

I blocked off eastbound traffic just west of Northwest Drive. A perimeter was established on the scene, preventing any unauthorized access. I began canvassing the scene for witnesses.

I located two witnesses who I took signed, sworn statements from. One was Debbie Fiumara, who had called 911. She stated the following: As she was driving west on Northwest Dr., she saw a plane coming in for a landing, heading south. She noticed the nose of the plane was lower than usual and the plane itself looked low as it crossed the street. It appeared the plane impacted with the mound of dirt at the runway. Prior to the impact, there was no smoke or flames. After impact, there was flames and smoke. Within about 20 seconds, the flames became very large. Fiumara called 911 the second she saw the plane impact with the mound of dirt.

A second witness was Jodi Coulombe, who stated the following in a sworn statement: She was driving on Johnson Avenue in the area of Perron Road when she saw a plane flying south coming in for a landing. She has lived in the area for a long time and noticed the plane looked level at first. All of a sudden, the front end dropped down and she lost sight of the plane. As she turned the corner onto Northwest Drive, she saw smoke. As she approached the smoke, the plane was smoldering and then became fully engulfed in flames.

The Fire Department arrived on scene and took over control of the scene. The flames were extinguished within a short period of time. Sgt. Smedick also arrived on scene. Ofc. Chase and Sgt. Smedick took numerous photos of the scene. Sgt. Smedick observed there was one lifeless body inside the plane. It had been burned severely.

Documents were obtained from Interstate Aviation (who runs Robertson Airport). The documents showed that James E. Seaver (DOB [REDACTED]) rented the plane around 1pm today (7-26-2012). He stated he "might be back tonight". This note was written on rental paperwork with the name "Lynn Michaud [REDACTED]" on it. I determined Lynn Michaud is an employee for Interstate Aviation. The number is for Interstate Aviation and the plane is owned by them. It is a Cessna C-172 with tail number N64182.

Chief Matthew Catania and Captain B. Mullins arrived on scene.

Federal Aviation Administration (FAA) investigator Marilyn Pearson arrived on scene and took over the investigation.

At the time of the crash, the weather was clear and dry.

At approximately 10:03pm, the medical examiner arrived on scene and took the deceased's body.

On 7-28-2012, Dispatcher Al Urso provided me with contact information for a third witness of the crash, Edward Mongeon. Mongeon had contacted the Plainville Police Department to report he had seen the crash. I notified NTSB investigator Robert Gretz that there was a third witness that has not been spoken to yet (Edward Mongeon). Gretz contacted Mongeon and determined he and his wife, Terri Mongeon, saw the following: They saw the plane coming in for a landing over their vehicle. They saw the plane crash into the embankment on Northwest Drive. Prior to the crash, the plane was flying straight and there were no visible signs of engine distress (no smoke coming out of the plane, etc). They could not hear the crash because their windows were

Investigating Officer:

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D'Amore, Matthew, ID # 464

Reviewed, Subscribed and Sworn to before me on this:
_____ day of _____,

Page(s)
3 of 9

[Signature]
Shift Supervisor

up, the air conditioner was on and the radio was on. They observed flames and black smoke upon impact and within about 15 seconds the flames engulfed the plane. Mongeon took several photos, which I added to the case file.

I also spoke with National Transportation and Safety Board (NTSB) Investigator Robert Gretz via telephone. He stated that he has developed information that the victim, James Seaver, was in the middle of a divorce, his business had just declared bankruptcy, and there was the possibility of his arrest stemming from an allegation of sexual assault in Torrington. Gretz stated that the NTSB will handle the crash investigation itself. However, our agency will be responsible to conduct the death investigation. Gretz added that Seaver had about 1000 hours of flying time and was an experienced pilot.

On 7-31-2012, Sgt. N. Mullins spoke with the Medical Examiner's office and confirmed they made a positive identification based on dental records comparison that the deceased's body is that of James Seaver ([REDACTED]).

On 7-31-2012, I learned from NTSB Investigator Gretz that William Bergenty Recovery Service had located the deceased's wallet in the wreckage of the plane. I went to their facility and retrieved the wallet from William Bergenty ([REDACTED]).

