

Case Description:  
Aircraft Crash

Case Number: 2002-00003255

Primary Victim: DRYBREAD, STEVEN, CARL,

Date/Time Reported: 05/23/02 15:07 Hrs.

Dispatch Incident Type:

Date/Time Occurred: 05/23/02 15:05 Hrs.

AccidentPI

Date/Time Between : 05/23/02 15:06 Hrs.

Location Occurred : 2198 E 400S

Area: ADAMS TWP

Section: AD NORTH

Grid:

Reporting Officer : 1032 HORNBECK, RANDY, M,

Primary Unit Assigned to Investigate: New Det

Scene Processed by: 1023 RISER, DAVID, W,

Case Status: Closed

Disposition: Closed

Disp. Date: 05/28/02

No. of Offenses: 0

No. of Offenders: 0

No. of Victims: 1

## SUBJECTS:

## Victim . . : Present Information

Primary DRYBREAD, STEVEN, CARL,

Phone:

Individual 12050 [REDACTED]

INDIANAPOLIS

IN 46236

Race : White

Sex: Male

D.O.B: [REDACTED] Age: 54

Hgt : 5'09"

Wgt: 175

Hair: Brown

Eyes . . : Brown

Dr Lic #: [REDACTED]

St: IN

Soc Sec #: [REDACTED]

Residence Type : State

Residence Status : Resident

Extent of Injury: Fatal

Medical Treatment: NotTreated

Injury Type . . : OthMajInj

Injury Type . . :

Hospital/Clinic :

Transported by . : Priv/vehic

Statement Type : None

Related Offenses :

## Witness . . : Present Information

MATTOX, STEVEN, W,

Phone: [REDACTED]

[REDACTED] R

INDIANAPOLIS

IN 46219

Race : White

Sex: Male

D.O.B: [REDACTED] Age: 47

Dr Lic #:

St:

Soc Sec #: [REDACTED]

Business:

Phone: [REDACTED]

## Dispatch Narrative

Information on the units assigned to the call follows.

Unit#: 4815 Radio#: 000 Ofcr 1: 1032 Ofcr 2:

DSP: 05/23/02 15:07 ARV: 05/23/02 15:09 CLR: 05/23/02 17:21

Unit#: 4812 Radio#: 000 Ofcr 1: 1037 Ofcr 2:

DSP: 05/23/02 15:14 ARV: 05/23/02 15:14 CLR: 05/23/02 19:23

Unit#: 482 Radio#: 000 Ofcr 1: 1018 Ofcr 2:

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DSP: 05/23/02 15:14 ARV: 05/23/02 15:24 CLR: 05/23/02 20:00  
 Unit#: 4825 Radio#: 000 Ofcr 1: 1023 Ofcr 2: 1023  
 DSP: 05/23/02 15:22 ARV: 05/23/02 15:46 CLR: 05/23/02 20:18  
 Unit#: 4879 Radio#: 000 Ofcr 1: 6039 Ofcr 2:  
 DSP: : ARV: 05/23/02 16:33 CLR: 05/23/02 19:20  
 Unit#: 4878 Radio#: 000 Ofcr 1: 6080 Ofcr 2:  
 DSP: : ARV: 05/23/02 16:33 CLR: 05/23/02 19:20  
 Unit#: 4823 Radio#: 000 Ofcr 1: 1015 Ofcr 2:  
 DSP: : ARV: 05/23/02 18:27 CLR: 05/23/02 19:45  
 Unit#: ST10 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: 05/23/02 15:13 ARV: 05/23/02 15:16  
 DPT: : QTR: 05/23/02 16:12  
 Unit#: AM11 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: 05/23/02 15:10 ARV: 05/23/02 15:13  
 DPT: : QTR: 05/23/02 19:53  
 Unit#: C210 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: : ENR: : ARV: 05/23/02 15:11  
 DPT: : QTR: 05/23/02 18:54  
 Unit#: GR12 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:19 ENR: 05/23/02 15:24 ARV: :  
 DPT: : QTR: 05/23/02 16:05  
 Unit#: AM12 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: : ENR: : ARV: 05/23/02 15:58  
 DPT: : QTR: 05/23/02 16:07  
 Unit#: ST50 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: 05/23/02 15:12 ARV: :  
 DPT: : QTR: 05/23/02 15:27  
 Unit#: AM51 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: : ARV: :  
 DPT: : QTR: 05/23/02 15:27  
 Unit#: EN55 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:15 ENR: 05/23/02 15:15 ARV: :  
 DPT: : QTR: 05/23/02 16:07

Information on the units assigned to the call follows.

