



Carbon County Sheriff's Office

Deputy Report for Incident [REDACTED]

Nature: Accident Aircft
Location:

Address: COUNTY ROAD 385
SARATOGA WY 82331

Offense Codes: AIRP

Received By: T Newbrough

How Received: T

Agency: CCSO

Responding Officers: J Rakoczy

Responsible Officer: J Rakoczy

Disposition: CLO 09/21/14

When Reported: 08:28:44 09/21/14

Occurred Between: 08:28:44 09/21/14 and 08:28:44 09/21/14

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Complainant: SPD

Last: SARATOGA
POLICE
DEPARTMENT

First:

Mid:

DOB: **/**/**

Dr Lic:

Address: [REDACTED]

Race:

Sex:

Phone: [REDACTED]

City: SARATOGA, WY 82331

Offense Codes

Reported: AIRP Aircraft Problem

Observed:

Additional Offense: AIRP Aircraft Problem

Circumstances

Responding Officers:

J Rakoczy

Unit :

622

Responsible Officer: J Rakoczy

Agency: CCSO

Received By: T Newbrough

Last Radio Log: 21:36:09 09/21/14 CMLPT

How Received: T Telephone

Clearance: RTF REPORT TO FOLLOW

When Reported: 08:28:44 09/21/14

Disposition: CLO **Date:** 09/21/14

Judicial Status:

Occurred between: 08:28:44 09/21/14

Misc Entry:

and: 08:28:44 09/21/14

Modus Operandi:

Description :

Method :

Involvements

Date	Type	Description	
09/27/14	Name	KAWAKAMI, JANET AIKO	victim
09/27/14	Name	SCHNEIDER, KENNETH LANCE	victim
09/21/14	Name	SARATOGA POLICE DEPARTMENT,	Complainant
09/21/14	Cad Call	08:28:44 09/21/14 Accident Aircft	Initiating Call

Narrative

Carbon County Sheriff's Office
Investigation Narrative

09/21/2014 0828hr

The Saratoga PD notified this office a man has just reported a crashed airplane. The man was returning to Saratoga along CR #385 and saw a crashed airplane about 1/2 mile south west of the airport. The Saratoga PD was sending Sgt. Lehr out with the RP to check out the crash. I was notified by Dispatch of the call and headed to Saratoga from Rawlins.

0914hr

I arrived at the scene and spoke with Sgt Lehr and the RP (Scott Alan Kerbs). They were parked south west and along a access road, away from the airplane. The Sgt. Lehr informed me there were two adult persons dead inside the airplane. He did not move or touch anything when he walked up to the plane. Mr, Kerbs stated he was headed west on CR #385 to check on a water reservoir. He was driving on CR #385 and saw something that was out of place in the field south of the airport. He went down a two track to see what it was and saw that it was a crashed airplane. He turned around and headed to Saratoga to report it to the police department. The Saratoga dispatcher advised there had been no report of a downed airplane but would send an officer out to check on it. Mr. Kerbs returned to the crash site and walked up to the airplane, where he saw there were two dead persons in the plane. He had flagged down a truck that was passing by and requested they call 911, since he did not have a cell phone. The hunters in the truck could not get through on their phone. The hunters left and Mr. Kerbs waited for Sgt. Lehr to arrive. Sgt. Lehr confirmed that the two persons were dead and they both waited for me to arrive. Mr. Kerbs advised he did not touch or remove anything from the site.

The plane was found to be facing a westerly direction, resting on its belly with considerable damage to the cockpit, wings and engine areas. Two dead adults were seen in the cockpit of the plane. The passenger was partially ejected and laying between the separated right wing and fuselage. The pilot was laying on top of the passenger. The pilot was seat belted in and his chair was still in place. There was no indication of any fuel tank breaches, a small fire had burned the sage brush under the engine, but was out and cold. Some fuel had splashed out of the right wing tank cap.

0926hr

Dispatch was notified that this was a crash of a single engine Piper airplane with two dead occupants. The plane number of N4618J was given. I requested that the Under Sheriff, FAA and Coroner be notified. I also requested Mr. Kerbs write out a statement for me.

0930hr

Sgt. Lehr and Mr. Kerbs left the site and I tapped off the road to the field. Dispatch called back and gave me the airplane's registered owner name of Kurtis Jolley out of Everett, Washington. I started taking photographs.

