

EpD case # 2010-0908-033

INVESTIGATOR'S REPORT OF AIRCRAFT ACCIDENT

Accident/Incident Location Nearest City/Place: <u>139 W. Co Rd 6 Elkhart</u> State: <u>IN</u> ZIP: <u>46514</u> County: <u>Elkhart</u> Latitude: <u>N41°47'</u> (dd-mm:ss N/S) Longitude: <u>W85°59'</u> (ddd-mm:ss E/W)		Date/Time Date: <u>09/08/2010</u> Local Time: <u>1958</u> <small>mm/dd/yyyy</small> Time Zone: <u>Eastern</u>	
Phase of Operation <input type="checkbox"/> Standing <input type="checkbox"/> Takeoff (incl. initial climb) <input type="checkbox"/> Cruise <input type="checkbox"/> Hover <input type="checkbox"/> Taxi <input type="checkbox"/> Climb <input type="checkbox"/> Maneuvering <input type="checkbox"/> Other <input type="checkbox"/> Descent <input checked="" type="checkbox"/> Landing <input type="checkbox"/> Approach <input type="checkbox"/> Unknown		Collision with Other Aircraft <input type="checkbox"/> Midair <input type="checkbox"/> On-ground <input checked="" type="checkbox"/> None	Altitude of In-Flight Occurrence _____ ft MSL
Pilot "A" Responsibilities at the Time of Accident/Incident <input type="checkbox"/> Pilot <input type="checkbox"/> Co-Pilot <input type="checkbox"/> Student Pilot <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Check Pilot <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Other Flight Crew			
Pilot "A" Identification First Name: <u>Donald</u> City: <u>Mishawaka</u> Middle Initial: <u>S</u> State: <u>IN</u> ZIP: <u>46544</u> Last Name: <u>Thompson</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>48</u> Date of Birth: <u>01/01/1962</u> Certificate Number: _____ <small>mm/dd/yyyy</small>			
Degree of Injury <input type="checkbox"/> None <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Minor <input type="checkbox"/> Unknown <input type="checkbox"/> Serious		Seat Occupied <input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Unknown <input type="checkbox"/> Right <input type="checkbox"/> Rear <input type="checkbox"/> Center <input checked="" type="checkbox"/> Single	
		Seat Belt Used <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Available <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Shoulder Harness Used <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Available <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Pilot Certificate(s) (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Foreign <input checked="" type="checkbox"/> Private <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Sport <input type="checkbox"/> Airline Transport <input type="checkbox"/> U.S. Military			
Principal Occupation <input type="checkbox"/> Pilot <input checked="" type="checkbox"/> Other <input type="checkbox"/> Unknown		Medical Certificate <input type="checkbox"/> None <input type="checkbox"/> Class 3 <input type="checkbox"/> Class 1 <input type="checkbox"/> Driver's License (Sport Pilot only) <input type="checkbox"/> Class 2 <input checked="" type="checkbox"/> Unknown	
		Medical Certificate Validity <input type="checkbox"/> Without limitations/waivers <input type="checkbox"/> With limitations/waivers <input checked="" type="checkbox"/> Unknown	
		Date of Last Medical <u>UNK</u> <small>mm/dd/yyyy</small>	
Medical Certificate Limitations:		Medical Certificate Waivers:	
Manufacturer: <u>Thompson DS</u> Model: <u>Kelb Twinstar Mark III</u> Serial Number: <u>M3X6-4-00083</u> Registration Number: <u>N408K</u> Amateur-built: <input type="checkbox"/> Yes <input type="checkbox"/> No Owner's name: <u>Donald Scott Thompson</u> Number of Engines: <u>Single</u> Did aircraft burn? <u>No</u> If more than one aircraft involved use a separate form for each			
Category of Aircraft <input type="checkbox"/> Airplane <input type="checkbox"/> Balloon <input type="checkbox"/> Blimp/Dirigible <input type="checkbox"/> Glider <input type="checkbox"/> Gyrocraft <input type="checkbox"/> Helicopter <input type="checkbox"/> Powered lift <input checked="" type="checkbox"/> Ultralight <input type="checkbox"/> Unknown		Type of Airworthiness Certificate (Check all that apply) Standard <input type="checkbox"/> Normal <input type="checkbox"/> Utility <input type="checkbox"/> Acrobatic <input type="checkbox"/> Transport Special <input type="checkbox"/> Restricted <input type="checkbox"/> Limited <input type="checkbox"/> Provisional <input checked="" type="checkbox"/> Experimental <input type="checkbox"/> Special Flight <input type="checkbox"/> Light Sport	
		Number of Seats: <u>1</u> Were Hazardous Materials on board? If so, describe: _____	
		Landing Gear <input type="checkbox"/> Retractable Check any additional landing gear configuration that applies: <input checked="" type="checkbox"/> Tricycle <input type="checkbox"/> Tailwheel If retractable, was the landing gear extended for landing? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Damage to aircraft: <u>Entire aircraft, Totaled.</u>			
Damage to property: <u>Dirt in ground.</u>			
OBJECT STRUCK: <input type="checkbox"/> Tree <input type="checkbox"/> Pole <input type="checkbox"/> Pole Line <input type="checkbox"/> Fence <input type="checkbox"/> Building <input checked="" type="checkbox"/> Ground <input type="checkbox"/> Water <input type="checkbox"/> Other Aircraft <input type="checkbox"/> Other Specify: _____		Condition of Runway/Landing Surface (Check all that apply) <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Snow-Compacted <input type="checkbox"/> Water-Calm <input type="checkbox"/> Holes <input type="checkbox"/> Snow-Crusted <input type="checkbox"/> Water-Choppy <input type="checkbox"/> Ice Covered <input type="checkbox"/> Snow-Dry <input type="checkbox"/> Water-Glassy <input type="checkbox"/> Rough <input type="checkbox"/> Snow-Wet <input type="checkbox"/> Wet <input type="checkbox"/> Rubber Deposits <input type="checkbox"/> Soft <input type="checkbox"/> Unknown <input type="checkbox"/> Slush Covered <input type="checkbox"/> Vegetation	
Runway/Landing Surface (Check all that apply) <input type="checkbox"/> Asphalt <input checked="" type="checkbox"/> Grass/Turf <input type="checkbox"/> Macadam <input type="checkbox"/> Water <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Gravel <input type="checkbox"/> Metal/Wood <input type="checkbox"/> Unknown <input type="checkbox"/> Dirt <input type="checkbox"/> Ice <input type="checkbox"/> Snow			

