

Incident Report Number 15-094861	Incident Location: [REDACTED], Milwaukee, WI, 53225	Incident Date: 07/29/2015
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**NARRATIVE**

At approximately 1814 hours, on July 29, 2015, I, Deputy Brian Fox # [REDACTED] of the Milwaukee County Sheriff's Office was on duty at Police Services Bureau, [REDACTED], Wauwatosa, WI, 53226. I was assigned to Zone 4 and in full uniform. I was assigned and operating as Squad [REDACTED] in vehicle [REDACTED] when the following incident occurred.

At approximately 1811 hours I received a radio transmission of a plane crash at or near Timmerman Airfield. I activated my emergency lights and siren exiting US Highway 45 northbound at W. Hampton Ave heading east towards Timmerman Airfield, [REDACTED], Milwaukee, WI 53225. At approximately N. 103<sup>rd</sup> St and W. Hampton Ave I began to call the scene as I continued towards N. 92<sup>nd</sup> St. I observed a large cloud of black smoke rising northeast of my current location. I notified Dispatch to dispatch MFD and Fire rescue. I turned left onto N. 92<sup>nd</sup> St heading north. I advised Dispatch that MFD and Medical Rescue were already entering the airfield from what appeared to be W. Appleton Ave at a gate approximately 500 yards north of W. Hampton Ave. I identified Gate 4 as my best access point to the crash scene. I pushed a call button at the remote access gate box and gained entry to Timmerman Airfield. I notified dispatch of my point of egress onto the airfield by location and gate number. The plane was fully engulfed in fire with MFD still in route to the scene, but at least 300 yards northeast of me and to the north of my point of entry. I further described the scene as it developed to Dispatch. I observed a small aircraft as it was fully engulfed in flames and a developed thick cloud of black smoke. The aircraft came to rest in a grassy field near the west side of Timmerman Airfield.

I continued to scan the airfield and surrounding airspace to make positively sure I would not be hit by incoming or departing aircraft. I also began to scan the grassy area surrounding the aircraft for the pilot or injured passengers. Seeing none, I continued directly to the crash site, took command of the scene and began notifying dispatch of rescue equipment on scene, the situation, the lack of visible survivors nearby and again how responding MCSO units could gain entry to the airfield.

MFD trucks [REDACTED] and [REDACTED] were just about to charge their water lines to begin extinguishing the fire. Battalion Chief [REDACTED] was coordinating rescue and firefighting operations while MFD Med Unit [REDACTED] was standing by for transport and medical treatment of any survivors. I had my squad positioned immediately upon arrival to record the incident. MFD Rescue [REDACTED] arrived on scene as did MPD Supervisor Squad [REDACTED] and Transport [REDACTED] approximately 3 to 5 minutes after my arrival.

I spoke with Battalion Chief [REDACTED] to determine if there were known survivors. I notified Dispatch that a crash kit was needed and to contact Timmermann Airfield

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Control Tower for a flight manifest to determine how many passengers were on board the aircraft. It was determined that two individuals were deceased due to the accident. The deceased were later identified as; Joseph F. Trustey, M/W, DOB [REDACTED] and Anna R. Trustey, F/W, DOB [REDACTED] his daughter. Once the fire was extinguished I began to secure the scene and preserve evidence.

Lieutenant Tricia Carlson and Sergeant Charles Stowers, arrived and took over as incident commanders of the incident. I joined arriving MCSO Squads; [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED] and Cycle [REDACTED] with perimeter security. Squad [REDACTED] deployed myself and other Deputies into a search grid formation and began searching for evidence or marks to the airfield surface. This concludes my involvement in this incident.

Reporting Officer(s): Fox, Dep Brian J.	ID Number [REDACTED]	ID Number	Pages: 3 Of 9
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## Supplementary Report

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New Incident:	Original CFS Code - 1:	New CFS Code - 1 : New CFS Code - 2:

**NARRATIVE**

On Wednesday, 0729/15 I Deputy Anthony Kraus # [REDACTED] badge # [REDACTED] was working in full uniform as squad [REDACTED]. I was assigned to the Police Services Bureau, Airport Division located at General Mitchell International Airport, [REDACTED] Milwaukee, Wisconsin 53207. I was acting in my official capacity as a Law Enforcement Officer when the following incident occurred.

