

**OTTER TAIL COUNTY SHERIFF'S OFFICE
INVESTIGATION REPORT**

INCIDENT NUMBER: 13004733
OFFENSE CATEGORY: Airplane Crash
LOCATION OF OFFENSE: Near 59196 Co Hwy 40, Parkers Prairie
DATE/TIME OF INCIDENT: 02/20/2013 @ approximately 1825 hrs
DATE/TIME REPORTED: 02/20/2013 @ 1829 hrs
DEPUTY: Sgt. Scott Wagner #309

PRINCIPALS:

Pilot/Deceased
Menze, Adam Richard
Dob: [REDACTED]
[REDACTED]
Ottetail, MN 56571
Adult white male

Reporter
Snook, Gayle Joseph
Dob: [REDACTED]
[REDACTED]
Parkers Prairie, MN 56361
Phone: [REDACTED]

Deceased's Brother
Menze, Aaron Orlend
Dob: [REDACTED]
[REDACTED]
Ottetail, MN 56571
Phone: [REDACTED]
[REDACTED]
Adult white male

COPY

ADDITIONAL OFFICERS: Sheriff Brian Schlueter #301, OTCSO
Detective Sgt. Greg Seim #306, OTCSO
Detective Reed Reinbold #313, OTCSO
Deputy Jim Iverson #332, OTCSO
Trooper Isaiah Godding #413, State Patrol
Officer Justin Lohse #161, Henning PD
Chief Doug Whiting #180, Parkers Prairie PD
Parkers Prairie Fire Department
2 units from Parkers Prairie Ambulance Service

Investigators from National Transportation Safety Board

Timothy Sorenson

Phone: [REDACTED]

Pam Sullivan

Phone: [REDACTED]

Federal Aviation Administration Investigator

Kevin Morris

Phone: [REDACTED]

SUSPECT/VICTIM VEHICLE: Maule MXT-7 StarCraft
Registration 9229Y
Single engine airplane red and white in color

SYNOPSIS: The Otter Tail County Sheriff's Office received the report of a plane crash that had occurred at [REDACTED] Hwy 40. When first responders arrived at the scene, they learned that the pilot in the aircraft, Adam Richard Menze, was deceased. The plane involved in the incident was badly damaged. The National Transportation Safety Board and Federal Aviation Administration were contacted. See narrative for details.

DETAILS:

At approximately 1829 hours on 02/20/2013, I, Sergeant Scott Wagner, Badge #309 of the Otter Tail County Sheriff's Office, responded to the report of an airplane crash that occurred at [REDACTED] Co Hwy 40, Parkers Prairie. The resident at that address, Gayle Snook, contacted OTCSO Dispatch to report the incident. Snook reported that he heard the loud noise of the crash, and he found a large amount of airplane debris near the end of his driveway, which is on the south side of Co Hwy 40. Snook then located the downed airplane, which was initially described as a smaller, crop-duster style air craft. The status of the pilot or other potential occupants was not initially known. I responded to the scene, along with OTCSO Deputy Jim Iverson. The Parkers Prairie Fire Department and Parkers Ambulance Service, and officers from the MN State Patrol and Henning Police Department also responded to the incident, and they were at the scene when I arrived.

The crash site was located about 100 feet south of Co Hwy 40, on the west side of the driveway at [REDACTED] Co Hwy 40. I saw that the badly damaged plane had come to rest in an area of small trees, which are on the west side of the driveway. There is a large, open field that borders the east side of that driveway. Other responders pointed out that there was an impact mark in the snow covered field about 75 to 100 yards southeast of where the plane had come to rest. Based on the impact mark and the final resting point of the aircraft, it appeared that the plane had been traveling in a north to northwest direction. It appeared to have overturned, and the ceiling or roof of the passenger compartment had been torn off. There were pieces of debris, including the plane's propeller, strewn about the area and in the field. I could see that an occupant of the airplane was still entangled in the wreckage. Severe trauma was evident on this person, and it was apparent that he was deceased. This was confirmed by the paramedics at the scene.

I took initial photographs of the scene, as the firemen took steps to disconnect the airplane's battery to limit the fire danger. There was a very strong odor of leaking fuel around the airplane. After I spoke by phone with investigators from the Federal Aviation Administration and National Transportation Safety

Board, the firemen began extricating the occupant from the plane. During the extrication, sections of the wreckage had to be pulled apart and broken away, to allow the body to be removed.