Kevin with the FAA Operations Center in Seattle, Washington (FAA OC 425-227-2000) called my cell phone. Advised he would be conferencing me with two other investigators, NTSB-Van McKenny [REDACTED] and FAA-Jim Morley [REDACTED]. I spoke with McKenny and Morley about the scene and what actions have been taken up to this point. They advised the bodies can be removed. Requested photos be taken before and after the bodies are removed. Both men were informed that the site and bodies would be treated as if this was

a crime scene, with the same protocols. They also requested a GPS reading of the site, identification of the bodies as soon as we get them and to have the Coroner collect evidence for the toxicology. They advised a investigator from Denver would be coming up today. The investigator would be Jerry Villhauer (cell [REDACTED]) and he would contact me when he was about one hour out.

I finished my photographs of the site and waited for the Coroner to arrive. Dispatch contacted me and gave me the weather report from the night before and forecast. The night before was calm and would be until about noon this day. Then a front would be moving through with winds up to 39 mph. There was also a 30% chance of rain this afternoon.

I also collect the GPS coordinates for the site.

7134 feet

N 41 degrees, 25.921 minuets

W 106 degrees, 50.481 minuets

Ranger 84 W, Township 17 N, Section 21

1114hr

County Coroner Paul Zamora arrived on scene. He was briefed on the situation up this point. He was advised NTSB and FAA requested toxicology collection on the bodies, the bodies can be removed and photographs to be taken before and after. Zamora advised the autopsies would be conducted through his office. Zamora then started his series of photographs. The removal of the bodies was then started. It was learned that the passenger was a adult female and the pilot was a adult male (positive identification was not known at this time). The female was wearing a common battery powered headlight on her head. She was seat belted to her chair but her chair was dislodged from the plane. Both victims appeared to have received trauma to their heads and upper torsos. Their arms and legs indicated breaks and compound fractures.

The wind started to pick up and a weather front was moving in. I gathered up loose papers, flight information, loose I-pads, notebooks, etc. to protect them from the wind and possible rain. These items would be turned over to FAA Villhauer.

A couple of local pilots, that had flown over the site earlier drove up to the site and offered their help. They were advised everything was under control and they need to leave and put the do not cross tape back over the gate.

The Coroner left he scene with the two victims and NTSB McKenny called me. He was advised we had just finished up collecting the victims and the Coroner had just left. McKenny was given the GPS coordinates.

1438hr

Dispatch advised the Coroner had found Wyoming drivers and pilots licenses on the victims. Their information is as follows:

1) Schneider Kenneth Lance, dob [REDACTED]

2) Kawakami, Janet Aiko, [REDACTED]

1603hr

The Coroner called me and advised both victims had broken legs, Both arms on the male were broken. The next of kin has been notified as well as the

owner of the plane. It was learned Mr. Jolley had loaned Schneider the use of the plane for the summer. That there was a problem with the AIR SPEED INDICATOR but had been fixed. Schneider had a heart problem and recently passed his flight physical. Checking the cell phones, a partial time frame was coming together. Schneider had called Jolley at about 2206hr on 09/20/2014 and left a message. Jolley called back at about 2228hr but Schneider did not answer. Kawakami and Schneider were heading back to Denver so that Kawakami could fly back to LA on 09/21/2014.

1730hr approx

FAA Villhauer arrived on scene. He was advised what actions have been taken up to this point, briefed on information learned from the Coroner and was given the collected paperwork and I-pads.

I assisted Villhauer with measurements and collection of information. It was recorded that the fuel switch was to the left wing tank and the landing gear lever was in the down position. The right wing tank was approximately half full at 18 gallons. From initial impact to final resting was 113 feet. The planes clock was stopped at 2017hr or/ 0817hr. The altimeter was set at 2191.33. Upon initial impact the plane was on heading 240 degrees. The plane came to rest on heading 214 degrees.

Plane information is as follows:

Piper Cherokee

Model: PA 28R-180

Serial #: 28R-30501

MAA (manufactures aircraft association) plate #: 358223

fuselage #: N4618J

We left the scene and went to the Saratoga airport. We tried to get ahold of the owner but learned he was out of town. We did contact the manager Gary Wibdemshek [REDACTED]. He advised he was at the airport from 0630 until 1700hr on 09/20/2014. He did not see the aircraft at all. Villhauer and myself then drove to Rawlins and met up with the Coroner.

Photos, time frames, and possible reasons for the crash were discussed. New information about the victims was discussed and possible leads were developed to be followed up on the next day.

09/22/2014 0900hr

My photos were put to disks and my notes were copied for the NTSB and FAA officials. I met them in Saratoga and we went back to the scene. I assisted them and Troy Helgeson (Lycoming engine representative) through out the day until lighting and rain forced us back to Saratoga. There we met up with a Piper aircraft representative.

