

**Callaway County Sheriff**

Occ#: 09-8432

Supplementary  
Report

Scene assist	09/22/2009
Supplementary Information	

On 09/22/09 at approximately 0840 hours, I was advised by dispatch that Deputy Kirk Blehm was responding to a report of an airplane crash. Dep. Blehm had requested dispatch to contact me to respond to the scene for assistance. I advised Sheriff Dennis Crane of the incident and we responded to the scene together.

While responding to the scene I noted that there was heavy cloud cover, unsure of visibility ceiling, it had rained earlier but was not currently raining, and during the response there were a couple areas where there was what I would consider light to medium thickness of fog in the air. Once on scene I noticed that this area still had heavy cloud cover but there was no fog in that area.

The scene was located along the north side of CR 346 (1600 block of CR 346), just across the fence line, in a grassy field. I later asked Missouri State Highway Patrol (MSHP) Sgt. Jerry Arnold to provide the Global Positioning System (GPS) coordinates for the location. Sgt. Arnold checked the GPS system inside his patrol car and advised that the coordinates were 38 51 39 Latitude and 92 08 07 Longitude.

Prior to my arrival, Deputy Kirk Blehm, Investigator (Inv.) Bob Smith and several MSHP Troopers had arrived on scene and I overheard radio traffic from Dep. Blehm requesting dispatch to contact the Medical Examiners Office.

On my arrival, law enforcement personnel were both at the wreckage and on CR 346. Onlookers were standing on the south side of CR 346.

Although CR 346 was blocked by emergency vehicles, I began placing barrier tape across CR 346 due to there being some smaller pieces of wreckage located on CR 346.

From the distance I was at, all I could tell about the airplane is that it was a single engine, fabric covered frame. The fabric was white with some blue stripping.

I then spoke with Inv. Smith who advised that there was a single occupant, at that time he had not received any information from dispatch regarding the tail number and that dispatch had still not been able to make contact with the Federal Aviation Administration (FAA). Sheriff Crane suggested contacting Donald Grimm who is a retired deputy sheriff who now works at the Fulton Airport and see if he could get any information from the tail number. I was provided the tail number as being NC3234M. I made contact with Donald Grimm who checked and advised that tail number

NC3234M is registered on a 1947 Piper belonging to Dolphin Sales Inc., [REDACTED] Wilkesbarre PA. 18702.

I contacted dispatch and asked that they check the internet and locate a telephone number for Dolphin Sales Inc. Dispatch provided that telephone number as being [REDACTED]. I called the telephone number and spoke with a subject who identified himself as Gene Cosklo. Cosklo advised that the plane had been sold, although he did not know any details about the sale. Cosklo was currently at an auto auction so he did not have access to his files. Cosklo advised that it would take him approximately 30 minutes to get to the office where he would have access to the paperwork. I provided Cosklo my cellular telephone number and asked that he call me as soon as he got the paperwork.

I then called the FAA [REDACTED] and was connected to a conference call with several people. The person who seemed to be in charge of the conference call identified himself as being Ron Meyers of the FAA. It was my understanding that the people involved in the conference call were FAA officials and officials of the National Transportation and Safety Bureau (NTSB). There was numerous conversations going on between officials on this conference call and at times they would ask me questions about the scene, the weather, the airplane, and the pilot. I provided what information I knew.

During this conference call I noticed that Cosklo was attempting to call my cellular telephone. When I made mention of this, Meyers asked that I answer the call and ask Cosklo to call the 800-519-3269 number so that everybody on the conference call could hear what he had to say.

I disconnected with the FAA and answered Cosklo's call. I provided Cosklo the telephone number as requested and I ended this call. I then again called the FAA and when I got reconnected to the conference call, Cosklo was already involved in the conversation. I heard Cosklo advise that he had been out of state attending an air show when the airplane in question was sold. The person that bought the airplane in question had identified himself as Jared Hobaugh of [REDACTED] and provided a cellular telephone number of [REDACTED]. Hobaugh bought the airplane on Sunday 09/20/09 and left sometime between 3:00 PM and 5:00 PM from Pennsylvania heading to Kansas. At that time another participant in the conference call advised that the computer shows that Hobaugh's FAA license shows and address in Benton, KS. I asked the FAA if somebody could check the internet and see where area code 503 is located and a moment or two later somebody advised that area code 503 is in the state of Oregon. There was some more conversation that took place between members of the conference call and Cosklo and then Cosklo was asked to disconnect. Prior to Cosklo disconnecting he provided another telephone number for himself as being [REDACTED].