At approximately 1812 hours I was dispatched to Timmerman Field Airport at [REDACTED] Milwaukee WI for an alert 3, a possible aircraft crash. I also conveyed Cpt. Mark Witek, out to this location.

At approximately 1823 hours we arrived at Timmerman Field Airport, where I immediately assisted in securing the perimeter of the wreckage. I then latter assisted in a grid search of the field, looking for any additional evidence of the crash.

At approximately 1850 hours I was ordered by Lieutenant Jason Hodel to create a roster of all the responding supervisors that were with in the perimeter of the crash scene. I collected the following names: Michael Casper a General Mitchell International Airport (GMIA) operations employee, Paul Sweeney FAA, Joe Forro GMIA Fire Chief, Timothy Brown GMIA maintenance, William Hanney Milwaukee Police Department (MPD) crash reconstructionist, MPD D.I. Steven Basting. Once this list was collected, I then turned this list over to LT. Tricia Carlson.

I was then assigned to Gate 9L, checking in and out vehicles as they came through keeping out unauthorized personal.

Reporting Officer(s): Kraus, Dep Anthony D.	Payroll Number: [REDACTED]	Payroll Number:	Report Dat .: 07/29/2015
Reviewed by: Carlson, Lieutenant Tricia M.	Payroll Number: [REDACTED]	Copy To:	1 of 2

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## Supplementary Report

Incident Report Number 15-094861	Incident Location: [REDACTED], Milwaukee, WI, 53225	Incident Date: 07/29/2015
New Incident: Death Investigation	Original CFS Code - 1: A714	New CFS Code - 1 : R657
New CFS Code - 2:		

**NARRATIVE**

On Wednesday 29 July, 2015 I, Detective Brian Morgan (badge [REDACTED]) was off duty at approximately 1820 hours when I received a telephone call from my supervisor, Sergeant Aaron Dobson, informing me of a plane crash that occurred at Timmerman Field, located at [REDACTED] in the City and County of Milwaukee, and requested that I respond. I notified dispatch that I was responding and was logged in as squad [REDACTED].

When I arrived at Timmerman Field I met with Sgt. Dobson at the sight of the plane crash. I observed the wreckage of a white airplane, pointing in a northeasterly direction, with tail number N425KJ which listed to a 2009 Socata TBM 850 which is a 7 seat single engine fixed wing airplane with a serial number of 518. The plane sustained severe damage to the nose, fuselage, and wing sections of the aircraft. The plane came to rest at the south end of a charred debris field that was orientated predominantly in a north/ south direction. The damage to the plane also indicated a high intensity fire to the craft and the burned grass and debris surrounding it supported that deduction. The passenger compartment of the craft was exposed, either from impact damage or from the fire that ensued, and the inside of the cockpit was visible. The interior of the cockpit and cabin were severely burned and the remains of the two occupants were visible. Both occupant had remained seated in the front seats of the aircraft and the injuries to the occupants were obviously too severe to sustain life. Both occupants were unidentifiable and no age, race, or sex could be inferred.

I was informed that identification was found in the burnt debris and the possible occupants were Joseph Francis Trustey (M/W [REDACTED]) and Anna K Trustey (F/W [REDACTED]). The identification indicated a possible address of [REDACTED], Wenham MA, 01984-1123.

Several members of the Milwaukee County Sheriff's Office, Milwaukee Police Department (MPD), Airport Operations, and Federal Aviation Administration were already at the scene of the crash to include MPD Police Officer William C Hanney who was conducting a GPS crime scene reconstruction.

Sgt. Dobson informed me that the Air Traffic Controller had not been interviewed and I was assigned with that task.