EPD case # 2010-0908-033

Sky/Lowest Cloud Condition <input type="checkbox"/> Clear <input type="checkbox"/> Thin Broken <input checked="" type="checkbox"/> Few <input type="checkbox"/> Thin Overcast <input type="checkbox"/> Partial Obscuration <input type="checkbox"/> Unknown <input type="checkbox"/> Scattered		Ceiling <input type="checkbox"/> None (clear) <input type="checkbox"/> Obscured <input type="checkbox"/> Broken <input type="checkbox"/> Indefinite <input type="checkbox"/> Overcast <input checked="" type="checkbox"/> Unknown		Restriction to Visibility (Check all that apply) <input checked="" type="checkbox"/> None <input type="checkbox"/> Fog <input type="checkbox"/> Blowing Dust <input type="checkbox"/> Ground Fog <input type="checkbox"/> Blowing Sand <input type="checkbox"/> Haze <input type="checkbox"/> Blowing Snow <input type="checkbox"/> Ice Fog <input type="checkbox"/> Blowing Spray <input type="checkbox"/> Smoke <input type="checkbox"/> Dust <input type="checkbox"/> Unknown	
Lowest Cloud Condition Height _____ ft AGL		Ceiling Height _____ ft AGL			
Wind Direction <input type="checkbox"/> Indicated: _____ degrees MAG <input type="checkbox"/> Variable		Wind Speed Velocity: _____ KTS -or- <input type="checkbox"/> Calm <input checked="" type="checkbox"/> Light and Variable		Wind Gusts Velocity: _____ KTS <input type="checkbox"/> Gusting <input checked="" type="checkbox"/> Not Gusting	
		Type of Turbulence (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> In Clouds <input type="checkbox"/> Clear Air <input type="checkbox"/> Vicinity of Thunderstorm		Severity of Turbulence <input type="checkbox"/> Extreme <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> Severe <input type="checkbox"/> Moderate Chop	

Passengers: <u>None</u>																		
Name and Address:						Seat	Over	Net	Revers	Net	Occupant	FAA	Fatal	Serious	Injury	Minor	No Injury	Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____																		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____																		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____																		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____																		

DIAGRAM OF AREA AND WHAT HAPPENED

DESCRIPTION OF WHAT HAPPENED: The aircraft was attempting to land. Approximately 20 feet above the ground the aircraft began to pitch up and down. The aircraft then crashed nose first into the ground.