By this time Investigator (Inv.) Dori Burke of the Boone/Callaway Medical Examiners Office had arrived on scene and completed her initial assessment. I inquired of Meyers if it would be okay to extricate the victim from the wreckage, Meyers advised

that would be fine. I passed this information on the Inv. Burke.

I continued listening in on the conference call and at some point it was said that somebody with the FAA would be responding from Kansas City at 7:00 AM the next morning. I explained that our office did not have the manpower to keep somebody at the scene over night. It was then agreed upon that FAA Operations Inspector (Ins.) Greg Shetterly and FAA Maintenance Inspector (Ins.) Tom Bartals would be responding shortly. It was asked of me to make arrangements for a large tow truck and trailer to be available to remove the wreckage once the FAA had inspected the scene and also to locate a secure location to store the wreckage once it was removed. Soon thereafter the conference call was ended.

I then contacted Russ' Automotive and made arrangements for one of their large tow trucks and a rollback wrecker to respond to the scene when they were notified. I also contacted Donald Grimm at the Fulton Airport and inquired about the use of a hanger to store the wreckage so that it would be kept secure until an examination of the wreckage could be completed. Donald Grimm advised that they would move a plane out of a hanger for a few days so it would be used.

By this time, the victim had been removed from the wreckage and transported to the medical examiners office. I learned that a drivers license was found that did show the victim as being Jared Hobaugh. At this point law enforcement involvement at the scene was complete. A large tarp was placed over the wreckage and all law enforcement left except for me and I remained on scene to provide scene security until the FAA arrived.

At approximately 0400 hours, Ins. Shetterly and Ins. Bartals of the FAA arrived on scene. They viewed then photographed the scene. I was then asked to contact the wrecker service to respond. While waiting for the Russ' Automotive to arrive I observed that one of the FAA inspectors collected from the wreckage a brown in color pilots log book and a black in color handheld GPS system.

Once Russ' Automotive arrived on scene they began loading the large pieces of the wreckage. With the approval of the FAA Inspectors I began collecting the smaller pieces of wreckage that had landed away from the main portion of the wreckage.

Once the FAA Inspectors had completed their task I inquired as to what the process would be now concerning the wreckage. It was mentioned that there was not going to be a more detailed examination of the wreckage and it would be up to the insurance company (if there was insurance on the plane) what to do with the wreckage. I inquired if the wreckage was not going to be examined further, was it necessary to occupy a hanger of somebody who had to remove their own airplane so that we could use the hanger. The FAA inspectors and employee's of Russ' Automotive then discussed the situation and it was decided that the wreckage would be transported to and stored on the lot of Russ' Automotive.

At approximately 0555 hours everybody left the scene.

Callaway County Sheriff

Occ#: 09-8432

Supplementary  
Report

Subject	Date & Time
Supplementary Information	

On Tuesday, 09/22/09, at approximately 9:38 AM, the Callaway County Sheriff's Office was dispatched to a possible airplane crash near Co. Rd. 346 near Wise Drive. The information given was a small airplane had been seen recently in the area and appeared to be having engine trouble. The aircraft was reported flying 50' to 60' off the ground, the engine sounded like it was sputtering, and the smell of gas in the air. A few minutes later, a loud noise, like a crash, was heard.

Captain Darryl Maylee made me aware of the situation and we started toward the area. While en route to the location, we overheard radio traffic from Missouri State Highway Patrol Trooper Sgt. Jerry Arnold [REDACTED] that he had located the crash site along Co. Rd. 346, just past Wise Drive. A few minutes later, I heard officers from our agency arrive on the scene. Shortly thereafter, I heard more radio traffic about contacting the Medical Examiner's Office in Columbia for response to the scene, which led me to believe there was at least one fatality involved with this plane crash.

