

COLUSA COUNTY SHERIFF'S DEPARTMENT

CORONER REPORT

☒ CORONER REPORT

CORONER NUMBER

CASE NUMBER

2013-043

☐ CORONER INCIDENT

OFFICER ID

COMPUTER INCIDENT NUMBER

BEAT

239

201309230029

2

DATE/TIME OF CALL

9-23-13 / 1900

LOCATION:

FULL NAME (LAST, FIRST, MIDDLE)

BABER, LESTER CLARK

RESIDENCE ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

WILLOWS

CA

95988

UNKNOWN

RACE SEX

DATE OF BIRTH

AGE

HAIR

EYES

HEIGHT

WEIGHT

DRIVER'S LICENSE NUMBER

STATE

WM

[REDACTED]

63

BRN

BRN

6-00

210

[REDACTED]

CA

APPROXIMATE DATE/TIME OF DEATH:

2120

PRONOUNCED BY:

DEPUTY LAUSTEN

SCARS, MARKS TATTOOS, DEFORMITIES:

COMPLETELY BURNT

MORTUARY PREFERENCE INDICATED: ☐ YES

☒ NO

WHERE:

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

RESIDENCE ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

MEANS OF I.D.

DATE/TIME OF I.D.

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

ROSSETTI JOSEPH DENNIS

CITY

STATE

ZIP CODE

TELEPHONE

NAVATO

CA

94945

DATE/TIME FOUND:

9-23-13 / 1905

EXACT LOCATION FOUND (IE. NEAREST CROSS, MILE MARKER ETC.)

1/2 MILE NORTH OF HIGHWAY 20 COORDINATES ARE

N 39.06, 38.7 W 122.18.40.

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

UNKNOWN

RESIDENCE ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

WHEN:

WHERE:

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

UNKNOWN

BUSINESS ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

DATE LAST SEEN:

DIAGNOSIS:

WILL DOCTOR SIGN:

☐ YES

☐ NO

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

BABER, MIKE

RELATIONSHIP:

SON

RESIDENCE ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

WILLOWS

CA

NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME

RELATIONSHIP:

RESIDENCE ADDRESS (LIST P.O. BOX LAST)

CITY

STATE

ZIP CODE

TELEPHONE

NAME OF RELATIVE NOTIFIED:

MIKE BABER

DATE/TIME:

09-24-13 @ 0945

BY WHOM:

LT. SPANER, MAX

METHOD OF NOTIFICATION:

BY PHONE

FORENSIC MEDICAL NOTIFIED: ☒ YES ☐ NO BY:

SGT CONTRERAS

DATE/TIME:

9-28-13 / 2330

REPORTING OFFICER

I.D. #

DATE

REVIEWED BY

DATE

239

9-23-13

CRIME ___ FOLLOW UP ___ SUPPLEMENTAL ___ CORONERS _X_

CODE SECTION:

CRIME:

CLASSIFICATION:

VICTIM:

SUSPECT:

On 9-23-13 at approximately 1902 hours, I was dispatched to a possible plane crash in the area of Highway 20 and Highway 16. I responded from the Sheriff's Office in Colusa. While in route dispatch informed me that the reporting party could see black smoke just north of Highway 20.

At approximately 1918 hours, I arrived on scene. There were multiple CHP units, fire trucks, and ambulances already on scene.

I talked to two men that told me they had witnessed the plane flying over Highway 20. The first man I talked to was Joesph Dennis Rossetti. Rossetti was in a vehicle traveling west on Highway 20. He was with a man named Robert Michael Dittner Eisenhower. Rossetti told me the following in summary:

We were driving westbound on Highway 20 at about 7 p.m. when we noticed a plane flying north over Highway 20. The plane was flying very fast and very low. I had just suggested that we passed the car in front of us when we noticed the plane and decided to watch the plane instead because of how low and fast it was flying. As we were watching the plane, the plane struck the power lines that are just to the north. The next thing I know the plane went behind the little hill to the north and we started see black smoke. I told Robert to call 911 and we started hiking towards the smoke. When we got to the top of the hill, we could see that the plane was on fire. When we passed under the power lines I noticed debris from the plane. There was a large amount of glass under the lines. The grass around the plane was also on fire. We could not see anyone around the plane so we continued until we got close enough to see that there was a person inside the plane. It was pretty clear to me that the person was not alive. I yelled out to see if anyone else was around but did not see or hear anything. End

I looked to the north and noticed that there was still what appeared to be a piece of the plane hanging from the power lines.