Indicate North by Arrow

WITNESSES: Name: <u>Paul Allen Ditsler</u> Address: <u>[REDACTED] South Bend, IN 46614</u> Name: _____ Address: _____	
Arrests: Name _____ Charge _____ Name _____ Charge _____	

INVESTIGATION: Time notified of accident 7:53 ☐ AM ☒ PM / Time of arrival at scene 7:59 ☐ AM ☒ PM

I.A.C. Report given to Pilot: ☐ Yes ☒ No / Were photographs taken? ☒ Yes ☐ No

SIGNATURE <u>Leonard M. Dolsheko Patrolman #480 Elkhart Police</u> Investigator's name and rank	Department	<u>09/08/10</u> Date of Report
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INCIDENT/INVESTIGATION REPORT

I N C I D E N T D A T A	Agency Name <i>Elkhart Police Department</i>		INCIDENT/INVESTIGATION REPORT		Case# <i>2010-0908-033</i>	
	ORI <i>IN 0200100</i>				Date / Time Reported <i>09/08/2010 19:59 Wed</i>	
	Location of Incident <i>1139 W Co Rd 6, Elkhart IN 46514-</i>		Premise Type <i>Open Land Areas</i>	Zone/Tract <i>1, EPD</i>	Last Known Secure <i>09/08/2010 19:53 Wed</i>	
					At Found <i>09/08/2010 19:53 Wed</i>	

D E T A I L M O	#1	Crime Incident(s) (Com) <i>Critical Incident Inv CRIT INCIDENT INV</i>	Weapon / Tools <i>NOT APPLICABLE/NONE</i>		Activity
			Entry	Exit	Security
D E T A I L M O	#2	Crime Incident ()	Weapon / Tools		Activity
			Entry	Exit	Security
D E T A I L M O	#3	Crime Incident ()	Weapon / Tools		Activity
			Entry	Exit	Security

V I C T I M	# of Victims <i>1</i>		Type: <i>INDIVIDUAL (NOT A LE OFFICER)</i>		Injury: <i>Deceased</i>	
	V1	Victim/Business Name (Last, First, Middle) <i>THOMPSON, DONALD SCOTT</i>	Victim of Crime # <i>1,</i>	DOB <i>Age 48</i>	Race <i>W</i>	Sex <i>M</i>
			Relationship To Offender	Resident Status <i>Resident</i>	Military Branch/Status	
	Home Address <i>Mishawaka IN 46544-</i>				Home Phone <i>[REDACTED]</i>	
	Employer Name/Address				Business Phone <i>- -</i>	Mobile Phone
	VYR <i>0</i>	Make	Model <i>KOLB</i>	Style	Color <i>WHI</i>	Lic/Lis <i>N408K, IN</i>

O T H E R I N V O L V E D	CODES: V- Victim (Denote V2, V3) O = Owner (if other than victim) R = Reporting Person (if other than victim)						
	Type:		Injury:				
	Code	Name (Last, First, Middle)	Victim of Crime #	DOB Age	Race	Sex	Relationship To Offender
			Resident Status	Military Branch/Status			
	Home Address				Home Phone		
	Employer Name/Address				Business Phone	Mobile Phone	
	Type:		Injury:				
	Code	Name (Last, First, Middle)	Victim of Crime #	DOB Age	Race	Sex	Relationship To Offender
			Resident Status	Military Branch/Status			
	Home Address				Home Phone		