At approximately 10:04 AM, Captain Maylee and I arrived on the scene. As I was exiting the patrol vehicle, I was contacted by Delilah Dillingham of [REDACTED] Fulton. Dillingham informed me that she didn't actually see the crash, but heard it and saw the plane just a few minutes before hearing the crash. Dillingham stated she was outside and heard the plane flying low overhead. Dillingham estimated the aircraft was 50' to 60' off the ground and appeared to be experiencing engine trouble. The plane's engine was sputtering and cutting in and out. The aircraft came from an east to southeast direction and was headed west to northwest. Dillingham reports that after flying over her house and flying across Co. Rd. 345, the pilot made a circle in the air directly across the road in front of her house over the top of a wooded draw. The pilot then turned back to the west, headed in the direction of Columbia, and a few seconds later, Dillingham heard what she thought was the plane crashing. Dillingham then called 911. Again, Dillingham stated she didn't actually see the crash, but saw the plane overhead low, the engine was sputtering, and she could smell what she thought was gas in the air.

After speaking with Dillingham, I proceeded to the crash site itself. The crash site was north of Co. Rd. 346 on the Bill Genzch's property ([REDACTED] Fulton, [REDACTED]). The plane was identified by the tail number, N3234M. The plane was a 1947 Piper fixed wing single engine aircraft. The aircraft had come to rest just off of the county right of way up against Genzch's barbed wire fence along the county right of way. There was debris scattered in the county road and across, but the main portion of the aircraft was in Genzch's pasture.

I was advised that at this time, they believed there was only one person in the plane crash, but couldn't be certain. The person was deceased and was trapped inside the wreckage which was going to require equipment from the fire department (Millersburg Fire Protection District) to cut the victim out of the wreckage. At this time, there was no sign of any fire, but there was an odor of fuel.

Captain Maylee had the tail number run and learned the airplane was last known registered to Dolphin Sales, Inc. [REDACTED] Wilkes Barre, Pennsylvania, County of Luzerne. Captain Maylee was able to obtain a telephone number for the corporation and spoke with someone there who advised the plane was sold to a subject by the name of Jared this past Sunday, 09/20/09. They advised it was believed to be headed to Kansas. See Captain Maylee's report for more details.

The FAA was contacted and informed of the crash. After some time, they advised they would have an investigator from Kansas City, MO respond to the location.

The decision was made to remove the victim from the wreckage. Photographs were taken of the wreckage and the site prior to this. By this time, Dori Burke with the Medical Examiner's Office was on scene as well. Millersburg Fire Protection District personnel used their equipment to cut the wreckage from around the victim.

The victim had sustained injuries that made a visual identification impossible. we were able to determine the victim was a white male, had dark hair, and facial hair. A Kansas drivers license was found on the victim. The license was that of Jared F. Hobough, [REDACTED] A birth certificate was also found for the same subject. See Sgt. Smith's report for more details.

The body was removed from the site and transported to the Medical Examiner's Office in Columbia for an autopsy, which was scheduled for 09/23/09.

I was at the scene until approximately 2:00 PM. Captain Maylee remained at the scene until FAA officials arrived.

End of report.

Reporting Officer			
Officer	Dennis Crane		
Rank	Sheriff	Badge	
Division	Callaway County	Squad/Platoon	Adm

Approving Officer			
Officer			
Rank		Badge	
Division		Squad/Platoon	

Callaway County Sheriff

Occ#: 09-8432

Supplementary  
Report

Subject	Phone conversation with Steve Clark	Date & Time	09/30/2009
Supplementary Information			

On 09/22/09, I received a call from Steve Clark who is the uncle of Jared F. Hobough, the pilot who died in the plane crash. Clark was inquiring if I knew what occurred. I advised that I did not know why the plane had crashed and told him what witnesses reported. I further advised Clark that the FAA was handling the investigation on why the plane crashed. I did ask Clark if Jared was married, which he stated he was not and that he lived in Alaska and gave guides in the plane. I also was advised that Jared purchased the plane on Sunday, 09/20/09, from the State of Pennsylvania and was on his way to Wichita for a wedding; then he was going to fly to Alaska to his home.