Interview with Arthur Phillip (Phil) Cuevac (M/W [REDACTED])

I spoke with Cuevac in the Air Traffic Control Tower and he relayed the following information to me. At approximately 1800 hours he had his first contact with the aircraft when the plane was approximately 6 miles out from the airfield. The pilot requested a wind check from the tower prior to landing

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and was on approach for runway 33R. Cuevac stated he observed the plane make contact with the airstrip and heard the wheels make contact with the runway. Cuevac stated everything appeared normal except he heard the tires squeal longer than usual. The pilot requested a "re-approach", asking for permission to abort the landing and come around again to land, and Cuevac granted permission for the "re-approach" giving "close air left traffic" instructions to the pilot. Cuevac explained that his instructions advised the pilot to come around to the same runway after making a left hand turn. Cuevac stated that the plane made a rapid ascent with a simultaneous left hand turn and appeared to stall approximately 1,000 feet off of the ground and fall onto its left wing before bursting into flame. Cuevac then called 911. Cuevac informed me that the plane had originated out of KBVY Airport in Beverly Massachusetts but was unable to obtain a flight plan.

At approximately 1920 hours the Medical Examiner's (ME) office was called and at 2000 hrs Crystal Green, a Forensic Investigator, arrived on scene. The human remains were removed from the wreckage with the assistance of the Milwaukee Fire Department (MFD) and were conveyed to the ME's office for autopsy.

At approximately 2120 hours Sgt. Gray of the Wenham Police Department, Wenham MA, made notification to Kristine M Trustey (F/W [REDACTED]), the alleged wife and mother of the two victims of the crash and it was confirmed that both Joseph and Anna were traveling by private plane to the Milwaukee area for a college tour and the two victims were more than likely Joseph and Anna Trustey.

On Thursday, July 30th, I made contact with North Atlantic Aviation, the company at Beverly Airport that stores and fuels aircraft from that airport, and I was informed that Joseph and Anna Trustey arrived at the airport at approximately 1400 EST. The plane was topped off with 84 gallons of fuel, 42 gallons per wing, by North Atlantic Aviation. The Manufacturer lists the max fuel load of that model plane at 1,947 lbs of fuel, approximately 324 gallons, which would have been the approximate fuel load at the time of take off. Joseph took off from Beverly Airport at approximately 1600 EST en route to Timmerman Airport which is 866 nm from Timmerman field, within the 1585 nm maximum range of the Socata TBM 850.

I returned to Timmerman Airfield and made contact with Andrew Todd Fox, an Air Safety Investigator for the National Transportation Safety Board (NTSB), and the aircraft was turned over to him for investigation.

The autopsies of Anna and Joseph Trustey were conducted by the Milwaukee County Medical Examiners Office. The preliminary report shows the Immediate Cause of Death as "Thermal Injuries and Inhalation of Products of Combustion".

Reporting Officer(s):

Morgan, Detective Brian D.

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On Friday July 31st I spoke with Kristine Trustey, via telephone, and attempted to establish the whereabouts of Joseph and Anna 24 hours prior to the crash.

Ms. Trustey stated that on Tuesday, July 28th, Joseph was at his office in Boston MA and went directly to a work dinner in the Boston area. Joseph returned home between 2100 and 2130 EST where he stayed the remainder of the night. Joseph had a dentist's appointment between 0800 and 0900 EST on Wednesday July 29th and went to his office following the appointment. Joseph remained at work until he returned home to pick up his daughter, Anna, before 1400 EST to go to the airport. Joseph took off from Beverly Airport at approximately 1600 EST en route to Timmerman Airport, where the crash occurred shortly after 1800 CST.

Ms. Trustey informed me that on Tuesday July 28th, Anna had remained home all night babysitting. On Wednesday morning she had gone to the beach with friends. Anna returned home with enough time to shower prior to being picked up by her father, Joseph, shortly before 1400 EST when the both traveled to Beverly Airport. Anna flew with her father, leaving Beverly Airport at approximately 1600 EST to Timmerman Airport where the plane crashed shortly after 1800 CST.

