

05/24/13
08:54

COTTONWOOD POLICE DEPARTMENT
Deputy Report

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Incident Number: [REDACTED]

Nature: AIRCRAFT

Case Numbers:

Addr: S AIRPARK RD & W MINGUS AVE

Area: AIRPT AIRPORT

City: COTTONWOOD

St: AZ

Zip: 86326

Contact: JOANN JONES

Complainant:

34315

Alert Codes:

Lst: JONES

Fst: JO

Mid: ANN

[REDACTED]
COTTONWOOD

St: AZ Zip: 86326

Reported: AIRP AIRCRAFT PROBLEM

Observed: AIRP AIRCRAFT PROBLEM

Offense

Codes: AIRP AIRCRAFT PROBLEM

K9- CANINE SEARCH NEGATIVE RE

Circumstances:

Responding Officers: GIBSON, R
DELAFUENTE, C
MURIE, K
SCARIM, R
RICE, C
PONCE, A
COMBS, C
SHILLING, C

Rspnsbl Officer: SCARIM, R
Received By: NOSS, J M
How Received: T TELEPHONE

Agency: CWPD

Last RadLog: 13:58:59 05/07/13 CMPLT
Clearance: CRO Cleared, Responding

When Reported: 23:22:56 05/06/13

Disposition: CTR Disp Date: 05/10/13

Occurrd between: 23:22:47 05/06/13
and: 23:22:47 05/06/13

Judicial Sts: ---
Misc Entry: M KUHLT

Modus Operandi:

Factor

Description

Method

INVOLVEMENTS:

Date	Description	Relationship
05/23/13	Booking#: [REDACTED]	Arrest/Offense
05/24/13	CONOBY, TRAVIS	WITNESS
05/07/13	THOMPSON, KELLY THOMAS	INVESTIGATIVE LEAD
05/06/13	JONES, JO ANN	Complainant
05/23/13	[REDACTED]	KELLY T THOMPSON
05/07/13	1978 PIPE PA28-161	IL'S AIRCRAFT
05/06/13	23:22:56 05/06/13 AIRCRAFT	Initiating Call
05/08/13	TOOL/HAND RAZOR KNIFE 0	EIS

Narrative Section

13-5577-0

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Aircraft Accident Investigation Narrative

1. Description and cause of the accident: The pilot was attempting to land to the south at night with no runway lights illuminated. The pilot was approximately 250 feet east of the runway paralleling it. As the aircraft descended it struck the airport perimeter fence with the right wing. The aircraft swung around clockwise and came to a stop.
2. Location of the accident: Airpark Road approximately 204' south of Mingus Avenue.
3. Description of the aircraft & wing number: White 1978 Piper PA28-161 tail number N47717.
4. Damage to the aircraft; description, dollar amount: Damage was to both wings and the front engine area. Aircraft appeared to be a total loss. The aircraft was bought in 2012 for [REDACTED].
5. Indications of use of medications, alcohol, drugs by persons involved: None
6. Description of injuries and treatment: The pilot sustained injuries to his head. The pilot also sustained 2 broken vertebrae and was transferred to Flagstaff Medical Center.
7. Weather conditions at time of crash and discovery: There was a high overcast. There was no rain in the area.
8. FAA and NTSB notified; when, by whom: 5/6/13 2345 hours by Ofc. Scarim.
9. Evidence obtained: A Cutting tool.
10. Other information:

At about 2322 hours the report of a airplane crash came into dispatch from Jo Jones a resident of the Del Webb subdivision. She reported that she heard an airplane fly overhead then heard it crash. Arriving officers discovered the aircraft sitting on Airpark Road facing southbound. The left wing was torn and was back at about a 45 degree angle. The pilot (Kelly Thompson) was the sole occupant and was walking around the aircraft.

I spoke to K. Thompson and asked him for his identification and pilots license. K. Thompson provided me with a California ID card and said he was a student pilot but didn't have his license with him. I asked K. Thompson for his pilot logbook and he provided it to me.

I asked K. Thompson to tell me what happened. K. Thompson stated that he was flying from Eufala, Oklahoma to Oakland, California on a cross county flight. K. Thompson said that he was going to spend the night in Cottonwood. K. Thompson said that he attempted to activate the runway lights however they would not come on. (It should be noticed that to activate the runway lights at night the pilot must key the microphone of the airport frequency a specific number of times within a certain time frame) K. Thompson said he was pushing the button but nothing happened.