End of report.

Reporting Officer			
Officer	Bob Smith		
Rank	Sergeant	Badge	
Dist/Div	Callaway County	Dept/Platoon	Investigation

Approving Officer			
Officer			
Rank		Badge	
Dist/Div		Dept/Platoon	

Report Approval			
New			

Entered By: Bobbie Rice/CallawayLaw on 09/30/2009 01:54 PM

Callaway County Sheriff

Occ#: 09-8432

Supplementary  
Report

Subject	Offense report	Date & Time	
INVESTIGATOR/REPORTER			

On 09-22-09 at 0939 hours, I was dispatched to the area of 5601 Wise Drive for a possible down aircraft. EOC advised me that they had a report of an aircraft that was having engine problems circling the area.

MSHP Trooper Armstrong asked if we needed his assistance, which I advised him that would be great and advised him about the possible downed aircraft and the location. MSHP Trooper Sgt. Arnold advised that he was in Millersburg and he would assist and check the area, which I advised that would be fine. I asked EOC if they could contact the Fulton airport and the Columbia airport to see if they have had any distress calls, or a report of a downed aircraft, which EOC advised they would. I advised EOC that they needed to contact Investigator Smith and have him respond to the location, which they advised they would.

While traveling from Fulton to Millersburg, I noticed a low ceiling of fog and spotty precipitation.

While en route, I was advised by EOC that the downed aircraft was confirmed by MSHP Trooper Sgt. Arnold. EOC then advised me that they have had no reported airplanes down, nor did they receive any distress calls from an aircraft.

At 0952 hours, I arrived on scene and made contact with MSHP Trooper Sgt. Arnold and Trooper Armstrong who were already on scene. The airplane was about 150 to 200 yards west of Wise Drive in a field close to Co. Rd. 346. The airplane received extensive damage and was not recognizable as to the make and model of the aircraft. The aircraft was white with a small blue stripe. I was told by Sgt. Arnold that they could see the pilot's arm and it's obvious that he was deceased, but we were unable to reach him due to most of the fuselage surrounding him. I then asked Trooper Sgt. Arnold if the Medical Examiner's Office had been contacted, which he stated they have been notified and were en route. I then contacted EOC via my personal cell phone and advised them of the tail number on the aircraft (NC3234M). I noticed there was a strong smell of fuel in and around the aircraft.

I then noticed a group of on lookers standing near a group of mailboxes on a private driveway. I made contact with them and I asked them if they had seen the air plane crash, which I was advised they didn't see the crash, but heard the thump when it hit the ground. I asked if anyone saw the airplane in the air before the crash, which George Neal stated he was working in a field and saw the airplane just below the fog and then he couldn't see the airplane, but was able to hear the plane. George Neal stated the airplane circled the area two to three times. George Neal stated the

airplane's engine was sputtering like he had a fuel problem. George Neal stated then he heard the loud bang and couldn't hear the airplane anymore; he knew the plane crashed. George Neal stated he got in his truck and drove to Co. Rd. 346 and saw the airplane on the ground. He then contacted the Sheriff's Office about the downed airplane.

Inv. Smith arrived on scene and just shortly thereafter, Capt. Maylee and Sheriff Crane arrived on scene. I advised Inv. Smith what I learned from George Neal and the investigation was handed over to Inv. Smith and Capt. Maylee. The Medical Examiner's Office Investigator, Dori Burke, arrived on scene a short time later and with the assistance of Millersburg Fire, the airplane's fuselage was opened so we could remove the deceased pilot.

Inv. Smith took digital images of the scene (See Inv. Smith's report).

End of report.