Because of the extensive damage to the airplane, I was not able to locate any identifying numbers on its exterior. The airplane was a single engine Maule MXT-7 StarCraft; it was red and white in color. The occupant of the plane was identified by his MN driver's license, personal effects business cards, and later by family member's statements, as Adam Richard Menze. With the help of the NTSB personnel, who checked the airplane registration for Adam Menze, the registration number for the plane was believed to be 9229Y.

As the investigation of the incident continued, OTCSO Sheriff Brian Schlueter, Badge #301, Detective Reed Reinbold, Badge #313, and Detective Sergeant Greg Seim #306, also arrived at the scene. After Adam's body was removed from the wreckage, contact was made with the OTC Coroner and an autopsy was ordered. I took some initial photos of Adam, and additional photographs were taken by Detective Reinbold. I noted many visible area of trauma to Adam's body and facial areas. After the photographs were taken, Adam's body was transported to the Lake Region Hospital by the Parkers Ambulance Service. Deputy Iverson used a snowmobile to extensively check the adjacent field, to ensure that there were no other potential occupants of the airplane who could have been thrown from the aircraft. No additional victims were located, and it was later confirmed that the pilot had been alone in the plane.

While at the scene, I spoke by phone with Aaron Menze. Aaron had contacted the OTCSO, to report an overdue aircraft, which his brother Adam Menze had been flying. I was aware the Aaron Menze was listed on the registration for the airplane involved, along with Adam. I did inform Aaron that I was at the scene of the crash, and I advised him that Adam was deceased. Aaron told me that Adam had been on his way from Peoria, Illinois. He planned to land his plan at the address of [REDACTED] Co Hwy 54 (southeast of Perham). Aaron Menze said that he had received a text message from Adam at approximately 1805 hours that evening, stating that he believed he would be home in approximately 20 minutes. That was the last reported contact Aaron had with his brother. Aaron confirmed that his brother would have been the sole occupant of the plane. During my abbreviated conversation with Aaron, it did not appear that Adam had given any indication of mechanical problems or other issues with the aircraft in his text messages. A short time later that evening, Sheriff Schlueter personally met with the Menze family and gave formal notification of the incident.

I also spoke further with the reporter of the incident, Gayle Snook. Gayle told me that he had been inside his home, when he heard a loud noise that sounded like an engine backfire. He then heard a loud impact noise, presumably when the plane initially contacted the ground. This noise was followed a "big bang" in the area where the plane came to rest. Gayle said he ran out to see what had happened, and he saw the debris scattered across his driveway, and the remains of the plane in the small grove of trees. Gayle did not report seeing any signs of life from the pilot, but he told me that he had been hesitant to approach the wreckage closely, due to the strong odor of fuel in the air.

I cleared the scene of the incident at approximately 2200 hours, after a member of the OTCSO Sheriff's posse was posted at the crash site, in order to protect the integrity of the scene. I had been in contact with NTSB and FAA Investigators, and I was informed that representatives of each agency would arrive the following day to inspect the site and follow up on the incident.

STOLEN PROPERTY/ESTIMATE OF DAMAGES TO PROPERTY SECTION

<u>Description</u>	<u>Serial Number</u>	<u>Make/Model/Brand</u>	<u>Value</u>
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EVIDENCE/ RECORDINGS:

Photographs

Numerous items collected at the scene

STATUS: Forward to Investigations

Sgt. Scott Wagner #309
Otter Tail County Sheriff's Office
SW/enb:02/21/2013@0829hrs ADM1 Job#22520
enb:02/21/2013

Cc: _____

Cc: _____

**OTTER TAIL COUNTY SHERIFF'S OFFICE
FOLLOW UP INVESTIGATION REPORT**

INCIDENT NUMBER: 13004733
OFFENSE CATEGORY: Airplane Crash resulting in a Fatality
COMPLAINANT: Snook, Gayle Joseph
DEPUTY: Det. Sgt. Greg Seim #306

PRINCIPALS:

Complainant/Reporter
Snook, Gayle Joseph
Dob: [REDACTED]
[REDACTED]
Parkers Prairie, MN 56361
Phone: [REDACTED]
White adult male