Unit#: 4815 Radio#: 000 Ofcr 1: 1032 Ofcr 2:  
 DSP: 05/23/02 15:07 ARV: 05/23/02 15:09 CLR: 05/23/02 17:21  
 Unit#: 4812 Radio#: 000 Ofcr 1: 1037 Ofcr 2:  
 DSP: 05/23/02 15:14 ARV: 05/23/02 15:14 CLR: 05/23/02 19:23  
 Unit#: 482 Radio#: 000 Ofcr 1: 1018 Ofcr 2:  
 DSP: 05/23/02 15:14 ARV: 05/23/02 15:24 CLR: 05/23/02 20:00  
 Unit#: 4825 Radio#: 000 Ofcr 1: 1023 Ofcr 2: 1023  
 DSP: 05/23/02 15:22 ARV: 05/23/02 15:46 CLR: 05/23/02 20:18  
 Unit#: 4879 Radio#: 000 Ofcr 1: 6039 Ofcr 2:  
 DSP: : ARV: 05/23/02 16:33 CLR: 05/23/02 19:20  
 Unit#: 4878 Radio#: 000 Ofcr 1: 6080 Ofcr 2:  
 DSP: : ARV: 05/23/02 16:33 CLR: 05/23/02 19:20  
 Unit#: 4823 Radio#: 000 Ofcr 1: 1015 Ofcr 2:  
 DSP: : ARV: 05/23/02 18:27 CLR: 05/23/02 19:45  
 Unit#: ST10 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: 05/23/02 15:13 ARV: 05/23/02 15:16  
 DPT: : QTR: 05/23/02 16:12  
 Unit#: AM11 Radio#: 000 Ofcr 1: Ofcr 2:  
 DSP: 05/23/02 15:07 ENR: 05/23/02 15:10 ARV: 05/23/02 15:13  
 DPT: : QTR: 05/23/02 19:53

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Unit#:	C210	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	:	ENR:	:	ARV:	05/23/02	15:11	
DPT:	:	QTR:	05/23/02	18:54			
Unit#:	GR12	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	05/23/02	15:19	ENR:	05/23/02	15:24	ARV:	:
DPT:	:	QTR:	05/23/02	16:05			
Unit#:	AM12	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	:	ENR:	:	ARV:	05/23/02	15:58	
DPT:	:	QTR:	05/23/02	16:07			
Unit#:	ST50	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	05/23/02	15:07	ENR:	05/23/02	15:12	ARV:	:
DPT:	:	QTR:	05/23/02	15:27			
Unit#:	AM51	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	05/23/02	15:07	ENR:	:	ARV:	:	
DPT:	:	QTR:	05/23/02	15:27			
Unit#:	EN55	Radio#:	000	Ofcr 1:		Ofcr 2:	
DSP:	05/23/02	15:15	ENR:	05/23/02	15:15	ARV:	:
DPT:	:	QTR:	05/23/02	16:07			
RILEY AND SONS ON TX/SOMETHING FELL OFF PLANE BEFORE IT						15:08:06	
CRASHED. IT IS ON THEIR PROPERTY						15:08:22	
12/ISP HAS A TEAM						15:08:47	
UNIT 15/ADVISE ST50 UNIT 15 IS ARRIVING AT THE SCENE						15:08:52	
15/ONE PERSON 10-0						15:09:15	
1042 486						15:09:50	
RS59/ENR						15:12:42	
RS10/ENR						15:13:29	
EN55/ENR						15:15:41	
12/HAVE FIRE UNITS STAGE ON 400S						15:16:34	
RS59,55						15:16:58	
210/ALL CFD UNITS CAN DISREGARD						15:17:07	
55/CLR						15:17:18	
59 TO 253/GO TO CFD TAC						15:17:36	
RS10/EXACT LOCATION IS 1/4TH MILE SOUTH IN LANE BET 200E						15:18:21	
AND 300E IN THE FIELD						15:18:25	
AM11/SEND ST10 GRASS TRUCK OUT TO THE SCENE 10-40 TO SCEBE						15:18:51	
12/HAVE 25 S8						15:21:47	
MARIAN DUNNINCHAY ON LINE/HAD HEARD FROM PRIVATE PARTIES						15:23:49	
THERE WAS SOMEONE DEAD. D						15:24:01	
ADV. HER ADDRESS AND WAS ADVISED BY OTHER CCOS THAT 10-79						15:24:53	
HAD NOT BEEN REQ YET. SHE SAID THAT IT DID NOT MATTER. IF						15:25:02	
SOMEONE IS DEAD. SHE SHOULD BE THERE FIRST. ASKED FOR						15:25:09	
MEETING WITH SHERIFF TOMORROW. ADV. I WOULD ALPHA PAGE HIM						15:25:19	
IMMEDIATELY						15:25:21	
12/1079						15:34:28	
DISPATCH/1079 IS ENR						15:34:35	
20/1023						15:35:20	
210/HAVE SOMEONE FROM EMA TO HELP CONTROL TRAFFIC						15:52:49	
EMA/CLR						15:53:50	
ADAMS TWP UNIT 12/ENR						15:54:16	
AM12/ON SCENE						15:58:09	
GR12/10-8 AT 1604						16:05:25	
AM12/ENR TO STATION						16:07:53	
RS10/ENR TO STATION						16:12:10	
12/CONTACT 4820, HAVE HIM HAVE NEWS CREW STANDBY AT THE BIG						16:13:20	

