



**Criminal Enforcement Division
Daily Briefing Summary
Lieutenant Colonel R. W. Cullison**

Monday, September 02, 2013



CED College Park– Central South Region

CED Region: Central Southern Region-CED Southern Command

Unit: CED-College Park

Case Number: 13-66-012768

Report Type: CIR

Incident: Assist Federal Aviation Administration-(FAA) with an airplane crash

Date/Time: 09-02-2013 @ approximately 3:42 P.M.-(3:42 P.M., MSP College Park Brk. notified. 3:45 PM MSP Arrival time.)

Incident Location: Westbound U.S. Route 50, west of Church Rd. Located directly across the interstate from a, "Freeway Airport" runway. The Freeway Airport is located at, 3900 Church Rd., Bowie, Prince George's County Maryland.

County of Incident: Prince George's County

Brk/Unit/Dept Assisting: Barrack Q, College Park

Victim(s):

Pilots Name: **Alvireza Tivay**-(Middle Eastern-Male [REDACTED] 1955) of [REDACTED] North West, Washington DC., 20008-(According to database). Tivay suffered critical injuries to the head and body. Tivay was transported via MSP Aviation Division-(Trooper 2) to Shock Trauma Baltimore. Tivay is listed as in critical condition. Tivay is intubated and not healthy enough for interview at this time. Next of kin notification has not yet been made.

Aircraft Passenger # 1: (Front right seat passenger.) **Deborah Anne Tucker**-(W-[REDACTED] 1965 of [REDACTED] Arlington, Virginia, 22209-(According to database). Tucker was transported via Ambulance to the Prince George's County Hospital Trauma Center. Tucker's condition was listed as "Grave." At the time of this update Tucker was transported to the University of Maryland Shock Trauma for further treatment. Tucker's health is not conducive for interview at this time. Next of kin notification has not yet been made.



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Aircraft Passenger # 2: (Rear seat passenger.) **Seth Sharpe**-(AA-M[REDACTED]1967) of [REDACTED] Laurel, Anne Arundel County, Maryland, 20724. According to Sgt. Hill-(MSP College Park) Sharpe's family has been notified.

Suspect(s):

Pilots Name: **Alvireza Tivay**-(Middle Eastern-Male [REDACTED]1955) of [REDACTED] North West, Washington DC., 20008-(According to database). Tivay suffered critical injuries to the head and body. Tivay was transported via MSP Aviation Division-(Trooper 2) to Shock Trauma Baltimore. Tivay is listed as in critical condition. Tivay is intubated and not healthy enough for interview at this time.

Case Status: Closed

Investigative Efforts:

Search Warrants:	None or N/A	Consent Searches:	None or N/A
Adult Arrests:	None or N/A	Juvenile Arrests:	None or N/A
Consensual Monitoring:	None or N/A	Guns Seized:	None or N/A

Facility/Other Factors: Unknown at this time

Weapon Used: N/A

Evidence: MSP Forensic Sciences Division Crime Scene Technicians took photographs. FAA is conducting the inspection of the aircraft.

Case Synopsis:

On Monday, 9-2-2013 at approximately 3:42 P.M., the Maryland State Police-(MSP) College Park Barrack was called to respond to Westbound U.S. Route 50, west of Church Rd. for a reported airplane crash. MSP College Park Barrack Troopers located the crash site at 3:45 P.M.. Troopers observed a small aircraft headfirst into the brush adjacent to the shoulder of U.S. Route 50 Westbound. This location is, straight line of sight from a runway of the Freeway Airport. The runway is approximately 200 yards due south-(adjacent to the eastbound side of U.S. Route 50) of the aircraft's tail. The Pilot and two passengers were injured as a result. Troopers and citizens tended to the occupants of the aircraft pending the Prince George's County Fire/EMS response. All three occupants of the aircraft were transported to Trauma centers for treatment. Two are listed as critical and one is listed in grave condition.



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Troopers secured the scene and MSP Criminal Enforcement Division-(CED) Central South investigators were requested to respond and assist the Federal Aviation Administration-(FAA) with their investigation. Westbound U.S. Route 50 was initially closed and then 2 of the 4 lanes were opened.

Senior Trooper-(S/Tpr.) Guy Ramsey-(CED Central South) is the designated MSP lead investigator for MSP's assistance to the FAA.