I asked Eisenhower what he could recall of the prior events. His statement was concurrent with what Rossetti had told me. Eisenhower added that he estimated the plane was banking to the right at a 45 degree angle when it hit the powerlines.

K. LAUSTEN I.D. 239

REVIEWED BY:

COPIES TO: FAA and NTSB

I talked to Officer T. Williams(#18895) of the Williams CHP. He told me the following in summary:

I was the first person to reach the plane. When I got there, there were still flames on the plane. I used my fire extinguisher to put out the flames. I had to put out the flames of the burning body twice. I put the flames of the burning tire out three times. It was clear to me that there was no sign of life from the person that was in the plane. End

Officer Williams told me that he had to hike about three quarters of a mile to the north to reach the plane.

Lt. Maxey arrived and hiked into the crash site. I stood by on the side of the road and waited for a Ranger 6 wheeler to arrive.

When the Ranger 6 wheeler arrived, I rode into the crash site. The GPS coordinates of the power lines are N39.06.38.7 W122.18.40.1. To the north approximately .15 of a mile was the crash site. The coordinates of the plane are N40.24.54.3 W122.32.06.9. Approximately 75 feet to the south of the plane is what appears to be the area of impact. The coordinates of the area of impact are N39.7.47 W122.13.22.

I arrived at the crash site at 2116 hours.

The plane was in an area of burnt grass. There was debris spread throughout the burnt grass and in the surrounding area. South of the plane approximately 45 feet was the propeller. Just to the north of the plane approximately 10 feet there was what appeared to be some sort of medical supplies and just to the east of the plane approximately 3 feet there was what appeared to be an oxygen bottle. The bottle was green. The plane appeared to hit the ground and flip, coming to rest upside down.

Most of the plane was burnt up. The plane had come to rest upside down with the tail to the north. The tail number of the plane was N67GM. In the wreckage I could make out the cockpit but most of the medal was mangled. There were also different types of gages in the wreckage. The body was not in the cockpit. The body appeared to be face up

[REDACTED]
[REDACTED] pronounced the body dead at 2120 hours. I could not identify any articles of clothing or jewelry on the body.

With assistance from members of Cal Fire and Colusa Fire, we moved the wing of the plane just enough so we could remove the body. The wing that was to the east was moved approximately 3 feet to the south. We placed the body into a bag and transported the body back to the road. When we removed the body, a wallet was located on the ground.

The wallet was lying underneath the body and appeared to be on the body's person when the plane crashed. The wallet was a brown leather wallet that had only slightly been burnt. I took possession of the wallet.

At 2230 I left the crash site along with all other personnel. We transported the body back to the road via the Ranger. When I returned to the Highway 20, I released the body to McNary Moore Funeral Services.

Sgt. Contreras met McNary Moore at Colusa Regional Medical Center for X-Rays of the body. The X-Rays showed that the body had a knee replacement.

Sgt. Contreras also left a message to have an autopsy done on the body.

I returned to Colusa County Sheriff's Dept. and found a California Driver's license in the wallet. The name on the I.D. was Lester Baber out of Willows Ca. The plane was also registered to Baber. I contacted the Glenn County Sheriff's Office and asked if they had any information on Lester Baber. They told me he had been arrested in Willows in 2003. I contacted Willows Police Department and they informed me that it was noted in the arrest report that Baber had a knee replacement on his left knee. An officer from Willows Police Department went by Baber's house and was unsuccessful in contacting anyone. I exhausted all other options to find a next of kin to notify.

Throughout the entire investigation I took photographs that were later booked into evidence at the Colusa County Sheriff's Dept. I also booked the Wallet into evidence.

FAA and NTSB were notified of the plane crash.

