AND AUTOPSY. THIS WAS ADVISED AT 1445 HOURS  
THIS DATE, Sunday 8/4/02.

### **REPORT:**

# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #4**

Officer: Ron Kienzle	Date of Incident: 08/04/2002	Time of Incident: 1333	Date Printed: 08/07/2002	Incident Number: 2002-C-010638
Venue: 03	Date Reported: 08/04/2002	Hour Reported: 1333	Date Written: 08/04/2002	Charge:

Sgt. KIENZLE and Officer MORROW were originally dispatched to the Southwest Michigan Regional Airport reference a stand-by as there was a plane reported to be attempting a landing with engine trouble. Upon arrival u/o met with BHPD fire department and police officers and Medic 1 units. Officers were standing by near the runway when we heard additional radio traffic, approximately two minutes later, that there was a plane crash in the 2500 block of Territorial Road, in the field on the north side of the roadway, in an apple orchard. All emergency personnel went immediately from the airport to the scene of the crash. We drove north through the orchard, through waist-high grasses, and arrived at the crash site.

At this time MORROW and Medic 1 ( WHITE and NEWTON) arrived at the plane and were assisted shortly thereafter by u/o and BTFD personnel. At that time the occupants of the plane all appeared to be deceased as no pulse could be found and there was no movement by the subjects. Medic 1 personnel attempted to attend to the victims but then confirmed that all three were deceased.

At this time u/o requested that Dispatch contact Chief COBURN, Det. Lt. LANGE, and Det. Sgt. O'BRIEN and advise them of what had transpired and request that they come to the scene. U/o was advised that O'BRIEN would be en route with DeLAND. DeLAND arrived and immediately began to survey the scene, taking photographs and measurements with the airport manager. Shortly thereafter Officer KRUGH arrived with the tripod and assisted DeLAND.

KRUGH supplied u/o with a piece of paper containing the names of two young witnesses, PUGH and BOOKER. They told him that they'd seen the plane spiraling down and crashing into the ground.

It was requested by the FAA and NTSB that their offices require copies of our report. U/o was also advised by O'BRIEN that a guard would have to remain at the scene round the clock and u/o advised that u/o would stay until 2300 hours until relieved. No one was to enter the crash site without proper ID. No further at this time.

RESPECTFULLY SUBMITTED:  
SGT. R.E. KIENZLE, #24

W/C-CRD  
bw



# **BENTON CHARTER TOWNSHIP POLICE**

## **Supplement #5**

Officer: <b>Brett Johnston</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/08/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/04/2002</b>	Charge:

On 8/4/02 Officer JOHNSTON was on a follow-up call at Meijer's, 1920 Pipestone, when Dispatch advised that a small plane had radioed to the Southwest Michigan Regional Airport that they had engine trouble. U/o continued the follow-up at Meijer's as two other working units were assigned to the airport complaint.

Approximately five or ten minutes later u/o heard a priority tone from BTPD dispatch advising of a plane crash in the field across from Aug. Pohl Auto Wreckers on Territorial. U/o cleared Meijer's and headed toward the scene. Upon arrival u/o noted that Officer MORROW and Sgt. KIENZLE were already on scene with several members of the Benton Township Fire Department. U/o parked the squad car at the end of the orchard and walked approximately a hundred yards to the crash site in an attempt to render aid. Upon arrival at the crash site u/o was informed that all three occupants of the plane had sustained fatal injuries.

U/o then proceeded from the crash site to Territorial Road, to set up traffic control and keep traffic moving as passers-by were stopping on the roadway. U/o was advised by Santo COSTANZA that he'd seen the plane go down and had immediately driven on to BTPD to report the accident. COSTANZA stated that they'd been traveling on Territorial and had seen the plane in the air and noticed that the propeller wasn't turning. They'd watched the plane till it started to dive down, at which time they lost sight of it. COSTANZA said that because of the angle it went down, even though he didn't see it crash he knew that it must have. He said that the plane had been heading west and he could see that the propeller wasn't turning. His wife Debbie said she saw the same thing that her husband described, as did their son Lucas who was in the vehicle with them. U/o had the COSTANZA family wait at the scene for about an hour until it was determined that they could leave after giving information so they could be contacted later if need be.

U/o continued traffic control until approximately 5:30 PM when u/o was relieved of that duty.