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RED BARN	16:13:22
GR12/ON STATION	16:14:16
RS10/ON STATION	16:16:27
RS59/INSERVICE	16:19:11
RS59/ON STATION	16:30:59
DEL COUNTY MEDIC 71 HAS BEEN RELEASED BY STATION 50	16:56:47
*****MEDIC 71 ARRIVED AT 16:43	16:57:15
20/1024	18:01:37
12/TX ANDERSON AIRPORT AND HAVE STEVE DARLINGTON TX MY	18:56:07
CELL, [REDACTED]	18:56:10
12/ABLE TO MAKE CONTACT WITH DARLINGTON	19:05:41
ANDERSON AIRPORT WAS GOING TO MAKE NOTIFICATION	19:05:57
12/CLR	19:06:00
15/HAVE DARLINGTON'S CELL, [REDACTED]	19:07:47
AM11/ WAS ON STATION AT 1600 PER ST10	19:54:28
23/10-7 SQUAD RM	20:00:02
DICK BROWN FROM EMA/CONTACT JR. ALLEN FROM CORONER'S	20:51:12
OFFICE. FOUND MORE BODY PARTS	20:51:15
TX DICK BROWN AT [REDACTED]	20:53:20
JR ALLEN/CLR ON MESSAGE	20:53:27

## CAD System Narrative

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Incident Recalled From: 2002-00003255 IN0480000

Narr - David Riser

Incident\ Aircraft Crash

Location\ Farm Field / 2300 Blk East CR 400S / South Side

Victim \ Steven Carl Drybread  
[REDACTED]  
Indianapolis, IN 46236  
DOB: [REDACTED]

Injuries\ Fatal

## Narrative\

On 05-23-02 at approximately 15:30 I was dispatched to the area of CR 400S east of CR 200E in reference to an aircraft crash which had occurred there. Upon arrival I met with Deputy Coroner Ermil Allen and several patrol officers from the Madison Co. Sheriffs Department who had secured the scene. The wreckage of the aircraft was located in a field on the south side of CR 400S in approximately the 2300 blk of east 400S. Upon an initial survey of the scene, the apparent point of impact was a depression in the ground containing the aircraft's motor.

Further examination of the scene showed a debris field extending to the south southeast for several hundred feet from the point of impact. Along the debris field was observed multiple pieces of the aircraft intermingled with various body parts. Upon initial examination, the type of aircraft could not be determined visually

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due to the degree of damage. During the visual examination of the wreckage the aircraft's registration number was located on a section of the wreckage and the registration plate was also located at which time the aircraft type, "N" number and serial number were recorded.