I took several photographs of the wallet. It contained a driver license for James Seaver (DOB [REDACTED]), \$163 in cash (One hundred dollar bill, three twenties and three singles), an American Express Business Card (in the name Action Exteriors), Bank of America card, AT&T Universal Card and Bank of America Debit card. All the cards had the name James Seaver on them. Although the wallet and contents were burned, they were still recognizable.

On 8-1-2012, I interviewed Karisa Ashburn at the Plainville Police Department. Ashburn was married to James Seaver for 21 years. In February 2010, she divorced James Seaver, at her request. James Seaver was arrested for DUI (Driving Under the Influence) within a year after the divorce.

Ashburn stated James Seaver flew frequently, but was accident prone. She described two previous airplane crashes involving planes James Seaver was piloting. About sixteen years ago, his plane struck a tree when landing near Nantucket. About five years ago, he "landed hard" at Canaan airport, damaging a pontoon on a water plane. She stated he would frequently pilot the plane too high upon landing, so Seaver would cause the plane to go sideways, which would make it lose lift and help land the plane quicker. She stated it was normal for him to fly into Canaan Airport to visit friends.

Karisa Ashburn last spoke with James Seaver about 3 weeks ago. Ashburn stated there is currently a life insurance policy on Seaver's life with Midland Life insurance. It is a \$1,000,000 policy, in which Ashburn is the beneficiary. I received a copy of the life insurance from Midland National. I confirmed that the effective date was 2-12-2004 and that Ashburn is the beneficiary of \$1,000,000. The policy has a suicide clause that is no longer relevant, since two years has already passed since the policy's effective date.

Although James Seaver was going to declare his business bankrupt, Ashburn stated he had a new business he

Investigating Officer:

Reviewed, Subscribed and Sworn to before me on this:

day of


D'Amore, Matthew, ID # 464

Page(s)
4 of 9


Shift Supervisor

was starting with a friend, and also closing on a \$500,000 contract with Electric Boat.

On 8-2-2012, I spoke with Larry McGuire (DOB [REDACTED]) via telephone. He works at the Canaan airport, which was the first stop James Seaver made on the day of the incident. McGuire stated he spoke with James Seaver and he appeared happy. Seaver told him about a big roofing job he just got and was gloating about it.

I spoke with Mark Grusauski (DOB [REDACTED]), who owns Canaan airport. James Seaver was taking care of Grusauski's cat. Grusauski saw a note from Seaver that he believed was dated 7-26-12. It said something like, "Hi guys, hope you had a great time. Shut the windows, a storm is coming. Hope we will catch up when you're back." Mark Grusauski stated he returned from vacation on 7-31-2012.

Larry McGuire stated James Seaver initially arrived at Canaan airport around 2:30 - 3pm. He left between 4:15pm and 5pm.

I also spoke with Pete Ives (DOB [REDACTED]) and Roger Jackson, who were at Canaan airport when James Seaver flew in. Seaver told them he was flying around in a rented plane. They talked for a while and laughed. It was normal for Seaver to rent a plane and just fly around. Ives, Jackson, Grusauski and McGuire all knew James Seaver and would hang out at Canaan airport on a regular basis.

On 8-2-2012, I interviewed plane crash witness Edward Mongeon at the Plainville Police Department. Mongeon stated on the day of the incident, he was traveling south on Johnson Ave in his vehicle. Initially, he saw the plane traveling north. The plane looped around as if to come in for a landing. Mongeon noticed the plane appeared lower than planes he had seen landing in the past. The nose was slightly down the entire time, as if coming in for a normal landing. All of a sudden, the plane impacted with the mound of dirt at the beginning of the runway.

Mongeon stated just after the crash, he talked to a man who had also seen the crash. That man told Mongeon that he saw the plane coming in to land, but it appeared too high, so it circled around and came back for another landing. On the second attempt, the plane crashed. I was unable to locate this other witness.

Mongeon did not see any smoke or any obvious signs of distress with the plane.