Victim (deceased)
Menze, Adam Richard
Dob: [REDACTED]
[REDACTED]
Ottertail, MN 56571
White adult male

Mentioned (brother of victim)
Menze, Aaron Orlend
Dob: [REDACTED]
[REDACTED]
Ottertail, MN 56571
Phone: [REDACTED]
[REDACTED]
White adult male
Family contact person

Mentioned (wife of victim)
Menze, Rhonda Kay
Dob: [REDACTED]
[REDACTED]
Ottertail, MN 56571
Phone: [REDACTED]
[REDACTED]
White adult female

Mentioned (possible Witness)
Kirscht, Lloyd Francis
Dob: [REDACTED]
[REDACTED]
Hewitt, MN 56453
Phone: [REDACTED]
White adult male

Mentioned
Pince, Lonny
Phone: [REDACTED] 4
(alleged to have juvenile
daughter who may have
witnessed the crash)

Mentioned
Morris, Kevin R.
Federal Aviation Administration
Department of Aviation Safety and Accident Investigation
Works out of Minneapolis Flight Standards District Office
Work: 6020 28th Avenue S
Minneapolis, MN 55450
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]

COPY

Mentioned

Nelson, David R.
Federal Aviation Administration
Aviation Safety Inspector/Accident Investigator
Works out of Minneapolis Flight Standards District Office
Work: 6020 28th Avenue S Room 201
Minneapolis, MN 55450
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]

Mentioned

Sullivan, Pamela S.
National Transportation Safety Board
Senior Air Safety Investigator
31 W775 North Avenue
West Chicago, IL 60815
Phone: [REDACTED]
Email: [REDACTED]

DETAILS:

On 02/20/2013 at approximately 1900 hours, I started receiving text and phone calls reference a possible airplane crash that had occurred in the rural Parkers Prairie area. I later received confirmation that this crash had indeed occurred and Sergeant Scott Wagner #309 of the Otter Tail County Sheriff's Office was currently on scene. I called Sergeant Wagner. At this time, he explained to me that he was very busy with the initial investigation but explained that he had one for sure victim that was deceased at the scene and they were currently searching for other victims. At this time, I made the decision to call out an investigator to respond to the scene in order to document the physical evidence at the scene through photograph for later review by the FAA and NTSB. It is noted that the FAA is the Federal Aviation Association and NTSB stands for the National Transportation Safety Board. I contacted Detective Reed Reinbold #313 of the Otter Tail County Sheriff's Office to respond to the scene. I also came out and responded to the scene.

Detective Reinbold arrived prior to me and briefed me of what he had done up to the time that I arrived. It is noted that Detective Reinbold's involvement in this case file would be the documentation of the evidence at the scene through photography so he responded as a crime scene officer to document. Therefore, Detective Reinbold's involvement would be the photographing of the plane, the victim, the crash site, and the debris to document its landing state for any future movement.

Upon my arrival to the scene, I consulted with Detective Reinbold, Sheriff Brian Schlueter, and also with Sergeant Scott Wagner. It was noted that Sergeant Scott Wagner had a preliminary identification done through documents that had been located. On the preliminary identification was being that the pilot was being an Adam Richard Menze (dob: [REDACTED]). It is noted that Sergeant Wagner requested of Deputy Jason Morris #327 of the Otter Tail County Sheriff's Office to respond to the Menze residence to attempt to verify if this was indeed the identity of our victim. It is noted that prior to this, Adam Menze's brother, Aaron Menze, had called in that his brother was overdue as he was flying an airplane from the Illinois area. Please refer to Sergeant Wagner's report for full details.

I then assisted Detective Reinbold with the photographing of the scene and the evidence. It is noted that there were multiple pieces of evidence that are actually not considered evidence at this time. However these items were transferred to my custody. These items were taken by the initial officers at the scene and also fireman as they were strewn about at the scene. There were two bags of personal affects that were transferred to me this would include clothing, underwear, shaving kits, and etc., belonging to the victim. These again were seized because they were strewn about the field. There was a backpack which contained a laptop and there were multiple documents that were strewn about. Most of the documents were in regard to airplanes. Some appeared to be maintenance records. Therefore, these documents were seized by me to prevent these documents from blowing way or being destroyed. These items were then placed in my squad car.