At this point I requested the assistance of the Indiana State Police for the purpose of diagraming the scene using laser\GPS equipment. At this point I also confirmed the notification of the crash to the FAA and NTSB at which time I was advised that both had been notified.

At this point I was advised that Steve Darlington, the manager of Anderson Airport had been at the scene and had advised that the aircraft which had crashed had just departed Anderson Airport and that he believed the flight to have been a maintenance type test flight of the aircraft and that the aircraft was a homebuilt type and had been piloted by a Steve Drybread. Also at this point I was given a packet of papers by Sgt Hornbeck who advised that the packet had been collected from the crash site and was collected before it was blown away. Examination of the papers in the packet revealed the aircraft's registration, special airworthiness certificate, a sectional chart and several other documents pertaining to the aircraft. Also during this time I was advised that there was a portion of the aircraft which was described as a wing from the aircraft which had fallen off prior to the crash, located approximately one half to one mile north of the crash location.

At this point State Police Troopers Tyler Utterback and Mike Ooley arrived where after a discussion of the scene Trp Utterback began to record the scene for documentation using GPS/laser. It was then determined we would locate and record major items of debris and the area of the debris field in lieu of every item due to the large volume of items present. During this time Trp Ooley began to record items of identification and other information pertaining to the aircraft.

While Trps. Utterback and Ooley were recording their information I began to take 35mm Photographs of the scene and various items involved in the debris field. Upon completion of the still photographs I recorded the scene using a VHS camcorder recording the scene and various items located inside the scene. It was also during this time that Deputy Coroner Allen began marking and collecting items items of and pertaining to the victim.

During the course of photographing the scene representatives of the FAA arrived at which time FAA inspector James King was advised of what information was known thus far at which time they began their investigation of the crash. During this time the photographs and video recording of the scene was completed by me and the measurements were completed by Trp Utterback. The remains of the victim were also collected by the coroners office and removed from the scene leaving only the aircraft debris.

Upon completion of the above actions, I remained at the scene to assist FAA officials and remained at the scene until the majority of the aircraft was loaded for removal from the scene. No interviews were done on this evening however follow up will be made of the following day. Evidence as to airport conditions weather conditions etc; will be left to FAA

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.Witness Statements\ On the morning of 05-24-02 MCPD Ptl John Henderson who had been one of the initial responding units provided me with two written witness statements which he had taken from eyewitnesses Keith Helm and and Jane Kennedy after his arrival on the scene following the crash.

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Interview

Steve Darlington\ On 05-24-02 I contacted Steve Darlington the manager of Anderson Airport. During an interview Mr. Darlington stated that he was familiar with Steve Drybread and that Steve ran a business out of one of the hangers at the airport. Mr Darlington further stated that the business, EZRG installed retractable landing gear on a specific type of aircraft as well as assisting builders of homebuilt aircraft in assembling their aircraft.

Mr Darlington then stated that the aircraft which had been flown by Mr. Drybread was a homebuilt aircraft and was called a Berkut. Mr Darlington stated that he had been at the airport when the aircraft departed and that after the plane had gone down he had went to the site where he learned the aircraft had crashed.

As the interview continued Mr Darlington stated that it was his opinion from knowing Steve Drybread that Steve was a safe and experienced pilot. Upon inquiring about Steve Drybreads personal life, Mr Darlington advised that he was not too familiar with Mr Drybreads personal life but to his knowledge Mr Drybread was financially secure and that business had been good and that to his knowledge Mr Drybread had no other problems which he was aware of.

Upon completion of speaking with Mr Darlington I then went to the hanger which housed Mr Drybreads business where I interviewed Steven Mattox and Steven Ludwick who had worked with and for Steven Drybread and had been present when he departed for his flight which crashed.

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Interview

Steven Mattox\ On 05-24-02 I spoke with Steven Mattox who advised that he was an A&P mechanic and worked for Steve Drybread in the capacity of assisting builders of homebuilt aircraft assemble their aircraft. Mr Mattox stated that on the afternoon of 05-23-02 he had been working in the hanger along with Steve Ludwick. Mr Mattox advised that Steve Drybread had also been in the hanger working on a Berkut. Mr Mattox advised that Mr Drybread had been working on the auto pilot system on the aircraft for several days which required the removal of the canard wing from the front of the aircraft. On this date Mr Mattox stated he saw the aircraft leave the hanger but did not think it unusual believing Steve Drybread was taking it for a test flight. Mr Mattox stated shortly there after he was advised that the plane had went down.