INVOLVED PARTIES

ROLE I.P.	NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME McKinney, Vann,						INTERPRETER NEEDED <input type="checkbox"/> STATE OF CALIFORNIA <input type="checkbox"/> SPANISH <input type="checkbox"/> OTHER	
RESIDENCE ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
BUSINESS ADDRESS (LIST P.O. BOX LAST) NTSB			CITY	STATE	ZIP CODE		TELEPHONE	
RACE SEX	DATE OF BIRTH	HAIR	EYES	HEIGHT	WEIGHT	DRIVER LICENCE NUMBER	STATE SSN	
<input type="checkbox"/> ADD'L PARTIES NEXT PAGE(S)		<input type="checkbox"/> VICTIM INFORMATION VIOLENCE <input type="checkbox"/> NON-DISCLOSURE (WHERE APPLICABLE) <input type="checkbox"/> SEXUAL ASSULT <input type="checkbox"/> VICTIM/WITNESS ASSISTANCE <input type="checkbox"/> DOMESTIC						

INVOLVED PARTIES

ROLE I.P. <input type="checkbox"/> N/A	NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME Makhoul, Peter,						INTERPRETER NEEDED <input type="checkbox"/> STATE OF CALIFORNIA <input type="checkbox"/> SPANISH <input type="checkbox"/> OTHER	
RESIDENCE ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
BUSINESS ADDRESS (LIST P.O. BOX LAST) FAA			CITY	STATE	ZIP CODE		TELEPHONE	
RACE SEX	DATE OF BIRTH	HAIR	EYES	HEIGHT	WEIGHT	DRIVER LICENSE NUMBER	STATE SSN	
<input type="checkbox"/> ADD'L PARTIES NEXT PAGE(S)		<input type="checkbox"/> VICTIM INFORMATION VIOLENCE <input type="checkbox"/> NON-DISCLOSURE (WHERE APPLICABLE) <input type="checkbox"/> SEXUAL ASSULT <input type="checkbox"/> VICTIM/WITNESS ASSISTANCE <input type="checkbox"/> DOMESTIC						

INVOLVED PARTIES

ROLE I.P. <input type="checkbox"/> N/A	NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME James, Dennis,						INTERPRETER NEEDED <input type="checkbox"/> STATE OF CALIFORNIA <input type="checkbox"/> SPANISH <input type="checkbox"/> OTHER	
RESIDENCE ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
BUSINESS ADDRESS (LIST P.O. BOX LAST) Plain Parts			CITY	STATE	ZIP CODE		TELEPHONE	
RACE SEX	DATE OF BIRTH	HAIR	EYES	HEIGHT	WEIGHT	DRIVER LICENSE NUMBER	STATE SSN	
<input type="checkbox"/> ADD'L PARTIES NEXT PAGE(S)		<input type="checkbox"/> VICTIM INFORMATION VIOLENCE <input type="checkbox"/> NON-DISCLOSURE (WHERE APPLICABLE) <input type="checkbox"/> SEXUAL ASSULT <input type="checkbox"/> VICTIM/WITNESS ASSISTANCE <input type="checkbox"/> DOMESTIC						

INVOLVED PARTIES

ROLE I.P. <input type="checkbox"/> N/A	NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME Dailey, John,						INTERPRETER NEEDED <input type="checkbox"/> STATE OF CALIFORNIA <input type="checkbox"/> SPANISH <input type="checkbox"/> OTHER	
RESIDENCE ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
BUSINESS ADDRESS (LIST P.O. BOX LAST) PG&E			CITY	STATE	ZIP CODE		TELEPHONE	
RACE SEX	DATE OF BIRTH	HAIR	EYES	HEIGHT	WEIGHT	DRIVER LICENSE NUMBER	STATE SSN	
<input type="checkbox"/> ADD'L PARTIES NEXT PAGE(S)		<input type="checkbox"/> VICTIM INFORMATION VIOLENCE <input type="checkbox"/> NON-DISCLOSURE (WHERE APPLICABLE) <input type="checkbox"/> SEXUAL ASSULT <input type="checkbox"/> VICTIM/WITNESS ASSISTANCE <input type="checkbox"/> DOMESTIC						

INVOLVED PARTIES

ROLE <input type="checkbox"/> N/A	NAME (LAST, FIRST, MIDDLE) OR BUSINESS NAME ,						INTERPRETER NEEDED <input type="checkbox"/> STATE OF CALIFORNIA <input type="checkbox"/> SPANISH <input type="checkbox"/> OTHER	
RESIDENCE ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
BUSINESS ADDRESS (LIST P.O. BOX LAST)			CITY	STATE	ZIP CODE		TELEPHONE	
RACE SEX	DATE OF BIRTH	HAIR	EYES	HEIGHT	WEIGHT	DRIVER LICENSE NUMBER	STATE SSN	
<input type="checkbox"/> ADD'L PARTIES NEXT PAGE(S)		<input type="checkbox"/> VICTIM INFORMATION VIOLENCE <input type="checkbox"/> NON-DISCLOSURE (WHERE APPLICABLE) <input type="checkbox"/> SEXUAL ASSULT <input type="checkbox"/> VICTIM/WITNESS ASSISTANCE <input type="checkbox"/> DOMESTIC						