I then assisted with further identification of the body. It is noted that prior to this physical identification, the Otter Tail County Sheriff's Office had gone to the scene, spoke with the family, and verified that they believed that our pilot was Adam Menze. It is noted that we were unable to retrieve the numbers on the airplane as of yet, due to the fact that the actual physical identifiers or tail numbers were destroyed in the impact of the plane. Sergeant Wagner later identified, through the FAA, that the tail number or identifier number for the plane in question should be 9229Y. It is a Moule MXT-7 Starcraft Airplane. It is a multiple passenger airplane. However it was identified that the only person in this airplane would be the pilot, Adam Menze.

I then proceeded with Detective Reinbold to assist in photographing the body. During this time, I did glove up and I did open the snowpants that were worn by the victim to attempt to locate a wallet. I did locate a checkbook style wallet which contained a driver's license with the name of Adam Richard Menze (dob: [REDACTED]). We were able to do an identification from the photo of the driver's license to the victim and with the information received by Sergeant Wagner; we believed that the victim was now positively identified. This wallet I did seize into my custody just for safekeeping based on the fact that there were credit cards contained inside and also a hundred dollar bill. This was sealed in a plastic bag and kept in my squad car.

It is noted that Sheriff Schlueter made arrangements, due to the fact that this investigation would go into the following day, for the Otter Tail County Sheriff's Posse to come to the scene and secure the airplane until the following day.

Sheriff Schlueter then traveled to the home to speak further and pass on his condolences to the family and see if there was anything that we could do. Sheriff Schlueter spoke with Rhonda Menze, who is identified as the wife of the victim, and also Aaron Menze, who is the brother of the victim. Sheriff Schlueter was able to document that there were several text messages back and forth with Adam Menze while he was in flight. Adam Menze left the Peoria, IL airport around 2 o'clock to travel back to Otter Tail County. He was traveling to an address of [REDACTED] Co Hwy 54. This is an address that is owned by Aaron Menze and it is an address where the family has a private airstrip where these small planes can land. It was explained that Adam Menze was in Peoria, IL for a business related trip and again he left that area around 2 o'clock. At 1511 hours, he texted his brother, Aaron, that he was over the Quad Cities (which is the Davenport, IA along with multiple other cities that identify as the Quad City area). That again was what 1511 or 3:11 pm. At 1739 hours or 5:39 pm, he text asking if the family runway was open or if he would have to land at a separate airport, possibly in Wadena. At 6:03 pm, he indicated that he would be home at approximately 1825 hours or 6:25pm. It is noted that 1805 hours of 6:05pm, his brother, Aaron, text him back that the runway was open and the response received back from Adam via text was okay. Sheriff Schlueter did receive basic information of any issues with the airplane or any medical issues. It is noted that there were no issues noted with the airplane, except a minor starter issue.

There was something where the airplane would not start while in Peoria IL but this was fixed before the flight. There were no known medical issues involving the victim, Adam Menze. It is noted that he did have a birth defect where his hands and arms were smaller or some birth defect that was visual at the scene. However, this has no effect of being a pilot as he has been able to maintain his pilot status since 1992 and has logged many many flown hours. It is noted that he was a very experienced pilot as indicated by the family. It was later explained to me by Aaron Menze that Adam has been involved with an emergency crash style situation prior, which would be multiple years ago in which he had to forcible land an airplane that was having mechanical issues on a tar road in the middle of winter time. Therefore, it is uncertain why he possibly could not land this plane.

It is noted that I did receive contact information from Sergeant Wagner on scene of the persons that he had spoken to from the FAA and also the NTSB in reference to who would be following up with this investigation. That information was given to me. From the NTSB there would be an investigator by the name of Pamela Sullivan. From the FAA, Sergeant Wagner spoke with a Kevin Morris out of the Minneapolis Office. Morris would be responding to the location earlier in the morning and Pamela Sullivan, who is out of the Chicago area, would also be coming to the scene. I gained contact information for the two.

Detective Reinbold and I finished processing the scene and Detective Reinbold cleared the scene. It is noted that he will later download his photographs from the scene into the Otter Tail County Photo Evidence Storage system. From this system, I will later create a copy of all photos taken and also the reports generated for this file to be sent to the NTSB and the FAA.