K. Thompson said that he overflew the runway from south to north. K. Thompson said that he turned around and came back and was flying with his flaps

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down when he struck the fence. K. Thompson sustained head and neck injuries and was transported to the Verde Valley Medical Center (VVMC) by ambulance for treatment. K. Thompson took 2 rolling suitcases with him from the plane.

I then spoke to Jason Alves of the Federal Aviation Administration (FAA) and Tom Little from the National Transportation Safety Board (NTSB) in a teleconference. I relayed the details of the crash to them. T. Little asked that I have K. Thompson call him in the morning. T. Little also asked that the plane not be moved till the FAA had a chance to come to the scene in the morning.

I then responded to VVMC and spoke to K. Thompson some more. K. Thompson had just returned from a cat scan. I asked K. Thompson if he had a student pilot's license and he said that he did not. I asked K. Thompson if he had a medical certificate and he state that he did not. I asked K. Thompson if he had a flight instructor endorse his cross county flight and he said he didn't.

I asked K. Thompson what flight experience he had and he stated that he had tried to get his pilot's license 3 times but never completed it. I asked T. Thompson if he had any insurance on the aircraft and he said he did not. I asked K. Thompson why he was flying without the required documents and he said that he just wanted to fly.

K. Thompson said that he bought the aircraft about 7 months ago. K. Thompson said it had sustained hail damage and he paid [REDACTED] for it. K. Thompson said he was flying back to Oakland where he previously lived to clean out a storage locker and settle some affairs.

I asked K. Thompson why he was stopping in Cottonwood and he said that was going to visit his nieces who he hasn't seen in about 20 years. K. Thompson said they were about 2 when he last saw them. I asked K. Thompson if he was planning on staying with his family or if he had a hotel reservation. K. Thompson said that they didn't know he was here so he was going to sleep in his airplane. I gave K. Thompson the information for T. Little and told him to call him in the morning.

I then returned to the crash scene. Ofc. Delafuente [REDACTED] was on the scene and stated that he would guard the site until the morning. I spoke to Cottonwood Airport manager Morgan Scott. M. Scott tested the runway lights and I observed that they did work. M. Scott did stated that the Papi lights were not on at night however hey did come on with the runway lights being activated. I then cleared the scene.

At about 0810 hours 5/7/13 I received a call stating that the FAA as on scene. On arrival, I met with Johnny Portillo of the FAA Scottsdale Flight Standards Office. I explained the details that I had. J. Portillo and his associate checked the activation of the runway lights with aircraft radio. (This aircraft is equipped with 2 communication radios) They discovered that the proper frequency was in the 1st radio however the 2nd radio was the one being used. This would explain why the lights never came on as K. Thompson stated. I took several photographs of the area.

After the FAA completed their on scene investigation the aircraft was turned over to Reed Jarman of Air Transport. R. Jarman loaded the aircraft onto a trailer and transported it their storage facility in Phoenix. The roadway was

[REDACTED]

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reopened.

I then received a call from K. Thompson. K. Thompson stated that he had refueled 2 times before arriving in Cottonwood but couldn't remember where at. K. Thompson stated that he was at Flagstaff Regional Medical Center and was receiving treatment for 2 broken vertebrae.

I spoke again to J. Portillo via telephone. J. Portillo told me that the aircraft registration had not been transferred over to K. Thompson after he bought it from an insurance company. The aircraft had been totaled due to hail damage. K. Thompson also advised that the aircraft had not had a annual or 100 hours inspections as required.

On 5/9/13 at about 1415 hours I met K. Thompson in his hospital room in Flagstaff. I asked K. Johnson what the name of his niece in Cottonwood and he said it was Candice and that he could not remember the last name. K. Thompson said he had a old phone number and that he called and left a message for her to come see him at the airport.

I asked K. Johnson about his route the day of the crash. K. Thompson had a hard time recalling his route and had to look it up on his computer. K. Thompson said he flew from Eufala, OK to Cottonwood with refueling stops at Herford, TX and St. Johns, AZ. I asked K. Thompson how much fuel he had left on board and he said he had about 37 gallons.

I asked K. Thompson if he had filed a flight plan and he said no and that he was not using flight following. I then again asked K. Thompson to tell me about the approach into Cottonwood. K. Thompson said he approached from the south and that he hit the clicker and that nothing happened. K. Thompson said he made a low approach and then made a turn to the right and then a turn to the left to come back to the airport.