P R O P E R T Y	1 = None 2 = Burned 3 = Counterfeit / Forged 4 = Damaged / Vandalized 5 = Recovered 6 = Seized 7 = Stolen 8 = Unknown ("OJ" = Recovered for Other Jurisdiction)								
	VI #	Code	Status Frm/Tc	Value	OJ	QTY	Property Description	Make/Model	Serial Number
		<i>06</i>	<i>6</i>	<i>[REDACTED]</i>		<i>1</i>	<i>BLUE JEANS W/ BELT</i>		
		<i>06</i>	<i>6</i>	<i>[REDACTED]</i>		<i>1</i>	<i>SOCKS</i>		
		<i>06</i>	<i>6</i>	<i>[REDACTED]</i>		<i>1</i>	<i>UNDERWEAR</i>		
		<i>06</i>	<i>6</i>	<i>[REDACTED]</i>		<i>1</i>	<i>SHOES</i>		
		<i>19</i>	<i>1</i>	<i>[REDACTED]</i>		<i>1</i>	<i>CRIME SCENE LOG</i>		
		<i>99</i>	<i>1</i>	<i>[REDACTED]</i>		<i>1</i>	<i>BLOOD STAIN FROM VICTIM</i>		
	<i>1</i>	<i>24</i>	<i>4</i>	<i>[REDACTED]</i>		<i>1</i>	<i>WHI, N408K IN</i>	<i>Kolb Twinsta</i>	<i>M3X6-4-00083</i>

Officer/ID# <i>DOLSHENKO, L. M. (400)</i>	Invest ID# <i>(0)</i>
Supervisor <i>WEAVER, J. R. (199)</i>	
Status	Complainant Signature
Case Status <i>Transferred To</i>	<i>09/13/2010</i>
Case Disposition:	Page 1

Incident Report Additional Name List

Elkhart Police Department

OCA: 2010-0908-033

Additional Name List

Page 1

NameCode/#	Name (Last, First, Middle)	Victim of Crime #	DOB	Age	Race	Sex
1) WI 1	DISTER, PAUL ALLEN		[REDACTED]	42	W	M
	Address [REDACTED] South Bend, IN 46614-		H: [REDACTED]			
	Empl/Addr		B: [REDACTED]			
			Mobile #:			
2) WI 2	THOMPSON, CAROL		[REDACTED]	47	W	F
	Address [REDACTED] Mishawaka, IN 46544-		H: [REDACTED]			
	Empl/Addr		B: [REDACTED]			
			Mobile #:			

Incident Report Related Vehicle List

Elkhart Police Department

OCA: 2010-0908-033

1	VehYr/Make/Model <i>, Kolb Twinsta</i>		Style		Color <i>WHI</i>		Lic/Lis <i>N408K IN</i>		Vin [REDACTED]	
	IBR Status <i>Destroyed/damaged/van</i>		Date <i>09/08/2010</i>		Location <i>1139 W CO RD 6, ELKHART IN</i>					
	Condition		Value [REDACTED]		Offense Code <i>9912</i>		Jurisdiction <i>Locally</i>		State # NIC #	
	Name (Last, First, Middle) <i>Thompson, Donald Scott</i>				Also Known As			Home Address [REDACTED]		
	Business Address									
DOB. [REDACTED]	Age <i>48</i>	Race <i>W</i>	Sex <i>M</i>	Hgt <i>600</i>	Wgt <i>270</i>	Scars, Marks, Tattoos, or other distinguishing features				

Notes

Vehicle is a single engine ultra light aircraft. License # is tail number. Make is Thompson DS.

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:52

Elkhart Police Department

OCA: **20100908033**

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *DAVIS, M. (372)*

Date / Time: *09/08/2010 20:00:32, Wednesday*

Supervisor: *WEAVER, J. (199S)*

Supervisor Review Date / Time: *09/09/2010 01:36:14, Thursday*

Contact:

Reference: *Uniform*

On 9-8-10 at 1957hrs I was dispatched to a plane crash at the Elkhart Airport. Upon arrival I saw a small plane on the south side of the airport. The plane impacted the ground with enough force to make the plane unrecognizable as an aircraft.

The medics were already working on the pilot of the aircraft (Donald Thompson). I stayed on scene until I followed the medics as they transported Donald to EGH. I stayed with Donald at EGH until after the doctor (Dr. Shoemaker) declared him deceased; and the coroner arrived.

I collected Donald's wife's (Carol Thompson) information for Ptl. Dolshenko.

This incident was recorded on my MDVR. The video was marked as evidence.