Prior to clearing the scene, I did speak with the original complainant, Gayle Snook. The summary Gayle Snook gave to me was to the fact that he had heard a loud jet engine, which he thought was a spray plane. After he heard the loud engine, he heard a loud bang and shortly thereafter a second bang. He went outside to his driveway to find debris. He went and got his father in a neighboring home and then the actual plane was located. Snook stated that from his original time that he heard noises until he reported them to Law Enforcement would be approximately 4 to 5 minutes. That would be the timeframe it took him to identify that a plane had crashed. He did give a statement to Sergeant Wagner. Please refer to Sergeant Wagner's report for full details. The reason I spoke with Snook at this time was to gain permission for further investigation. The plane itself had landed on Snook's property and the original impact was also in a field belonging to Snook. At this time, I got verbal consent to secure the scene and also verbal consent for future investigation the following day. Snook was a very willing participant and it is noted that he did assist us by hanging around at the scene for any questions during the investigation.

At this time, I did assist Sergeant Wagner with any detailed information that he may need and we also consulted in reference to the media release. It is noted that while we were on scene this original night, news media did arrive. We did allow the news media to photograph the wreckage from the right of roadway area. It is noted that the wreckage was a short distance off of Co Hwy 40 onto private property. Therefore, legally the media could come into the road right of way via the driveway belonging to Gayle Snook to photo the scene.

At this time, I waited for the arrival of the Otter Tail County Sheriff's Posse. I instructed them of the scene security and then I cleared the scene.

On 02/21/2013, I resumed investigation. It is noted that I did respond original to the Otter Tail County Operations Center to retain custody of all items that were seized from the airplane crash site that I had

previously described. Those seized items were placed at the Otter Tail County Operations Center overnight to dry and air out as most of the items had been doused with plane fuel. I retrieved these items and responded back to the crash site.

I had also received an email from Deputy Jason Morris. Deputy Morris had checked on the Otter Tail County Sheriff's Posse throughout the night. During one of these checks, the Sheriff's Posse reported to Deputy Morris that a gentleman named, Keith Crisman, had stopped at the scene with his mother to deliver food and coffee to the Sheriff's Posse. During this time, Crisman's mother had allegedly told the Sheriff's Posse that she had seen the plane flying around. She had told them that the plane was flying very low and took a few drastic dips while flying. She said that the plane did not look right. This was the email received by Deputy Morris.

When I originally responded to the scene, I started making contact with Keith Crisman through a phone number in our Otter Tail County CIS system from a previous contact. Crisman explained to me upon phone contact that yes indeed he, and actually it is not his mother, it is a female that he is staying with by the first name of Kelly. She is actually the mother of his best friend. They did go to the scene and deliver coffee to the Sheriff's Posse member. Crisman indicated that he is an EMT and a first responder and that is the reason for his knowledge of the crash. He indicated that at no time did they provide any information that had been documented.

I did receive the phone number for Kelly and immediately made cell phone contact with her. She indicated the same thing that Keith Crisman had told me. They had been to the scene but the statement within the email was untrue. She had not stated any of these types of things to the Sheriff's Posse member.

I am uncertain at this time if these statements were actually made or if it was general conversation that was taken wrong. However, at this time, all persons denied any knowledge. Based on these facts, however, I did expand my search to the neighbors to attempt to identify if any other persons could have stopped and given this information to the Sheriff's Posse and it was just the wrong name that was taken with the information.

I also located a person by the name of Lloyd Francis Kirscht (dob: [REDACTED]). He actually drove by the scene multiple times and finally stopped in to speak to me. Kirscht stated that between 5 and 6pm, he and his son were at his home address, which is located at the address of [REDACTED]. It is a Hewitt address. It is located (by the way that he indicated) by the way the crow flies five miles to the northeast of here. If you took Co Hwy 40 all the way east to the Otter Tail / Todd / Wadena County Line, it would be one mile north on a gravel. He indicated that between 5 and 6pm, a plane came over their trees, over their farm, in a very low fashion. This plane was in a southwesterly direction heading towards the crash site. The plane was identified as a small white plane. It was at the point where they could not really see everything on the plane because it was starting to get dark out. However, it was still light enough to see. The plane appeared to have something hanging down below the plane and he did not think that it was running gear. He indicated that it seemed strange. It seemed too low for running gear. He indicated that this plane was low. However, it was high enough to be above the tree line and to fly in what appeared to be a normal fashion. However, he did indicate that it was flying low enough that it caused both him and his son to stop what they were doing, get out of their tractors, and watch the plane. The plane came on the northwest side of their farm and again was traveling in a southwesterly direction, which would be directly towards our crash site. The nearest he could tell me was that it was between 5 and 6 pm as he really did not pay attention to his watch. He again stated that it was a lighter colored plane. It had white blinking lights on each wing of the plane and again it appeared something