I spoke with Ms. Trustey and asked her about any personal effects that she would want after the completion of the investigation. Ms. Trustey was informed of the condition of the items that were recovered and requested that it be disposed of upon the completion of the investigation. Ms. Trustey did inquire about her husbands wedding ring and a necklace worn by her daughter. I informed her that those items went with the remains to the ME's Office. ME reports did show those items listed as property and I gave Ms. Trustey the ME's telephone number.

Supplemental Reports to Follow:

Reporting Officer(s):

Morgan, Detective Brian D.

ID Number

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**NARRATIVE**

On Wednesday July 29th, 2015, I, Deputy JoAnn Donner # [REDACTED], was assigned to duty in full uniform as Squad [REDACTED] in a marked patrol car (vehicle [REDACTED]) in the Police Services Bureau Patrol Division located at [REDACTED] in the City of Wauwatosa, County of Milwaukee. I was acting within my official capacity as a law enforcement officer when the following incident occurred:

I responded to the report of a plane crash at Timmerman Field located at [REDACTED] in the City of Milwaukee, County of Milwaukee. Upon arrival I met with Sergeant Stowers who advised me that I would be helping with a grid search and also interviewing possible witnesses.

After the grid search I went to an address of [REDACTED] and met with a witness who was identified as GIPP, Susan A F/W [REDACTED]. GIPP states she was at the residence visiting her brother in law when while she was at the kitchen sink she heard a very loud engine noise. She looked out the window above the sink (located on the north wall) and saw a small aircraft flying in a southeasterly direction. She states the plane was so low she thought it might hit power lines or possibly the garage. She also states the flight path was unusual as there wasn't a runway positioned where the plane was approaching. She clearly heard the engines and states that it was not sputtering, she did not see any smoke and the plane was level.

GIPP then looked to her right and out a window that faces east when she saw the plane tip towards its right side. The wing struck the ground, then the nose hit, and then the plane spun around to come to rest facing northwest. There was smoke coming from the aircraft and then flames. GIPP then heard an explosion and the flames increased. A second explosion occurred and the plane was fully engulfed.

This information was passed on to Airport Operations and the FAA.

Reporting Officer(s): Donner, Dep Joann A.	Payroll Number: [REDACTED]	Payroll Number:	Report Date: 08/02/2015
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New Incident:	Original CFS Code - 1:	New CFS Code - 1 : New CFS Code - 2:

**NARRATIVE**

On Wednesday, July 29th, 2015, I, Deputy Christine M. Baker # [REDACTED], was assigned to duty in full uniform as Squad [REDACTED] in a marked patrol car (vehicle [REDACTED], no squad camera) in the Police Services Bureau Patrol Division located at [REDACTED] in the City of Wauwatosa, County of Milwaukee. I was acting within my official capacity as a law enforcement officer when the following incident occurred:

At approximately 1815 hours, I was dispatched to a plane crash at Timmerman Airport. At approximately 1930 hours, I made contact with two witnesses that stated that they observed the plane crash.

A subject, identified as Gipp, Kenneth F (M/W [REDACTED]) stated that he was at a residence adjacent to the west end of the airport. He stated to me the following:

"At about 6:15 pm, I was sitting at the kitchen table. I looked out. I saw a plane, and it was leaning towards the right. It looked like the right wing hit the ground. It looked like the front end smashed into the ground, and it flipped around. It looked like a trail of fire. Immediately, the front end of the plane was on fire. Then there was a loud explosion. Then the whole front end of the plane was on fire. Two or three seconds before the crash, I heard what sounded like a loud truck. That is what made me look out the window. It's not a normal sound that we hear here. The plane was coming from the northwest. That guy couldn't have landed on the runway the way he was pitched."

I then interviewed another subject, identified as Saporito, James M (M/W [REDACTED]). He stated that he was at home and that his home is near the west end of the airport. He stated to me the following:

"I was sitting in my living room. I heard an explosion. I came outside. I went to the gate. I couldn't get through. I heard a second explosion. The plane was engulfed in flames. The whole front end was on fire. I didn't hear anything before the first explosion."

Reporting Officer(s): Baker, Dep Christine M.	Payroll Number: [REDACTED]	Payroll Number:	Report Date: 08/03/2015
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