On 8-2-2012, I spoke with Torrington Police Detective Kevin Tieman. Tieman stated he was investigating a crime involving James Seaver. Detective Tieman had applied for an arrest warrant for James Seaver stemming from a sexual assault complaint. The warrant was waiting to be signed by the prosecutor and judge when James Seaver died. I later determined that James Seaver was aware that he was going to soon be arrested.

Additionally, Tieman stated that sometime in June, 2012, James Seaver told his son he was going to commit suicide. James Seaver later recanted this statement and stated he was not going to hurt himself.

On 8-2-2012, I made phone contact with Robert Seaver ([REDACTED]). Robert Seaver is James Seaver's brother. He stated it was fine for Karisa Ashburn, the Torrington Police Department and myself to check James Seaver's condo.


Investigating Officer:

Reviewed, Subscribed and Sworn to before me on this:

day of


D'Amore, Matthew, ID # 464

Page(s)
5 of 9


Shift Supervisor

On 8-2-2012, I went to James Seaver's condo with Det. Keith Deblaine of the Torrington Police Department. Upon arrival at the condo complex, representatives from the condo complex stated only the police could enter James Seaver's condo. I relayed this information to Karisa Ashburn, which she understood.

Detective Keith Deblaine, condo maintenance employee Thomas Benbow (DOB [REDACTED]) and I entered James Seaver's apartment located at [REDACTED], Torrington, CT. Seaver's apartment had paperwork all over his tables. Most were bills that it appeared he had paid or were in the process of being paid. There was a stick and a half of butter that was mostly melted on the counter top. In the bedroom, there was a suitcase that was open and stuffed with clothing. There were no notes or anything suspicious in the condo. I took several photos. We left the condo. It was locked and the alarm was set by maintenance employee Benbow.

On 8-2-2012, I spoke with NTSB Investigator Robert Gretz on the telephone. He stated when James Seaver initially took off from Robertson Airport, his transponder was turned on and active. On the way back from Canaan, the transponder was not on. Gretz stated there is no requirement for a small aircraft to have its transponder on, and although it's slightly unusual, it's possible Seaver merely forgot to turn it back on.

I received a radar plot from NTSB investigator Robert Gretz. The plot shows a "primary target" traveling east around 7:00pm, turning north, and going below radar coverage (less than 1000 feet). The radar plot then shows a "primary target" traveling north (from just south of the runway) at about 7:03pm. It goes west at about 7:05pm where it goes below radar coverage.

Robert Gretz stated because no transponder was active, he cannot say for certain both passes were the same airplane. However, Gretz mentioned there were no reports of any other airplane traffic in the area.

Combining witness statements with this radar data, the lack of any other pilot coming forward reporting flying in the area, and the close timeframe the two passes are between one another, it is reasonable to deduce that James Seaver's plane may have come in for an initial landing, aborted the landing, and then came around for a second pass when it crashed into the mound of dirt.

On 8-3-2012, I spoke with FAA Aviation Safety Inspector Steve Racicot. He stated that James Seaver's pilot certification had been suspended for 30 days about a year ago for failure to report a DUI conviction.

Steve Racicot had spoken to James Kennedy. Kennedy was at Canaan airport and had spoken with James Seaver on the day of the incident. Kennedy reported nothing unusual with James Seaver's behavior.

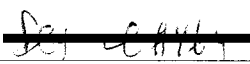
On 8-3-2012, I spoke with crash witnesses Debbie Fiumara and Jodi Coulombe via telephone. Fiumara stated she now remembers that she didn't hear the plane when it came in for a landing. The more she thought about it, the more it seemed like it was just gliding in, with no engine sounds. She had her radio off and windows partially rolled down. Fiumara did remembering hearing a loud noise upon the plane's impact.

Jodi Coulombe didn't hear the plane's impact or any engine noises. She stated she was so used to hearing airplanes in the area, she's not sure if there was any noise or not.

Investigating Officer:

Reviewed, Subscribed and Sworn to before me on this:

day of _____,


D'Amore, Matthew, ID # 464

Page(s)
6 of 9


Shift Supervisor

On 8-3-2012, I spoke with Lynn Michaud from Interstate Aviation. She was working in the terminal at Robertson Airport when the crash occurred. Michaud stated she heard a plane on the radio frequency asking about traffic in the area. This is normal for the planes to check to see if other planes are in the area. No other planes responded. Michaud did not hear the plane request weather information and announce its landing pattern. This is not required at Robertson Airport, but it is recommended. Many times pilots will announce their pattern, but they don't always.