was hanging below the plane that appeared lower than normal running gear. This witness information was provided to the FAA and they will formally interview Lloyd Kirscht at a later time.

It is noted that I later received information of a gentleman named Lonny Pince. This was from a passerby neighbor who gave me this information. The neighbor gave me Lonny's cell phone of [REDACTED]. Allegedly, Lonny's juvenile daughter had witnessed the plane crash. It is noted that the Pince family lives approximately a half mile to the northwest of the plane crash and would have had witness to the area to the southeast of the plane in the air. Therefore the information may be certain. The information that was received was to the fact that this juvenile female had seen the plane in the air, had seen the plane traveling at a northwesterly direction, had seen the plane take a large swinging turn to the east then to the southeast, and had seen the plane drop in the field. This information was immediately provided to the FAA when they were on scene with me and the FAA requested that they follow-up with this information and not the Otter Tail County Sheriff's Office. Therefore, the documentation was given to them.

Therefore, as far as my assistance with the investigation on 02/21/2013, would be the fact that I located the Crismans to verify that the information was not from them. I spoke with other neighbors and identified as a possible witness of being Lonny Pince's juvenile daughter. I took some general photographs of the scene during the daylight, while assisting the FAA. It is noted that I stood on scene while members of the FAA arrived along with the NTSB. It is noted that the persons that arrived would be from the FAA would be Kevin Morris, who had been spoken to the night before, and a David Nelson. They arrived at approximately 1030 in the morning on the 21st, conducted their investigation.

Later on in the day, at approximately 2 o'clock, Pamela Sullivan arrived from the NTSB, who concluded her investigation. Sullivan also arranged to have a salvage company come to the location and the airplane was completely cleaned up by the salvage company. It is noted that the airplane wreckage would be taken to a heated hanger in Lakeville, MN for further analysis.

All items that had been seized the night before that were contained in my squad car were presented to FAA and also to the NTSB. The FAA seized multiple documents involving the plane, to include engine and maintenance log books and other log books and other documents. They also seized a pilot log book that was contained in the backpack which had the laptop in it. These items were seized for further investigation and will be later returned to the family. The remainder of the items were left in my custody. The NTSB stated that all items that I currently had could be returned home except for two items. The two items would be an iPhone, which belonged to Adam Menze. This iPhone was smashed. However, the NTSB requested to do a download of the phone. Reason being is this statement partially received from Aaron Menze would be the fact that his brother used this iPhone in a cradle which was on the dash or steering wheel portion of the airplane. I am uncertain which. However, there was a cradle to hold this iPhone and his iPhone was used as a GPS to fly. Therefore, it would keep Adam Menze on a straight flight. Therefore, Sullivan seized the phone at this time for an official download and she will later return that phone. The secondary piece of evidence that Pamela Sullivan seized would be a gas receipt out of the wallet of Adam Menze. This receipt was photographed by Sullivan and returned to the wallet for my return to the family. I was present during this entire time. This receipt was for a gas receipt out of Peoria, IL at the airport in which Adam Menze landed at and kept his airplane at during his business trip. It was a gas receipt for approximately 34 gallons of fuel for the airplane. Again, it was photographed by Sullivan and returned to my custody for return to the family. The remainder of the personal clothes and laptop, neither organization needed. Therefore, they were retained by me for later return.

I did assist at the scene throughout the day on the 02/21/2013. Preventing onlookers from looking and also assisting with the news media during their times on the scene.

At this time, the remainder of this investigation will be completed by members of the Federal Aviation Administration and also the National Transportation Safety Board. I will forward all evidentiary photos that were taken and copies of police reports to these organizations for their further follow-up. They will continue contact with the family to inform them of the investigation.