CED Investigators identified and interviewed four citizen witnesses. The names and statements of the witnesses were provided to the lead FAA investigator. The witnesses reported; observing an aircraft flying at low altitude from the Eastbound side of U.S. Route 50 to the Westbound side. The aircraft's nose appeared higher than its tail as it traveled across the interstate. Ultimately the aircraft lost altitude and was at a height of approximately ten feet when it impacted the vegetation. Witnesses confirm the aircraft's engine was off when they arrived. Witnesses did not report a fuel leak. Witnesses reported assisting the aircraft occupants alongside other citizens and a uniformed MSP Trooper until Fire/EMS arrived. Witnesses did manipulate the fuel mix and some toggle switches located left of the left pilots wheel in an effort to turn off an audible buzzer.

Witness 1. U.S. Marshall's Service, David Baldwin [REDACTED] Baldwin was traveling westbound on U.S. Route 50 when he observed the aircraft flying across the interstate from Freeway Airport at a low altitude. Based on the low altitude Baldwin observed while driving past he thought the aircraft probably crashed. Baldwin returned to the scene and found the aircraft damaged. Baldwin assisted an unknown citizen pull the pilot and passengers outside of the wreckage.

Witness 2. Robert Heller-(W-M [REDACTED] 1963)-(Annapolis City EMS Medical Director)-(Home address: [REDACTED], Annapolis, Maryland, 21403, [REDACTED])-(Mr. Heller is also a pilot at Freeway Airport). Mr. Heller was on Freeway Airport grounds when he heard via radio an aircraft taking off from the Freeway Airport had crashed across U.S. 50. Mr. Heller jumped the Freeway Airport fence and crossed the interstate on foot to assist. Mr. Heller didn't witness the crash. Mr. Heller said upon his arrival the aircrafts engine was off. Mr. Heller said he pulled the, "Mix" to idle and turned off the electricity. Mr. Heller said he didn't see or smell any fuel leaking. Mr. Heller said the back seat passenger was alert but injured and complained of not being able to feel his legs. Mr. Heller said the pilot suffered trauma to his head and his speech was incoherent. Mr. Heller said the front seat passenger suffered trauma to her head but was conscious.

Witness 3. Michael Joseph Dougherty-(W-M [REDACTED] 1948)-(Cell [REDACTED]) and his wife, 4. Karen Simmons-(W-F [REDACTED] 44)-(Cell [REDACTED]) of [REDACTED]



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██████████ Bethesda, Maryland, 20814 were interviewed separately. Michael and Karen were traveling Westbound U.S. Route 50 when they observed an aircraft flying at low altitude from the Eastbound side of U.S. Route 50. Michael said the aircraft's nose appeared higher than its tail as it traveled across the interstate ultimately losing altitude to a height of approximately ten feet before slamming into the vegetation. Michael said he parked his vehicle and approached the aircraft on foot. Michael removed his shirt to assist him in removing thorns which were inhibiting he and others from gaining access to the occupants. Michael said the aircraft's engine was not running when he arrived. Michael assisted others in removing the back window of the aircraft. Michael said he and others removed the seat belts from the front two occupants and isn't sure if the back seat passenger removed his seatbelt on his own. Michael said he climbed into the backseat of the aircraft and supported the pilot until EMS arrived. Michael said the pilot was male, the front passenger was female and the back seat occupant was male. Michael said the back seat passenger complained of not being able to feel his legs. Michael said at one point he attempted to shut off electricity to the plane by manipulating toggle switches to the left of the left pilot's wheel. Michael wasn't exactly sure which toggles he touched. Michael said an audible indicator buzzer was going off in the aircraft when he was there. Karen remained in their vehicle but witnessed the crash. Michael said a uniformed State Trooper was helping the occupants with him. Karen called 9-1-1 and reported the incident.

MSP College Park Barrack, Trooper-(Tpr.) Richard Maszarose-(IBM#: 6174) was the first Trooper on scene. Tpr. Maszarose assisted the witnesses above in their care of the occupants until EMS arrived. Tpr. Maszarose said upon his arrival he observed citizens assisting the occupants and others taking pictures. Tpr. Maszarose heard the audible buzzer coming from the aircraft but confirmed the engine was off. Tpr. Maszarose said the pilot was a male, the front passenger was female and the rear passenger was male.