Lynn Michaud stated that James Seaver had tried to rent a plane in June 2012, but since he hadn't rented in so long, he needed to "checkout" the plane again. This is where the pilot rides with a flight instructor (in this case Steven Avritch) to make sure he is familiar with the aircraft. Seaver did checkout the plane on June 23, 2012. Seaver rented the plane that crashed on the same day the crash occurred.

I spoke with Interstate Aviation Certified Flight Instructor Steve Avritch (DOB [REDACTED]). Avritch stated in June 2012, he took James Seaver on a "checkout" flight at Robertson Airport. Avritch flew with Seaver for about half an hour. Seaver told him he got his license ten years prior. Avritch stated the flight was uneventful and they made probably four to five landings. Seaver did not put the plane into a "slip" on any of the landings. Avritch stated the only unusual thing was a lot of empty space, and empty pages in Seaver's log book. Seaver told Avritch he had empty space because the log book would get wet doing water landings and things of the like.

On 8-3-2012, I spoke with James Seaver's friend Jesse Conklin (DOB [REDACTED]). Conklin stated Seaver sometimes stayed with him at his home in Ashley Falls, Massachusetts. On the day of the crash, Seaver called Conklin and mentioned he was flying around. Conklin offered Seaver to visit for dinner at 7pm. During a call around 4pm, Seaver said he was about an hour and a half out and wasn't sure if he would make it. Conklin saw no substance abuse issues with Seaver. He was aware Seaver was closing his business. Seaver had a brown suitcase about 3 feet by 16 inches that he would bring with him when staying at Conklin's residence.

On 8-6-2012, I spoke with Interstate Aviation employee Lisa Driscoll via telephone. Driscoll works for Interstate Aviation. Driscoll stated the following: On the day of the crash, James Seaver had called around 10:30am or 11am and asked to reserve a plane. He asked if he could keep it overnight Friday and Saturday, which she said he could. He booked the flight for 1pm. When he got the plane around 2pm, he said he was thinking of going to Martha's Vineyard, but he may not due to the weather. He stated if he came back today (Thursday, the day of the crash), he would get the plane again on Friday. Driscoll saw him "pre-checking" the plane (going through a checklist prior to flying). Driscoll did not see him take off or ask for a radio check. She left around 3:30pm.

On 8-6-2012, I interviewed James Seaver, Jr. (the victim's son) at the Plainville Police Department. He stated that about a month and a half ago, his father had told him it would be better if he "just died." The son told the father to promise he wouldn't hurt himself, which he did. James Seaver, Jr. stated his father made similar comments during the divorce a couple years ago. He believed it was just a way for his father to vent. He believed that if his father was ever going to commit suicide, he would use a gun and make sure the whole world knew he intended to kill himself. He added that his father was Christian and believed he would go to

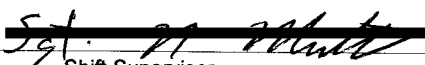
Investigating Officer:

Reviewed, Subscribed and Sworn to before me on this:

day of


D'Amore, Matthew, ID # 464

Page(s)
7 of 9


Shift Supervisor

hell if he killed himself.

On 8-13-2012, I learned that James Seaver's vehicle had been brought to New England Auto Sales in Plainville. I met with Bradley Finocchio of New England Auto Sales. He stated he brought Mr. Seaver's vehicle to his lot at the request of the family. The vehicle is a black 2009 Chevy Malibu bearing CT Reg 818YZP. I looked through the vehicle and saw nothing unusual. Finocchio stated Karisa Ashburn had taken a bag from the vehicle, along with a letter from Mr. Seaver's attorney.

On 8-13-2012, I made phone contact with Karisa Ashburn. She confirmed she took a bag that contained pens and other miscellaneous items, a letter from Mr. Seaver's attorney explaining he had a \$10,000 retainer, a copy of the check for \$10,000 to the attorney, and a copy of the loan for the vehicle. Ashburn stated Mr. Seaver took out a loan for more than the vehicle was worth, likely to cover the \$10,000 retainer. I received copies of the documents from Ashburn.