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I then ask Mr Mattox what could cause the aircraft's canard to separate from the aircraft. Mr Mattox stated that the canard was attached by two 3/8" bolts which attached it to the airframe. I ask Mr Mattox who had been involved in working on the aircraft prior to its departure and he stated Steve Drybread had been the only person working on it.

I then ask Mr Mattox if he was familiar with Mr Drybread's personal life and if so to describe it. Mr Mattox advised he was not real familiar with Mr Drybread's personal life but stated that to his knowledge he was financially secure and everything appeared to be going well for him including the business.

At this point I completed the interview with Mr Mattox and began an interview with Steven Ludwick.

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#### Interview

Steven Ludwick\ On 05-24-02 an interview was conducted with Steven Ludwick about the events prior to the crash of Steven Drybread. Mr. Ludwick stated he was also an A & P mechanic who worked with and for Steve Drybread. Mr Ludwick stated that on the days prior to the crash that Steve Drybread had been working on the auto pilot system on that aircraft and that to do so required the removal of the canard to access the equipment. Mr Ludwick stated that on the late afternoon of 05-22-02 as he was leaving, Steve Drybread remained at the hanger stating he was going to finish some work on the Berkut before leaving for the day. Mr Ludwick also advised that Steve Drybread had removed the canard numerous time while working on the auto pilot.

On the afternoon of 05-23-02 Mr Ludwick stated he was working on another project and that due to noise he was wearing a headset. He stated that he observed Steve Drybread push the Berkut from the hanger and taxi away in it. Mr Ludwick stated he was not surprised as Steve Drybread had stated earlier that he would be taking the aircraft out for a test flight. A short time after the aircraft departed Mr Ludwick stated he received news that the aircraft had went down. Mr Ludwick stated that upon hearing this he surmised that the aircraft had made an off field landing for some reason but did not know the aircraft had crashed until later.

I then ask Mr Ludwick about the canard wing on the aircraft. Mr Ludwick then showed me a Berkut which was in the assembly process. Mr Ludwick showed me to attaching points which connected the canard to the aircraft's instrument panel which was molded into the airframe. Mr Ludwick advised that two 3/8"bolts were all that secured the canard. Mr Ludwick then showed me how there were also several sheet metal type screws which secured the cowling covering the wing but advised hey were not for any other purpose that holding the cowling down.

I then ask if the aircraft could feasibly have left the ground without the two bolts and he stated he believed it was possible due to the way the canard sits on the aircraft. I then ask why he believed the wing possible came off and Mr. Ludwick stated he believes that while putting the canard back on that Steve Drybread may have been interrupted by someone stopping by or calling for

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advise which was very common and that during this time Steven Drybread forgot to install the bolts to secure the canard and went ahead and fastened the screws securing the cowling thereby not being able to see the attaching bolts. Mr Ludwick suspects the canard stayed attached during take off due to pressure but upon leveling off the wing came unattached causing the airplane to be uncontrollable. After the above discussion with Steven Ludwick the interview was concluded.

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Coroners

Report\ Upon conclusion of witness interviews I contacted Deputy Coroner Ermil Allen in reference to autopsy results and toxicology results from the victim Steven Drybread. Deputy Coroner Allen advised that the autopsy had been performed by Dr. David Smith at Ball Memorial Hospital in Muncie IN and that as of this time no results on either had been returned. I was advised by Deputy Coroner Allen that it may take up to 60 days for results and that they may be obtained from Ball Hospital.

At this time there is no reason to suspect anything unusual in the results however when results become available copies of the same will be obtained, reviewed and added to this report.

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Summation\ After completion of the above investigation into preliminary events of the crash involving Steven C. Drybread it appears as though there was no type of criminal involvement leading to the crash. No further action will be taken by this agency. Any determination as to the physical cause of the crash will be left to the FAA and NTSB. Copies of all paper work and photographs will be forwarded to the NTSB in Chicago to assist in their investigation.

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Det David Riser.....06-07-02