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:53

Elkhart Police Department

OCA: **20100908033**

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Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *GARCIA, C. A. (306)*

Date / Time: *09/08/2010 20:36:00, Wednesday*

Supervisor: *LONG, B. (188)*

Supervisor Review Date / Time: *09/09/2010 10:46:06, Thursday*

Contact:

Reference: *Additional*

On 09-08-10 at 2036 hrs., I was working at Pierre Moran School as school security but had went to the police department to fill out paperwork on another matter. While on station I overheard the Communications Center dispatch a Code 3 to the Elkhart Airport. I learned that an aircraft had crashed. I then proceeded to the airport to assist. I notified Captain Mike Sigsbee of the incident.

Upon arriving on runway #36, I met with a witness identified as Terry Whitmer. Mr. Whitmer advised he witnessed the plane crash from his home then proceeded to the airport to assist. I gathered Mr. Whitmer's identifying information at the scene. I then learned there were three witnesses to the incident. Terry Whitmer, Hans & Christina Ashbaugh. I had all three witnesses come to the Elkhart Police Department to make formal statements. I requested Sgt. Duane Clark assist me with obtaining statements from the witnesses. For further see the witness summary reports.

Det. Crystal Garcia #306

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:53

Elkhart Police Department

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Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *GARCIA, C. A. (306)*

Date / Time: *09/08/2010 20:52:00, Wednesday*

Supervisor: *LONG, B. (188)*

Supervisor Review Date / Time: *09/09/2010 10:45:52, Thursday*

Contact: *Whitmer, Terry J*

Reference: *Witness Summary*

[REDACTED], Elkhart

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:53

Elkhart Police Department

OCA: **20100908033**

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Case Status: *TRANSFERED TO OTHER* Case Mng Status: *TRANSFERRED TO OTHER* Occured: *09/08/2010*
Offense: *CRITICAL INCIDENT INV*

Investigator: *GARCIA, C. A. (306)* Date / Time: *09/08/2010 20:52:00, Wednesday*
Supervisor: *LONG, B. (188)* Supervisor Review Date / Time: *09/09/2010 10:45:59, Thursday*
Contact: *Whitmer, Terry J* Reference: *Witness Summary*
[REDACTED] *Elkhart*

On 09-08-10 at 2052 hrs., Terry Whitmer a witness to the plane crash was interviewed regarding this incident. The interview was recorded on DVR recording and the following was advised:

Terry stated he resides at [REDACTED] which is located off of the Elkhart Airport property but faces the northbound runway #36.

Terry stated on 09-08-10, he was home in his bedroom which faces the runway #36 when he heard an engine from an aircraft with high RPM's which was not normal.

Terry stated he then looked out and observed an experimental aircraft approximately 5 to 6ft. off the ground with the nose of the aircraft facing downward and the tail end up in the air by runway #36.

Terry stated the aircraft then made impact with the grassy area approximately 12 to 15 ft. left of runway #36.

Terry described the aircraft as being a tan aircraft with a blue stripe on the tail. Terry advised the craft was an experimental aircraft.

Terry stated he witnessed the aircraft right before it made impact and watched as it cart wheeled about two times.

Terry stated he works at the Elkhart Flight Center at the Elkhart Airport as a lineman and has access to the property.

Terry stated upon seeing the crash he proceeded to the runway and was the first person on scene to the wreckage.

Terry advised as he approached the wreckage two other subjects arrived driving a silver vehicle.

Terry stated he observed that the wings on the aircraft were twisted upward and the cockpit was dismantled. The tail of the plane was up in the air with the tires of the plane away from the wreckage.

Terry stated the pilot was still in the cockpit of the plane face down and was unconscious. Terry stated the male subject appeared to be in his 50's.

Terry stated he approached the pilot and discovered he had no pulse.

Terry stated he pushed the wing back on the plane and he and the other witness picked up the pilot and removed him from the plane due to fuel oil dripping from the tanks.

Terry advised at this time the Emergency Crew's began to arrive.

Terry signed a sworn statement form acknowledging his statement to be true.

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:53

Elkhart Police Department

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Offense: *CRITICAL INCIDENT INV*

Det. Crystal Garcia #306

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Case Mng Status: *TRANSFERRED TO OTHER*

Occured: 09/08/2010

Offense: *CRITICAL INCIDENT INV*

Investigator: *GARCIA, C. A. (306)*

Date / Time: *09/08/2010 21:12:00, Wednesday*

Supervisor: *LONG, B. (188)*

Supervisor Review Date / Time: *09/09/2010 10:45:44, Thursday*

Contact: *Ashbaugh, Christina L*
[REDACTED], *Elkhart*

Reference: *Witness Summary*

On 09-08-10 at 2112 hrs., Christina Ashbaugh a witness to the plane crash at the Elkhart Airport came in for statement. The interview was recorded on DVR recording and the following was advised:

Christina stated she is the wife of Hans Ashbaugh.