RESPECTFULLY SUBMITTED:  
B.A. JOHNSTON, PTLM. #36

W/C-CRD  
bw

# **BENTON CHARTER TOWNSHIP POLICE**

**Supplement #6**

Officer: <b>Carl DeLand</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/05/2002</b>	Charge:

## **AUTOPSY INFORMATION, 8/5/02 AT 1330 HOURS:**

THE AUTOPSY FOR DANNY LEE WILLIAMSON WAS SCHEDULED FOR 1330 HOURS, Monday, 8/5/02 AT THE MORGUE IN LAKE LAND REGIONAL HOSPITAL, ST. JOSEPH, MI. DR. ROBERT CLARK, PATHOLOGIST, WAS PHYSICIAN IN CHARGE. PRESENT AT THE TIME WERE DET. DeLAND AND DET. SGT. O'BRIEN, BTPD.

## **PHOTOGRAPHY:**

Det. DeLAND TOOK 35 MM PHOTOS AT THE TIME OF THE AUTOPSY, DOCUMENTING VARIOUS INJURIES AS OBSERVED BY THOSE IN ATTENDANCE.

## **EVIDENCE:**

#1-ONE (1) DOT/FAA PILOT'S LICENSE IN THE NAME DANNY LEE WILLIAMSON AT [REDACTED], FT. MYERS, FL 33901, CERTIFICATE [REDACTED] PRIVATE PILOT, WITH RATINGS AND LIMITATIONS: AIRPLANE SINGLE ENGINE LAND INSTRUMENT AIRPLANE, ISSUED 11/13/90. LICENSE PLACED INTO EVIDENCE AT BTPD WITH A COPY ATTACHED TO THIS COMPLAINT.

## **REPORT:**

At 1330 hours, Monday, 8/5/02, u/o and Det. Sgt. O'BRIEN were in attendance at Lakeland Regional Hospital morgue for the autopsy of Danny Lee WILLIAMSON. U/o would refer to Dr. CLARK's report for a more thorough analysis of his findings. We were aware that WILLIAMSON had been identified by a family member with further confirmation obtained when his wallet was removed from his person by Dr. CLARK this date. Also found in WILLIAMSON's wallet was his pilot's license, as reflected above, which was later placed into evidence with a copy attached to our complaint. U/o also took 35 mm photos to document any injuries of particular interest or concern.

U/o would note that it was discovered during this autopsy that WILLIAMSON had sustained a severe laceration and fracture to the right side of his skull, protruding into the brain area. He also sustained numerous fractures to the chest/ribs and left leg and right arm. It was discovered that there were severe lacerations to the heart, which in itself would have resulted in death. There were other notable lacerations and contusions visible over various areas of WILLIAMSON's body and it was determined that there were multiple injuries which, in themselves, could have resulted in his death. CLARK took various specimens from WILLIAMSON's person during the autopsy, to be submitted to the federal authorities for further testing/analysis. Upon completion of the autopsy officers cleared without incident.

This complaint will be considered closed, turned over to the N.T.S.B. for their continued investigation into this matter. U/o would refer to the N.T.S.B. and F.A.A. reports for further information reference radio traffic between the pilot, WILLIAMSON, and any airline control towers. No further.