I then cleared the scene. It is noted I did not clear the scene until all investigation was completed and the plane itself had been removed and this was on request of Pamela Sullivan.

I then made further contact with Aaron Menze. It is noted that throughout the day, we had been in phone and also text contact in reference to questions and also items in my possession. At this time, I requested of Aaron Menze if he was willing to take custody of all the current items that I had in my squad car. He was more than willing to do so and requested that I respond to Adam Menze's home location [REDACTED] in rural Ottertail, as he is currently there with family.

I responded to the location and transferred custody of all items that I had listed prior to the Menze family into the custody of Aaron Menze. At this time, he wished to discuss a little bit with me of the situation. He is aware fully as he has spoken with Pamela Sullivan that the investigation will be formal done by the NTSB. However, he just appeared that he needed to talk so I sat and spoke with him for a bit. He was really confused because his brother was a very experienced pilot and had crash landed prior. Therefore, he asked me to show him on his cellular phone mapping system where the crash occurred. I showed him where the crash occurred and he wondered that possibly his brother was trying to maybe set the airplane down on Co Hwy 40, as the address of Gayle Snook was on [REDACTED], in a stretch of Co Hwy 40 that was very flat and level. I did question of Aaron at this time if he would be aware of the small farmer owned airport approximately one mile to the east of the crash site. He stated that he was unaware of that and did not think that his brother was looking for that airport as his brother would not have known where that airport was. His best indication was that he thought maybe that his brother was having some mechanical issues and was trying to land on Co Hwy 40 as he had landed on a Co Hwy prior during the crash as previously described.

I did explain the evidence that I had given to Aaron had been gone through by myself and also the organizations involved. I explained that a receipt was taken out of Adam's wallet and was photographed and put back in the wallet. He asked what this receipt was and I explained that it was a fuel receipt. Aaron Menze then asked if he could make a request of how many gallons had been fueled and I said that the receipt said 34 gallons. Aaron Menze indicated at this time that his brother fueled the airplane before they left. The airplane held over 70 gallons and he witnessed this because he helped his brother. Therefore, his brother would have had enough fuel to fly to Peoria, IL and the 34 gallons would make sense because he indicated that the plane received approximately 9 miles to the gallon and the 34 gallons would make sense as his brother topping off the tanks in Peoria for the flight home. He did explain to me too that he was very well aware that his brother had some issues while flying down to Peoria, no mechanical or any issues like that. It would be strong headwind where he had to fly as high as 11,500 feet in order to get out of the headwind to fly decently. This is apparently an abnormal height as normally if the weather is decent; he will fly approximately 1500 feet. I am unaware of the flying regulations or rules. I was just listening to Aaron Menze as he was explaining things to me.

He also requested just general information on the crash site and the shape of the plane. Again, these items were explained to the Menze family. Aaron did explain that his brother was a very accomplished

Incident #: 13004733 / 306

pilot. He did have the natural born handicap of the issue with his arms. However, this never affected him as he had been a pilot, as previously stated, since 1992. Recently, Adam Menze has been traveling more as Adam is an engineer and owns a business. He has been traveling State to State and this would be the reason for the heavier usage of this airplane for the travel.

At this time, as indicated, I gave all items of property to Aaron Menze. At this time, the Otter Tail County Sheriff's Office retained no evidence from this crash site. The evidence was either taken by the organizations that I previously described or transferred back to the family as they are of no evidentiary value to the Otter Tail County Sheriff's Office.

At this time this report is complete. All further investigation will be done by the FAA and the NTSB. Please refer to the original report generated by Sergeant Scott Wagner and at this time, this case file will become inactive.

STOLEN PROPERTY/ESTIMATE OF DAMAGES TO PROPERTY SECTION

<u>Description</u>	<u>Serial Number</u>	<u>Make/Model/Brand</u>	<u>Value</u>
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EVIDENCE / RECORDINGS: N/A

STATUS: Complete. Case file will be forwarded to the NTSB and the FAA for full investigation.

Detective Sergeant Greg Seim #306
Otter Tail County Sheriff's Office
GS:jml 02/27/13 @ 0831 hrs ADM3 / 22538

Cc: _____

Cc: _____