VEHICLE

<input type="checkbox"/> INVOLVED <input type="checkbox"/> SUSPECT <input type="checkbox"/> VICTIM		ASSOCIATED WITH (PERSON)	VEHICLE STATUS <input type="checkbox"/> RELEASED <input type="checkbox"/> STORED	<input type="checkbox"/> EVIDENCE <input type="checkbox"/> LEFT AT SCENE	<input type="checkbox"/> STOLEN/EMBEZZLED <input type="checkbox"/> STORED/IMPOUNDED	STORAGE AUTHORITY
<input type="checkbox"/> N/A						
VEHICLE LICENSE NUMBER	STATE	VEH. YEAR	MAKE	MODEL	VEH. TYPE	COLOR

VEHICLE

<input type="checkbox"/> INVOLVED <input type="checkbox"/> SUSPECT <input type="checkbox"/> VICTIM		ASSOCIATED WITH (PERSON)	VEHICLE STATUS <input type="checkbox"/> RELEASED <input type="checkbox"/> STORED	<input type="checkbox"/> EVIDENCE <input type="checkbox"/> LEFT AT SCENE	<input type="checkbox"/> STOLEN/EMBEZZLED <input type="checkbox"/> STORED/IMPOUNDED	STORAGE AUTHORITY
<input type="checkbox"/> N/A						
VEHICLE LICENSE NUMBER	STATE	VEH. YEAR	MAKE	MODEL	VEH. TYPE	COLOR

VEHICLE

<input type="checkbox"/> INVOLVED <input type="checkbox"/> SUSPECT <input type="checkbox"/> VICTIM		ASSOCIATED WITH (PERSON)	VEHICLE STATUS <input type="checkbox"/> RELEASED <input type="checkbox"/> STORED	<input type="checkbox"/> EVIDENCE <input type="checkbox"/> LEFT AT SCENE	<input type="checkbox"/> STOLEN/EMBEZZLED <input type="checkbox"/> STORED/IMPOUNDED	STORAGE AUTHORITY
<input type="checkbox"/> N/A						
VEHICLE LICENSE NUMBER	STATE	VEH. YEAR	MAKE	MODEL	VEH. TYPE	COLOR

Narrative _____ Supplemental X Follow up X Incident _____

Code Section:

Violation:

Classification: Coroners investigation

Victim: Baber, Lester Clark

On 09-23-13 at about 1925 hours I was called out from my residence by Sgt. Contreras. He told me there was a report of a plane crash near SR 20 just into the foothills. I responded to the scene. Upon arrival I spoke to fire personnel. They stated that the plane had crashed about ½ mile North of SR 20. The plane had caught fire and there was one deceased person in the wreckage. A quick search of the area revealed no additional victims.

There was no cell service at the location of the incident command. When Sgt. Contreras arrived I had him tell dispatch (by phone) to notify NTSB, FAA and attempt to get a registration on the tail number that was provided by fire personnel who were with the aircraft. I walked to the scene of the actual crash to determine what equipment would be needed to extricate the body.

Sgt. Bradwell and Deputy Lausten arrived on scene with the needed Coroners equipment and some fire related extrication equipment. After receiving word from the NTSB that we could remove the body, the body was removed and released to the custody of McNary Moore funeral home pending an autopsy. Due to the fact that the plane was registered to Lester Baber, and we found a wallet on the deceased person with I.D. also belonging to Lester Clark Baber.

09-24-13 at about 0940 hours I learned the possible deceased person's son was Mike Baber of Willows. I learned that he had received a text that stated his father's plane had crashed and Mike had left work. I phoned Mike. I told him that there had been a plane crash involving his father's plane. I asked Mike if his father shared flight time with any partners or if his father Lester was the only one who flew the plane. Mike told me his father was the only person who flew the plane. Mike told me his father kept the plane at the Willows airport. I asked Mike if his father had any medical procedures that he knew of. Mike told me that he thought his father had at least one if not both knees replaced in the past. He did not know who the doctor was that did the procedure. Mike told me that his father's dentist last name was Thodas and he was out of Willows.