Christina stated on 09-08-10 at approximately 1930 hrs., she and her husband went to the Elkhart Airport to go walking with their dog.

Christina advised her husband has two hangers at the airport and the two often go walking on the property near a soybean field.

Christina stated while she and Hans were walking, Hans noticed an experimental aircraft flying over the Elkhart Airport property.

Christina advised as they finished their walk and got back into their vehicle, Hans stated the aircraft was landing to steep.

Christina stated she and Hans entered her vehicle about 1955 hrs. according her dashboard clock.

Christina stated she thought she then heard a dull thumping sound.

Christina stated she and Hans waited momentarily for the aircraft to taxi near there location and it never did. Christina stated at that point they knew something was terribly wrong.

Christina stated Hans then opened the gate to the runway and they drove to the direction of the aircraft.

Christina stated she could still see dirt and debris in the air as they approached the aircraft that had crashed.

Christina stated the aircraft was completely crumpled.

Christina stated she and Hans approached the plane and Hans checked for a pulse on the pilot.

Christina advised the pilot was upside down in the aircraft and it looked like his neck was broken.

Christina stated another car arrived and a lady and young man got out of their vehicle and approached the downed aircraft.

Christina stated the young man attempted CPR on the pilot while she hugged the lady.

Christina stated she asked the lady if she was a relative and the lady told her she was the wife of the pilot.

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Offense: *CRITICAL INCIDENT INV*

Christina stated the pilot had been tangled in the wreckage and when he was removed from the wreckage the young man attempted CPR on him.

Christina advised the fire trucks began arriving at that point.

Christina advised when Hans observed the aircraft out a 100 ft. above the runway he told Christina that the aircraft was too steep for landing.

Christina stated from the time they observed the aircraft in the air and made it to the wreckage was about 30 seconds.

Christina signed a sworn statement form acknowledging her statement to be true.

Det. Crystal Garcia #306

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Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *CHROBOT, A. (344)*

Date / Time: *09/08/2010 21:52:29, Wednesday*

Supervisor: *CLAYBAUGHS, S. (302S)*

Supervisor Review Date / Time: *09/08/2010 22:56:24, Wednesday*

Contact:

Reference: *Evidence Tech Report*

At 2006 hrs on 9-8-10, I arrived at the airport to assist in this fatal plane crash. Upon arrival, I was directed by Sgt Hupp #324 to follow medics (and Officer Davis #372) to EGH to take photos of the victim, Donald Scott Thompson. I took digital photos of the victim, who had an obviously broken left ankle (which had the bone sticking out of the bottom of his foot), several small cuts/ bruises, on his face, hands, and chest, and a possible broken right leg. The photos were later downloaded into DIMS. I also collected the victim's clothes that were given to me by fire units. I collected and tagged into evidence a pair of blue jeans with a belt, a pair of black tennis shoes, a pair of grey socks, and a pair of blue underwear.

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Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *FLOREA, A. P. (348)*

Date / Time: *09/08/2010 23:37:03, Wednesday*

Supervisor: *MILLER, K. V. (341)*

Supervisor Review Date / Time: *09/09/2010 03:14:40, Thursday*

Contact:

Reference: *Uniform*

On September 8, 2010, at approximately 2330 hours, I took over the crime scene log from Cpl. Johnson #379 and Ptlm. Roundtree #393. I later relinquished the crime scene log to Ptlm. Lanzen #395 at 0156 hours at which time I cleared the scene.

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Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *ROUNDTREE, B. K. (393)*

Date / Time: *09/08/2010 23:56:32, Wednesday*

Supervisor: *MILLER, K. V. (341)*

Supervisor Review Date / Time: *09/09/2010 00:11:07, Thursday*

Contact:

Reference: *Uniform*

On 9-8-2010 at approximately 8:00pm, I was enroute to 1139 W County Rd 6, Elkhart to assist other units with a plane crash. Upon my arrival, I help Ptl. Young #387 set up a perimeter for a crime scene. At approximately 8:10pm, I conducted a crime scene log. Later on scene at 11:34pm, Cpl. Forea #348 took over the crime scene log.

