

SUPPLEMENTAL NARRATIVE:

Name: Edwards Ray

Date: 07:57:01 07/11/13

Synopsis

On June 27, 2013, Units from Utah County Sheriff's Office, Spanish Fork Fire Department and the Utah Highway Patrol responded to a reported airplane crash in Spanish Fork Canyon near Birdseye. The plane crash was located on the west side of SR89 at about 16998 South. The plane appeared to have hit some power line while attempting to make an emergency landing to to smoke in the aircraft. The passenger was descend and still in the aircraft upon my arrival and the pilot was air lifted by AirMed to Utah Valley Regional Medical Center in critical condition. The FAA and NTSB were notified of the incident.

Dispatched Call

Per Salt Lake Airport Air Traffic Control a report of Smoke in the cock pit of a Small Plane possible fire going to put down on sr 89 just south of Birdseye call sign N4495R. A short time later The Salt Lake Tower was unable to make contact with the plane.

Responding Agencies

Utah County Sheriff's Office, Spanish Fork Fire Department, Utah Highway Patrol, Rocky Mountain Power, Utah Department of Transportation, AirMed, Medical Examiner's Office, FAA and NTSB.

Plane

The plane a Cessna 172 Skyhawk single engine aircraft tail number N4495R. Color White with Gold and Green strips. The plane was nose down and upside down upon arrival.

Detective's

Detective responded to the scene and are doing the case investigation and follow-up.

Rocky Mountain Power Lines

Two power line's were down upon arrival of emergency crews. One power line over SR89 and one over the plane on the west side of the roadway. Rocky Mountain Power responded and secured the line and made sure the down lines were dead.

Medical Examiner

Jay Leslie from the Medical Examiner's Office responded and conducted their investigation and took charge of the body which was transported to the Medical Examiner's Office for an autopsy.

FAA and NTSB

Both the FAA and NTSB were notified and said they would be responding to do an

investigation.

Occupants

SOTER, NICHOLAS GREGORY Pilot
WILSON, GERALD ANDERSON Passenger

Witness

Several People completed witness statements but none of them seen the plane go down. They assisted in getting the pilot out of the aircraft before emergency crews arrived.

SUPPLEMENTAL NARRATIVE:**Name:** Fackrell Q (UC)**Date:** 13:18:55 07/25/13

Q FACKRELL

Case #13UC05942

1. INITIAL CONTACT:

I was advised to respond and begin an investigation into why a small single engine plane had crashed. I was advised that one victim was dead as a result of the crash and the other was in critical condition. I arrived on scene while air ambulance was still on scene and learned they would be transporting the pilot Gregory SOTER.

2. PLANE:

The airplane was a Cessna 172 Skyhawk with a tail number of N4459R, which was white and and gold in color. It was upside down with the tail toward the roadway. The passenger was still inside the plane and he was identified as Gerald WILSON.

3. EMERGENCY COMMUNICATIONS:

I was advised that SOTER had radioed the air traffic controller in Salt Lake and had declared an emergency. He had advised that they had a fire in the cabin area of the plane, and were making an emergency landing. I was also advised that they couldn't get the fire out and there was smoke in the cabin. I was not advised of any further communications.

4. POWER LINES:

There were power lines that ran adjacent to the roadway. Upon inspection there were several lines that were damaged and down on the ground. One of the wires above where the plane came to a rest was frayed and hanging by what appeared to be a single strand. I photographed this power line. The two lines running across the road, that feed a residence to the east were also down and severed. The highest wire was severed, but the one approximately three or four feet below was not. This showed me and others on scene that the plane had struck the highest wire while attempting to land on the road.

The power company responded and made it safe to conduct the investigation. The power lines were photographed and the damaged sections were left on the ground near the accident site for the NTSB and FAA investigators.

5. PLANE INSPECTION:

After the power lines were made safe, we began inspecting the plane. I observed some equipment that was inside the cab and was now on the bottom of the left wing. It was still attached by wires. This equipment had signs of an electrical fire including soot, charring, and melted plastic. The wires near it also appeared to have the exterior plastic insulation melted off it.

The carpet directly behind the passenger seat also had burn marks in it with fresh soot and charring. There were two pods that appeared to have been on the outside wings on the the ground. They were all part of the same system. There was also a electrical inverter that was still plugged in that had the same type of soot and charring on it.

A armored laptop was also found inside the cabin of the plane, and appeared to have survived the crash.

6. IMSAR:

While on scene, it was learned that the pilot and co pilot were working for a company called IMSAR (the radar revolution). They were in the area testing new radar mapping and imagery technology, and had been doing this for some time. They usually fly this area one or two times per week, and it is somewhat routine.

IMSAR also works in conjunction with the US air force. I spoke with a Captain Adam BRADBURY who was wanting to recover a laptop with some sensitive software on it. I advised that the laptop was found and is still on scene with the plane.

7. SOTER:

The pilot was in critical condition and was unavailable for an interview. SOTER has subsequently underwent several surgeries since the accident. What has been learned is that the cabin did have smoke in it and they had opened the windows in an effort to vent it. Most of the smoke was gone, but they couldn't get the fire out in the electronics in the back. The plane itself was under power and did not appear to be having any type of mechanical failure.

8. GERALD WILSON:

A death notification was given to Gerald WILSON's family by law enforcement personnel.

Gerald WILSON was removed from the plane by fire personnel. The medical examiner's office did respond and took custody of the body. Their report number was #2013-01203.

9. NTSB:

The NTSB was notified and sent out an investigator. Michael HUHN responded to investigate this crash the following day. I met with HUHN on the scene of the crash and assisted with removing the plane from the location. Chris JARMAN responded and removed the plane at the NTSB's request.



11. ACTION TAKEN:

I gathered this information on scene. It appears to have occurred just as it was explained and that SOTER attempted to land in the roadway while experiencing an electrical fire and just failed to see the power line. Once the plane hit the power line, it caused the plane to veer off course and they lost control and hit the ground. I am closing this case at this time.