On 8-13-2012, I made phone contact with another witness, Edward Rapacky (DOB [REDACTED]). He stated he was at Wendy's in Plainville when he saw a plane coming in from the west just prior to the storm coming in. Rapacky stated it appeared the wind was pushing the plane around and the plane began to turn north. He noticed the plane seemed very high and then lost sight of it. When he heard about the crash on the news, he believed it was the same plane, based on the timeframe.

On 8-13-2012, I made phone contact with James Seaver's attorney, David Moraghan. He stated Seaver had retained him on June 26, 2012. At that point, Moraghan told Seaver he would likely be arrested. A couple days later, after confirming the case with Det. Tieman, Moraghan told Seaver he definitely would be arrested, and they began discussing bondsman and preparing for his arrest.

On 8-17-2012, I made phone contact with Mike Coudriet, who worked with James Seaver at Action Windows. Coudriet stated he last talked to James Seaver the Saturday before he died. Seaver told him business was slow and he was closing his old company. He began working at a mill shop in Millerton, NY called Four corners (Dave Brigham owners). Seaver also talked about how he always wanted to open a restaurant.

On 8-20-2012, I made phone contact with Dave Bushka. He worked for Seaver at Seaver's company Action Windows. Bushka stopped working last winter and had last talked to Seaver around April, 2012. Bushka stated he didn't notice anything out of the ordinary.

On 8-20-2012, I made phone contact with David Brigham of the company Four Corners. He stated that James Seaver began working for him part time about six months ago as a salesman. Within the past month, Seaver had not come into work as often as the past. Brigham was aware he was having financial issues and later learned about the sexual assault issue. He last talked to Seaver a couple weeks before he died. Brigham confirmed Seaver was working on the sale to Electric Boat which could have been worth as much as \$500,000. Brigham stated the sale is still pending.

I executed an Ex-Parte order on James Seaver's cell phone provider, Sprint. I determined I had already spoken to everyone that had a completed incoming or outgoing phone call with James Seaver. According to the cell

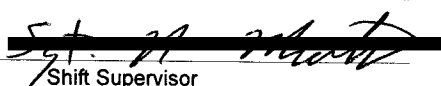
Investigating Officer:

Reviewed, Subscribed and Sworn to before me on this:

day of


D'Amore, Matthew, ID # 464

Page(s)
8 of 9


Shift Supervisor

tower locations that Seaver's phone utilized, I determined Seaver's location was the following on the day he died:

11:11am - Winsted area.

12:17pm - Torrington area.

12:41pm - New Hartford area.

1:16pm - Plainville area.

3:20pm until 4:09pm - North Canaan area.

On 9-10-2012, I received a voicemail from Karisa Ashburn. She stated she has just gotten into James Seaver's old condo by court order. The only unusual thing she found was a piece of paper with James Seaver's handwriting with various names on it, as if he was planning to change his name. She also stated she could not find any of Seaver's firearms. She will provided me a copy of the paper.

On 9-20-2012, I received a copy of the preliminary toxicology report conducted by the FAA. It showed no illicit drugs or alcohol in James Seaver's system at the time of his death. It showed that a beer bottle was found at the wreckage, but that it could not be determined if the plane landed on it, or if it had been in the aircraft upon crashing. The report determined Ambien was in Seaver's system, but it could not be determined how long prior to his death the Ambien was ingested. Therefore, it could not determine if the presence of the drug posed a hazard to flight safety.

On 9-21-2012, I contacted the medical examiner's office and spoke with Death Investigator Michelle Clark. She stated the cause of death for James Seaver was determined to be "multiple blunt traumatic injuries." The manner of death was "accident."

The medical examiner's report and final NTSB report are still pending.

END REPORT

Case Status Active: ☒ Inactive: ☐ Closed: ☐ Warrant Applied For: ☐ Transferred to DD: ☐

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Investigating Officer:

D'Amore, Matthew, ID # 464

Page(s)
9 of 9

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Shift Supervisor