Ptl. Roundtree #393

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:54

Elkhart Police Department

OCA: **20100908033**

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *JOHNSON, E. (379)*

Date / Time: *09/08/2010 23:59:57, Wednesday*

Supervisor: *MILLER, K. (341S)*

Supervisor Review Date / Time: *09/09/2010 00:12:17, Thursday*

Contact:

Reference: *Evidence Tech Report*

ELKHART CITY POLICE DEPARTMENT EVIDENCE TECHNICIAN REPORT

INCIDENT: Code 3 Incident

CASE#: 2010-0908-033

LOCATION OF PROCESSING: 1139 West CR 6

DATE / TIME OF PROCESSING: 9-8-2010 / 2036 hours

CAMERA: EPD Issued Digital

NOTES:

On 9-8-2010 at 2036 hours I arrived at 1139 West CR 6 regarding a code 3 plane crash. I photographed and secured the scene and assisted Captain Sigsbee #303 in taking measurements.

All photographs were downloaded into DIMS under this case number.

--Corporal Eon Johnson #379

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:54

Elkhart Police Department

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Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *LANZEN, N. H. (395)*

Date / Time: *09/09/2010 07:11:54, Thursday*

Supervisor: *BUCHMANN, J. (301S)*

Supervisor Review Date / Time: *09/09/2010 07:30:39, Thursday*

Contact:

Reference: *Uniform*

On 09-09-2010 at approx 0148hrs, I was dispatched to secure the perimeter and control the Crime Scene Log at the Elkhart Municipal Airport in response to a fatal airplane accident.

On 09-09-2010 0148 hrs, I received the crime scene log from Cpl Florea #348. On 09-09-2010 at 0721 hrs I turned the crime scene log over to Cpl S. Garvey #345.

[09/09/2010 07:13, LANZENAT, 395]

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:55

Elkhart Police Department

OCA: **20100908033**

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Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *CLARK, D. E. (124)*

Date / Time: *09/09/2010 08:46:58, Thursday*

Supervisor: *CLARK, D. E. (124)*

Supervisor Review Date / Time: *09/09/2010 08:47:43, Thursday*

Contact:

Reference: *Witness Summary*

On 09-08-10 I interviewed the following witness to the crash of a small plane at the Elkhart Municipal Airport...

The interview took place in room 27 at the Elkhart Police Department and was recorded.

Mr. Hans Ashbaugh

[REDACTED] Elkhart, IN 46514

Home phone: [REDACTED]

Cell Phone: [REDACTED]

Employed at Elkhart Brass

During the interview the following was disclosed:

Mr. Ashbaugh was on the south side of the airport property with his wife and they were walking their dog.

At about 7:30pm, Mr. Ashbaugh noticed the small aircraft, which he described as a kit-built aircraft, taxiing over to runway 36 (north-south runway), and then observed it taking off.

He observed the aircraft lift approx. 50 feet off the runway and then run parallel over the runway at 50 feet off the ground for a long time before gaining altitude.

He then observed the aircraft gain altitude quickly going to approx. 2500 feet, according to Ashbaugh, who is a pilot himself.

He then observed the aircraft circling the airport approx. three times (1/2 hour) before beginning its turn to final approach on runway 36.

He stated that the aircraft made a very steep descent onto final which is unusual.

He stated that he heard the plane's engine while it was flying and making the turn to final and heard nothing out of the ordinary.

He then lost sight of the aircraft due to the hangars along runaway 36. He expected to see it taxi along the taxi-way going north after landing, but never saw it.

He and his wife then went over to find out where the aircraft was located and saw the wreckage approx. 50 feet from the runway.

He observed the pilot still in the harness in the pilot's seat and helped extricate him from the wreckage, with another man who had arrived, as there was a fuel leak and they wanted to get the pilot away from the fuel in case of fire. He stated that they had to bend up parts of the aircraft in order to get the pilot out.

He felt for a pulse on the pilot and did not feel one.

Ashbaugh and the other man stayed there until emergency personnel arrived which he stated was 3 to 5 minutes after the accident.