Reporting Officer			
Officer	Kirk Blehm		
Rank	Deputy	Badge	
Dispatch	Callaway County	Dep./Platoon	Patrol

Approving Officer			
Officer			
Rank		Badge	
Dispatch		Dep./Platoon	

09/23/2009	
New	

Entered By: Kirk Blehm/CallawayLaw on 09/23/2009 08:01 AM

Callaway County Sheriff

Occ#: 09-8432

Supplementary  
Report

Subject	response and assist	Date & Time	09/29/2009
Supplementary Information			

On 09/22/09, I overheard EOC dispatch Deputy Blehm to a possible plane crash on Co. Rd. 346 in Millersburg. I contacted EOC by phone and inquired of the crash. Dispatch advised me that a citizen called and advised that they witnessed a plane flying in the area and it sounded like it was having engine trouble. While on the phone, dispatch advised that a citizen confirmed a plane had crashed in a field next to Co. Rd. 346 and there was a dead body in the plane.

Upon arrival, the location of the plane crash was located in a field just north of 1650 Co. Rd. 346. In viewing the wreckage, there was severe damage to the entire aircraft with the front and cockpit portion having the majority of the damage. While looking at the cockpit area of the plane, I could barely see what I believed to be an arm of a person. It was very clear that there were no survivors in the aircraft.

The aircraft was a small plane, white and blue, with a tail number of NC 3234 M. In viewing the tail section of the plane, I noticed a line of disturbance in the ground going west of the aircraft. It appears that this disturbance in the ground was caused by the aircraft's initial contact with the ground to its final location. The measurement of the disturbance from the starting point to the tail portion of the aircraft was approximately 10 yards.

Upon the arrival of Medical Examiner Investigator Dori Burke and with the assistance of the fire department, it was decided to remove the body from the wreckage and attempt to make identification of the pilot. After fire personnel removed a portion of the cockpit, we were able to remove the body from the wreckage. After removing the body from the wreckage, I located a wallet in the front pants pocket of the pilot. I removed the wallet and inside I found a Kansas drivers license of Jared F. Hobaugh. Due to the amount of injuries sustained to the pilot, identification could not be made with the drivers license. Also located in the cockpit area of the plane was a backpack that contained a few pieces of clothing and a sleeping bag. Also located in a clear bag was the pilot's log belonging to Jared Hobaugh. I photographed the entire scene which will be placed into evidence and labeled 1BS. It should be noted that I wrote County Road 348 on the photo I.D card when it should have been County Road 346.

In looking at all the information with the name Jared Hobaugh, it showed several different addresses. One address shown was [REDACTED]. Another address was [REDACTED].

[REDACTED] All items located in the plane were either left for the FAA, or taken by the Medical Examiner's Office as personal property.

I then spoke with Doug Smith who lives at [REDACTED] who witnessed the plane flying around, but did not see the actual crash. Smith stated the first time he saw the plane fly over his property he guessed the altitude at approximately 50 to 60 feet high. He stated he heard a loud whining noise coming from the plane. Smith stated the second time he saw the plane it was at about the same altitude, but this time the plane was making a spitting and sputtering noise.

After clearing the scene, I returned to the Sheriff's Office in an attempt to make notification to the Hobaugh family. While at the crash site, I did locate the birth certificate of Hobaugh that showed his mother as Cynthia Gail McColpin with an address of [REDACTED] and his father's name as [REDACTED]. I contacted Wichita, Kansas Police Department and requested them to attempt to contact Hobaugh's mother at the South Fern address. I was later contacted by Officer Goward of the Wichita Police Department who advised me that he knew Jared Hobaugh and his family and he would try and make in person contact with Jared's aunt. I was later recontacted by Officer Goward who advised that he was able to make the death notification to Jared's family, including Jared's mother who is the next of kin.

End of report.

Reporting Officer			
Officer	Bob Smith		
Rank	Sergeant	Badge	
Dist/Div	Callaway County	Dept/Platoon	Investigation

Approving Officer			
Officer			
Rank		Badge	
Dist/Div		Dept/Platoon	

Report Approval	
New	

Entered By: Bobbie Rice/CallawayLaw on 09/29/2009 03:00 PM