CED Investigators identified and interviewed Freeway Airport Personnel. Airport Personnel advised no flight plan information was provided to them for the aircraft in question. Airport Personnel advised no fuel was purchased by the involved aircraft. Airport Personnel provided investigators with a Lockheed Martin Flight Plan Service contact number. Investigators contacted Lockheed Martin Flight Plan Service who they advised they could not disclose any flight plan to the MSP. Lockheed Martin Flight Plan Service did not confirm or deny if any flight plan for the pilot or his aircraft existed. This information was forwarded to the FAA for follow up.

The Airplane involved in this incident is a 1962, Mooney Aircraft Corporation, Model M20, Tail number: N78951. The aircraft is registered to the Pilot, Alvireza Tivay. At this



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time it's not known if the airplane is insured. The aircraft had significant damage; however, the wings remained intact.

PGCO Fire Department Squad 818 utilized a tool to cut the roof off of the aircraft to better access the occupants. PGCO Fire Department Hazmat team members with the okay of Federal Investigators pumped what fuel they could from each wing into a container drum for FAA's inspection. An absorbent material was used inside and outside the wings by the Fire Department. This was reported to the FAA lead investigator. PGCO Officials said their incident run sheet number is: 132450237. PGCO Officials said the FAA could contact PGCO Fire/EMS Communications at [REDACTED] and request all reports associated with the run sheet number for inclusion into their case file.

MSP College Park Barrack notified the Federal Aviation Administration-(FAA) and the National Transportation Safety Board-(NTSB) of the crash.

The FAA is the primary agency conducting this investigation. FAA Aviation Safety Inspector, Air Carrier operations, **Michael E. Filippell** of the FAA Glen Burnie Office- ([REDACTED] Glen Burnie, MD., 21061, Office: [REDACTED], Cell [REDACTED]) is the Primary Investigator for the FAA. Investigator Filippell/FAA contacted the NTSB and provided them with the known facts. The NTSB said, based on no fatalities the NTSB would not conduct an investigation.

Investigator Filippell requested a MSP Forensic Sciences Division-(FSD) Crime Scene Technician respond to photograph the scene. CST Iman responded and photographed the scene as requested. A copy of the photographs will be forwarded to Investigator Filippell when downloaded.

At Investigator Filippell's request MSP College Park Barrack notified "Automotive Support" Towing-([REDACTED] Laurel, Maryland, 20707, [REDACTED]) to transport. "Automotive Support" Towing utilized a crane truck to load the aircraft onto a low boy trailer for transport to Freeway Airport. The Freeway Airport assisted the FAA by allowing the aircraft to be transported and stored at their airport pending further inspection. MSP, PG County Fireboard and State Highway Administration assisted the towing company transport of the aircraft to the Eastbound Shoulder of U.S. Route 50 at which time the aircraft was craned off the low boy trailer and onto the Freeway Airport grounds. Freeway Airport and the towing company then stored the aircraft at Investigator Filippell's direction. (MSP VR#: 13-66-012770 documents the storage of the aircraft).



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The FAA does not require any additional MSP resources at this time. The FAA said they would provide a FAA Media Communications contact to the MSP tomorrow. Investigator Filippell requests the MSP notify him immediately should any of the occupants die as he is required to notify the NTSB at that point.

The CIR / MSP Investigation will be closed and the reports will be forwarded to the FAA by S/Tpr. Guy Ramsey.

Agencies/Resources Collaborating: Maryland State Highway Administration-(SHA), SHA Chart, Freeway Airport Personnel, Federal Aviation Administration-(FAA) Prince George's County Fire & EMS-(Incident Commander: Deputy Chief, Neil Dennis Squad 818, Engine 816 and EMS, Foam Unit 812, Ambulance 839, Battalion Chief 882, Engine 839B, Hazmat Company 812 & 816, NEMSPO, North Safety Officer, Squad 806). Prince George's County Police Department, Bowie Police Department, Eagle 1-(U.S. Park Aviation Division), MSP-(College Park, Aviation, FSD CST, CED Central South).

Primary Investigator: S/Tpr. Guy Ramsey (IBM # 2643)

Case Manager: D/Sgt. Scott M. Collier (IBM # 0554)

No further information will be included in this update.