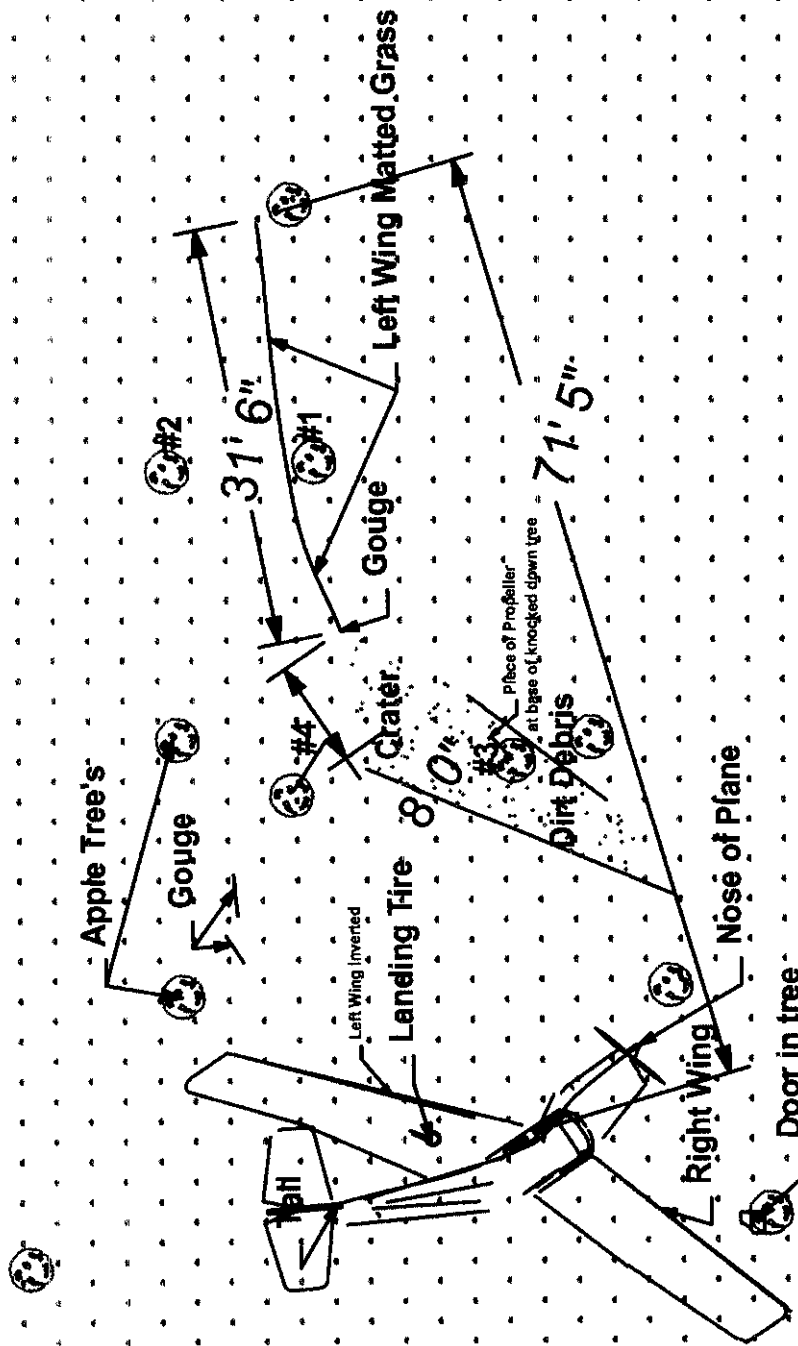
**RESPECTFULLY SUBMITTED:**

**BENTON CHARTER TOWNSHIP POLICE****Supplement #6**

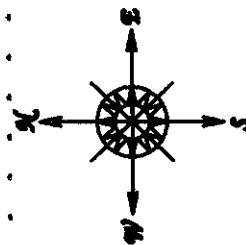
Officer: <b>Carl DeLand</b>	Date of Incident: <b>08/04/2002</b>	Time of Incident: <b>1333</b>	Date Printed: <b>08/07/2002</b>	Incident Number: <b>2002-C-010638</b>
Venue: <b>03</b>	Date Reported: <b>08/04/2002</b>	Hour Reported: <b>1333</b>	Date Written: <b>08/05/2002</b>	Charge:

DET. C.R. DeLAND, #10

W/C-CRD  
COPY TO A.T. FOX, N.T.S.B.  
8/8/02  
bw



BTPD Case #02-10638  
 Drawn By: Det. Carl DeLand  
 Scale: 1" = 14.391'  
 Date: 08-04-02 at 1333 hrs



Number	X	Y	Z	Note
1	0.00	0.00	0.00	"Origin"
2	50.65	4.95	0.00	"WING D"
3	51.57	2.51	0.00	"TREE"
4	32.36	0.79	0.00	"TREE L WING"
5	31.62	11.81	0.00	"TREE"
6	28.73	2.15	0.00	"MATTED GR"
7	19.78	-1.17	0.00	"MATTED GRE ST GOUGE"
8	14.90	-10.66	0.00	"GOUGE W"
9	9.45	-3.04	0.00	"GOUGE W"
10	11.85	-12.33	0.00	"TREE ROOT PROP"
11	-0.10	-25.97	0.00	"DEBRE PATH"
12	7.07	-20.93	0.00	"TREE TOP"
13	11.71	-19.83	0.00	"TREE "
14	11.49	0.06	0.00	"TREE BASE"
15	2.94	4.86	0.00	"TREE TOP"
16	11.55	11.15	0.00	"TREE "
17	1.47	6.97	0.00	"GOUGE"
18	-1.60	6.70	0.00	"GOUGE E"
19	-3.11	7.57	0.00	"GOUGE "
20	-5.09	6.28	0.00	"GOUGE E"
21	-11.83	7.60	0.00	"L WING TIP"
22	-16.40	-10.70	0.00	"L WING BASE"
23	-11.42	-23.16	0.00	"FRONT PL"
24	-15.10	-18.54	0.00	"ENG"
25	-18.96	-14.73	0.00	"FUS"
26	-23.15	-0.55	0.00	"TAIL"
27	-19.79	-19.76	0.00	"R WING BASE"
28	-31.39	-34.31	0.00	"R WING TIP"
29	-24.99	-31.90	0.00	"DOOR TREE"
30	-24.05	-32.93	0.00	"TREE"
31	-6.97	-25.56	0.00	"TREE"
32	-7.72	10.90	0.00	"TREE"
33	-27.98	22.43	0.00	"TREE"