I told Mike that there were some definite similarities between his description and actions of his father plus other evidence we found at the scene that would indicate that the deceased person very well could be his father. I told Mike I did not feel comfortable making that 100% identification at this time. Mike said he understood. I asked Mike if he would attempt to find out who the doctor or facility was that did the knee replacement. He said he would. Mike also said he would notify the rest of his family.

Narrative _____ Supplemental X Follow up X Incident _____

Code Section:

Violation:

Classification: Coroners investigation

Victim: Baber, Lester Clark

I spoke to Vann McKinney of the NTSB. He said he was not responding to the scene but FAA would be. I later spoke to Peter Makhoul of the FAA. We agreed to meet about 1200 hours in Williams so I could take him out the actual crash site. Myself and Sgt. Bradwell met with FAA investigator Peter and Tony. We drove to the crash site. They examined the site for their investigation. Sgt. Bradwell took additional photographs of the site. We also took another reading of the GPS location of the actual crash site. The one listed on the front page of the narrative drafted by Deputy Lausten is in correct.

I spoke to Dennis James of Plain Parts. He is responsible for the recovery of the plane wreckage. I gave his office the phone number of the property owner to help facilitate the route to the site for the actual recovery of the wreckage.

I spoke to John Dailey of PG&E. He is the officer in charge of the PG&E side of the investigation.

Sheriff's Technician Fran Austin contacted the dentist office (Thodas) in Willows that Mike referred to. They had dental x-rays of Lester Baber that had been taken in 07-2013. They sent us the information to aid with identification.

INVESTIGATIVE REPORT

CASE# 2013-043 page 1 of 1

DATE: 9/24/13 TIME: 1017 hours CASE AGENT: Bradwell CI:
ARREST INFORMATION SUPPLEMENT XXX

DETAILS:

On 9/24/13 at 1017 hours, I contacted Melissa Baber, who is the daughter of Lester Clark Baber the deceased in regards to case# 2013-043. I was advised by Lt. Shane Maxey that he already notified the next to kin prior to my contact with Melissa. Melissa stated she had already heard something about what had happened but she didn't understand. I explained the circumstances to her and she provided me the following statement in summary:

Yesterday afternoon at around 2pm I spoke with my dad and he was not feeling well. He was supposed to go flying but didn't because of the way he was feeling. He never flies at night; it is always in the morning. If he feels bad but then gets better he will just take off and go fly. He is very spontaneous. He flies all the time. He had a knee replaced but I do not remember which one.

On 9/24/13 at approximately 1230 hours, Lt. Shane Maxey and I met with two investigators from the Federal Aviation Administration (FAA). We proceeded to the location of the plane crash in regards to Coroner's case# 2013-043.

While on scene I took numerous photos of the debris field and last location of the plane. The photographs were copied to a disc and booked into evidence. While on scene I obtained GPS Coordinates for where the plane was located. The coordinates were 39°7'18"N and 122°16'14"W. These coordinates were taken from the center of the plane wreckage.

Recommendation:

Attach to case #2013-043

Sgt. M. Bradwell #199

COPIES TO: DA CCSO CHP CPD WPD CPS PROB

LT

APPROVED BY: 

#B

2013-0413

UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LESTER CLARK BABER
ADDRESS: 701 GROVE LN
WILLOWS CA 95988-2008

VI NATIONALITY USA
Mo D.O.B. [REDACTED] 1950

SEX HEIGHT WEIGHT HAIR EYES
M 72 210 BROWN BROWN

IK HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

PRIVATE PILOT
CERTIFICATE NUMBER [REDACTED]
DATE OF ISSUE [REDACTED]

FAA Form 8500-9 (1-00)

Access Code: [REDACTED] DuATS PW: [REDACTED]

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE THIRD
Class Baber Tol Grove, Will

This certifies that (Full name and address):

LESTER CLARK BABER
[REDACTED]
WILLOWS CA 95988

Date of Birth	Height	Weight	Hair	Eyes
[REDACTED]	72	195#	BRN	BRN

has met the medical standards prescribed in part of
Aviation Regulations, for this class of Medical Certificate

Limitations
HOLDER SHALL POSSESS CORRECT
GLASSES FOR NEAR VISION.

Date of Examination 01/22/2007
Examiners Designation 09647-1

Signature [REDACTED]
Typed Name DEWAYNE E. CAVINESS, MD
AIRMAN'S SIGNATURE [REDACTED]

FAA Form 8500-9 (1-00)