He stated that he saw gouge marks in the grass where the aircraft had apparently hit the ground parallel to the runway.

He felt that the plane had missed the runway totally.

Det/Sgt. D. Clark

CASE SUPPLEMENTAL REPORT

Printed: 09/14/2010 13:55

Elkhart Police Department

OCA: **20100908033**

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Case Status: *TRANSFERED TO OTHER*

Case Mng Status: *TRANSFERRED TO OTHER*

Occured: *09/08/2010*

Offense: *CRITICAL INCIDENT INV*

Investigator: *GARVEY, S. (345)*

Date / Time: *09/09/2010 11:57:35, Thursday*

Supervisor: *BIAS, W. (184S)*

Supervisor Review Date / Time: *09/09/2010 15:03:24, Thursday*

Contact:

Reference: *Uniform*

On 09/09/2010 at 0721 hours I arrived at the approach end to runway 36 at the Elkhart Municipal Airport and took over the crime scene log from Plt. N. Lanzen #395.

At 0830 hours Michael Kenna and Robert Keenum from the Federal Aviation Administration (FAA) arrived and began their inspection of the aircraft, a Kolb M3X, that had crashed. At 0835 hours Airport Maintenance Supervisor, Herb Ulery and Airport Manager Andy Jones arrived at the scene. At 0930 hours Hans Ashbaugh, a witness to the crash arrived at the request for the FAA officials. Mr. Ashbaugh was at the scene until 1000 hours and he was logged out. At 1015 hours Cpt. M. Sigsbee #303 arrived and spoke to the FAA officials and he departed and was logged out at 1030 hours. Coroner John White arrived at 1038 hours and conducted his investigation. At 1100 hours I was informed by Robert Keenum (FAA) that the scene could be released, at that time I logged Mr. Kenna, Mr. Keenum, Mr. Ulery, Mr. Jones, Mr. White and myself out.

Moore's Service and Towing arrived at 1239 hours and loaded the airplane onto a flat bed truck. The airplane was moved across the airport to the hangars located on the northwest corner of the airport into hanger number 61.

I have photocopied the crime scene log and placed the copy in Records to be scanned in to this report and the original has been marked as evidence, placed in an appropriate container and entered as evidence.

I took several photographs of the aircraft as it was off loaded into the hanger and those photographs have been downloaded to DIMS.

Cpl. Scott P. Garvey #345

REPORTING OFFICER NARRATIVE

Elkhart Police Department

		OCA 2010-0908-033
Victim THOMPSON, DONALD SCOTT	Offense CRITICAL INCIDENT INV	Date / Time Reported Wed 09/08/2010 19:59

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

On 09/08/2010 at 1954 hours I was dispatched to the Elkhart Municipal Airport 1139 W. County Road 6 for an airplane crash. I arrived on scene at 1959 hours and observed a crashed white ultra light airplane near a runway at the south end of the airfield. The plane was approximately 40 feet west of the runway. When I arrived on scene 2 personnel with Engine 22 were performing CPR on the pilot of the aircraft. The pilot, Donald Scott Thompson, was bleeding from the head and face. His eyes were open and he appeared unresponsive. Medic 22 then arrived on scene. The firemen advised gasoline was leaking from the aircraft. I then assisted in moving non-essential personnel away from the scene.

I then spoke with the pilot's friend Paul Allen Dister (DOB [REDACTED]) and the pilot's wife, Carol Thompson (DOB [REDACTED]). Carol was extremely upset and unable to provide me with any information. Paul was also very upset, but was able to provide me with some information. Paul stated at approximately 1900 hours Donald took off from the airport on the first flight of the aircraft. Paul stated Donald did have previous flight experience, but this was the first flight for that particular aircraft. Paul stated Donald was attempting to land the aircraft, when the aircraft began pitching up and down approximately 20 feet above the ground. Paul stated the aircraft then crashed nose first into the ground.

I then gathered the information for the aircraft. The aircraft was a Thompson DS model Kolb Twinstarmark III with serial number M3X6-4-00083 and tail number N408K. The aircraft was completely mangled.

While on scene I completed an Investigator's Report of Aircraft Accident. Evidence Technician Cpl. E. Johnson #379 took photographs of the scene and assisted Captain Sigsbee #303 with the measurements of the scene (see supplements).

CASE FORWARDED TO OUTSIDE AGENCY