The Coroner called and advised he had followed up on leads. It was learned that Kawakami had been in California dealing with some family matters. She had flown into DIA/Denver on 09/19/2014. Schneider had flown from Casper to Jeffco airport in Broomfield, Colorado. Rented a car at the Jeffco airport and drove to Denver to pick Kawakami up. Schneider had told the attendant at the rental store they were going to Saratoga to soak at the Hot pools on 09/20/2014 and return later that same day. On 09/20/2014 Schneider also took a one hour fly lesson at the Ft. Collins airport on a tail dragger plane. He then bought about 20 gallons of fuel before they left. Schneider had logged a one hour flight from Ft. Collins to Saratoga, but did not note when he had arrived. Kawakami was

scheduled to leave DIA/Denver on a early flight to return to California.

I did not have any further involvement after this day.

Date, Time, Reporting Officer:

Reporting Officer

Responsible LEO:

Approved by:

Date

Supplement

CAD Call info/comments

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SARATOGA PD CALLED AND SAID THAT A MAN CAME IN AND REPORTED A CRASHED AIRPLANE ABOUT A HALF MILE SW OF THE RUNWAY AT SHIVLEY FIELD AIRPORT. ONE OF HER OFFICERS WAS GOING TO GO TO THE LOCATION AND SEE WHAT HE COULD FIND.

08:54:35 09/21/2014 - T Newbrough
SPD FOUND A PLANE AND A VEHICLE BY IT. UNKNOWN IF CRASHED OR NOT YET. THERE IS A VEHICLE BY IT 6-2738 WY PC.
GO STRAIGHT UP BRIDGE ST TO NORTH SPRING CREEK CR385.

09:25:11 09/21/2014 - T Newbrough
2 FATALITIES.

09:33:57 09/21/2014 - T Newbrough

NOTIFIED UNDERSHERIFF ROYBAL

09:43:31 09/21/2014 - T Newbrough

FAA NOTIFIED AND GIVEN ALL AVAILABLE INFORMATION.

RP WAS CHECKING A RESERVOIR ON HIS PROPERTY AND LOOKED OVER AND SAW THE PLANE.

11:29:24 09/21/2014 - T Newbrough

GPS - 7134 FT. N 41.25921 /W -106.50481 (T17N, R84W, SEC 21)

13:43:19 09/21/2014 - T Newbrough

NATIONAL WEATHER SERVICE SAID THAT FOR THE SARATOGA AREA LAST NIGHT THERE WERE CALM WINDS UNTIL ABOUT NOON TODAY AND THEN IT PICKED UP TO APPROX. 23 MPH. THE LOW WAS 39 DEGREES AND THERE IS A 30% CHANCE OF RAIN THIS AFTERNOON.

15:53:18 09/21/2014 - J Walton

622 ADVISED THAT ONE NTSB INVEST. IS IN LARAMIE NOW AND WILL BE DRIVING TO THE SCENE. ETA, DRIVE TIME FROM LARAMIE. ANOTHER INVEST ON THE WAY BUT WILL PROBABLY BE IN DENVER TONIGHT AND ON INTO SARATOGA TOMORROW.

18:40:28 09/21/2014 - J Walton

622 MOVING DOWN TO THE AIRPORT FOR INFORMATION.

Name Involvements:

Complainant : SPD

Last: SARATOGA **First:** **Mid:**
POLICE
DEPARTMENT

DOB: **/**/** **Dr Lic:** **Address:** [REDACTED]
Race: **Sex:** **Phone:** [REDACTED] **City:** SARATOGA, WY 82331

victim : 80975

Last: KAWAKAMI **First:** JANET **Mid:** AIKO

DOB: [REDACTED] **Dr Lic:** 1 [REDACTED] **Address:** [REDACTED]
Race: W **Sex:** F **Phone:** () - **City:** CASPER, WY 82601

victim : 80976

Last: SCHNEIDER **First:** KENNETH **Mid:** LANCE

DOB: [REDACTED] **Dr Lic:** [REDACTED] **Address:** [REDACTED]
Race: W **Sex:** M **Phone:** () - **City:** CASPER, WY 82601

Saratoga Police Department
Supplemental Narrative

Details of Supplemental Narrative: Suspect plane at Saratoga Airport.

Date 09/20/2014, Time 17:45, Reporting Officer Sgt. K. Lehr

On the above date and time I Sgt. K. Lehr was traveling North on Highway 130 by the airport and was looking over at the airport at the aircraft parked there. I remembered seeing three smaller single engine planes sitting on the pad east of the old flight center, one white with blue stripe, one white with black stripping, and one white one with yellow and black stripes. I never second guessed the planes until the next day when I saw the wreckage of the plane and I knew that I had seen it at the airport the day before before.