I asked K. Johnson if he was aware that he could not turn on the west side of the airport and he stated that he didn't turn on the west side. K. Thompson said he saw what he thought were approach lights and that they turned out to be a building. K. Thompson said he tried to "goose it" and that he hit the fence. I asked K. Thompson if he thought it was smart to land at an airport with no runway lights and he replied "no". I asked K. Thompson what his alternate landing sites were and he could not name them without looking them up on his computer.

K. Thompson stated that he could go to Bakersfield that was his next stop. After a moment K. Thompson stated that Prescott could be an alternate. I pointed out to K. Thompson that he would have a hard time deciding this and planning a new route while flying the aircraft. I asked K. Thompson what his final destination would be and he stated it was Livermore, CA.

I asked K. Thompson why the vent system in his aircraft was shut off. K. Thomson said that the overheard vent air is broken. I asked why the heating hoses were disconnected inside the cowl of the aircraft and he said that he had changed the oil before the flight. I asked K. Thompson if that was something a certified mechanic should have done and he said no that he could do it by himself.

I asked K. Thompson when the last time a certified mechanic worked on his airplane and he finally admitted to me that it was before he bought the

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aircraft. I asked when he last had a 100 hours inspection and annual on the aircraft and he said hit was before he bought it.

I explained to K. Thompson that there were several suspicious circumstances in this case. I asked K. Thompson if he had anything in the aircraft that wasn't suppose to be there and he stated there wasn't. K. Thompson had his bags in the hospital room and he granted me permission to look inside his bags. Nothing unusual was observed. I thanked K. Thompson for his cooperation.

At this time I notified K. Thompson that I was charging him with no required pilot's license, flying a non airworthy aircraft, and reckless aircraft operations. K. Thompson was issued complaint [REDACTED] K. Thompson was released on his promise to appear in court on 6/13/13 at 1330 hours. K. Thompson said the Oklahoma address he gave me is good, but he is in the process of moving to somewhere west of Dallas, TX. K. Thompson said he would advise me and the court of the new address.

I spoke to Jo Jones who phoned in the report the night of the crash. J. Jones said that she was in her house at [REDACTED] when she heard a airplane pass over her house. J. Jones said she then took her dog outside in her backyard and then she saw the airplane going towards the airport. J. Jones described the aircraft as going lower and she thought that it would crash. J. Jones said that she lost sight of the airplane and that a moment later she heard the crash and called it in to the police.

On 5/10/13 I spoke to another witness Travis Conoboy. T. Conoboy said that he was at the Fire Training Center on Mingus Avenue. T. Conoboy said he saw the airplane approach the area from the south east. T. Conoboy said the airplane was to the east of the runway as it passed over the airport. T. Conoboy said the aircraft was very low and that it passed over the Del Web area. T. Conoboy said that a few moments later he heard the crash.

CASE STATUS: Closed, cited and released.

Fri May 10 17:09:34 MST 2013, Scarim [REDACTED]
11. Date, time, reporting officer:

Responsible LEO:

Approved by:

Date

[REDACTED]

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LAW SUPPLEMENTAL NARRATIVE

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Incident number : [REDACTED]
Sequence number : 1
Name : SHILLING, C
Date : 22:31:08 05/10/2013
Narrative : (see below)

COTTONWOOD POLICE DEPARTMENT
SUPPLEMENTAL NARRATIVE

INFORMATION NARRATIVE:

On 05/06/13 about 23:22 hours I assisted Ofc Scarim [REDACTED] with an aircraft crash in the area of S Airpark Rd & W Mingus Ave in Cottonwood, AZ. Through his investigation I was informed of behaviors inconsistent with that of a reasonable person who flies a legal aircraft. Due to my training and experience, those inconsistencies created the possibility of the presence of illegal contraband, within the aircraft or on its occupant. I decided to utilize my K9 partner Jax to conduct a free air sniff of the aircraft.

I deployed Jax on the passenger side front of the white aircraft and worked my way clockwise around the aircraft. Through Jax' free air sniff of the vehicle I did NOT observe a distinct change in behavior or a final response alert which concluded my involvement in this case.

CASE STATUS:
Information Only

DATE, TIME, REPORTING OFFICER:
Fri May 10 22:40:10 MST 2013
Ofc C Shilling [REDACTED]

=====

[REDACTED]