

\*\* PUBLIC \*\*

PHOENIX POLICE DEPARTMENT REPORT

\*\* RECORD \*\*

ORIGINAL

PAGE NUMBER: 1

DR NUMBER: 2010 01010418

REPORT DATE: 20100718 TIME: 1855

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: RICHARD CLARK

5079

UNIT: T21

PREMISES: STREET/ROADWAY/ALLEY

AIRCRAFT

OCCUPIED: NO

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

PHOTOGRAPHS TAKEN: YES BY: 6619

\*\*\*\* VICTIM INFORMATION \*\*\*\*

VICTIM -01:

NAME: HATKOFF, REED

SPEAKING: ENGLISH

RACE: W SEX: M AGE: [REDACTED]

DOB: [REDACTED]

HT: [REDACTED]

WT: [REDACTED]

HAIR: [REDACTED]

EYES: [REDACTED]

SSN: [REDACTED]

CLOTHING DESC & MISC:

PILOT OF INVOLVED AIRCRAFT

VICTIM DECLINES NOTIFICATION

VICTIM -02:

NAME: PRYKA, ALLEN R

SPEAKING: ENGLISH

RACE: W SEX: M AGE: [REDACTED]

DOB: [REDACTED]

HT: [REDACTED]

WT: [REDACTED]

HAIR: [REDACTED]

EYES: [REDACTED]

SSN: [REDACTED]

CLOTHING DESC & MISC:

DRIVER OF ISUZU TROOPER

VICTIM DECLINES NOTIFICATION

\*\*\*\* WITNESS INFORMATION \*\*\*\*

WITNESS -01:

NAME: TERRY, MICHAEL W

SPEAKING: ENGLISH

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RACE: W SEX: F AGE: [REDACTED] DOB: [REDACTED] HT: [REDACTED] WT: [REDACTED]  
HAIR: [REDACTED] EYES: [REDACTED] SSN: [REDACTED]

WITNESS -02: NAME: MONTANO, VIRGINIA

SPEAKING: ENGLISH

RACE: W SEX: F AGE: [REDACTED] DOB: [REDACTED] HT: [REDACTED] WT: [REDACTED]  
HAIR: [REDACTED] EYES: [REDACTED] SSN: [REDACTED]

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 5079

REPORT INFORMATION:  
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REPORT NUMBER-	2010-01010418
LOCATION-	1200 EAST DEER VALLEY ROAD
DATE-	JULY 18, 2010
TIME RECEIVED-	1402 HOURS
TIME DISPATCHED-	1402 HOURS
TIME ARRIVED-	1406 HOURS

OFFICERS INVOLVED:  
\*\*\*\*\*

SGT. BOYLE	#6923
OFC. HO	#8977
OFC. OLIVER	#8968
OFC. ZACK	#8460
OFC. CLARK	#6475

PATROL SUPERVISOR/BRIEFING  
FIRST OFFICER ON SCENE

HOSPITAL FOLLOW UP  
SCENE

DETECTIVES INVOLVED:  
\*\*\*\*\*

SGT. OPFERBECK	#6619
DET. CLARK	#5079
DET. PITTS	#5707
DET. PFOHL	#5669
DET. TUTTLE	#3807

SCENE SUPERVISOR  
CASE AGENT  
SCENE INVESTIGATOR  
ASSIST INVESTIGATION  
DRE

FIRE UNITS:  
\*\*\*\*\*

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ENGINE 37  
RESCUE 36

C SHIFT

CAPT. KING  
VICTIM TRANSPORT TO JCL-DUNLAP

HOSPITAL INFORMATION:  
\*\*\*\*\*

JOHN C. LINCOLN-NORTH MOUNTAIN  
[REDACTED]  
PHOENIX, ARIZONA 85020  
[REDACTED]

\*\*\* NARRATIVE \*\*\*

ON JULY 18, 2010, AT 1505 HOURS, SERGEANT OFFERBECK OF THE VEHICULAR CRIMES UNIT CALLED ME AND REQUESTED I RESPOND TO THE AREA OF 7TH STREET AND DEER VALLEY ROAD REFERENCE AN AIRCRAFT CRASH. THE PURPOSE OF MY RESPONSE WAS TO ASSIST IN THE ONGOING INVESTIGATION.

I ARRIVED FROM THE WEST AT 1545 HOURS AND NOTED PHOENIX POLICE OFFICERS HAD DEER VALLEY ROAD CLOSED TO ALL TRAFFIC EAST OF 7TH STREET. YELLOW CRIME SCENE TAPE WAS SET UP AND MARKED POLICE UNITS POSITIONED IN SUCH A WAY AS TO PREVENT VEHICULAR AND PEDESTRIAN TRAFFIC FROM ENTERING THE AREA. UNIFORMED POLICE OFFICERS WERE PRESENT TO PRESERVE THE INTEGRITY OF THE SCENE.

I CONDUCTED A CURSORY INSPECTION OF THE SCENE AND NOTED A LIGHT SINGLE ENGINE AIRCRAFT DOWN IN THE EASTBOUND LANES OF DEER VALLEY ROAD. PART OF THE RIGHT WING WAS BROKEN OFF AND IN THE DEBRIS FIELD. THE NOSE GEAR HAD COLLAPSED AND THE RIGHT GEAR HAD PARTIALLY COLLAPSED. THE POINT OF REST OF THE AIRCRAFT WAS AT THE END OF A SERIES OF TIRE MARKS AND SCRAPES/GOUGES IN THE ASPHALT. EAST OF THE AIRCRAFT WAS A WHITE SUV WITH EVIDENT DAMAGE TO THE PASSENGER SIDE "A" PILLAR AND ROOF. THE VEHICLE WINDSHIELD WAS IN THE DEBRIS FIELD.

\*\*\* WITNESSES MIKE TERRY AND VIRGINIA MONTANO \*\*\*

MIKE TERRY IS A PILOT AND THEY HAD JUST FINISHED A FLIGHT AT DEER VALLEY AIRPORT. THEY WERE STOPPED AT THE TRAFFIC SIGNAL LIGHT AT 7TH STREET AND DEER VALLEY ROAD WHEN THEY OBSERVED THE PLANE AT A LOW ALTITUDE. MIKE DESCRIBED THE AIRCRAFT AS ON ITS BASE LEG TO LAND ON RUNWAY 25. THE PLANE APPEARED TO BE AT 150 TO 200 FEET WHEN IT SHOULD HAVE BEEN AT APPROXIMATELY 500 FEET.

THEIR TRAFFIC LIGHT TURNED TO GREEN AND THEY LOST SIGHT OF THE PLANE AS IT

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STARTED TO TURN ONTO FINAL APPROACH. WHEN THEY CAME AROUND THE BEND ON DEER VALLEY ROAD THEY SAW THE CRASH HAD TAKEN PLACE. MIKE STOPPED THE CAR AND WENT TO HELP WHILE VIRGINIA CALLED 911. MIKE DESCRIBED THE PILOT AS "OUT OF IT". HE GOT THE PILOT OUT OF THE COCKPIT AND DID NOT TOUCH ANY OF THE SWITCHES.

THIS CONCLUDED MY INTERVIEW WITH MIKE TERRY AND VIRGINIA MONTANO.

I ATTENDED A BRIEFING CONDUCTED BY PATROL SERGEANT BOYLE WHO RELATED THE INFORMATION KNOWN AT THE TIME. HE RELATED THE FOLLOWING:

\*\*\* BRIEFING \*\*\*

THE INCIDENT INVOLVED A LIGHT AIRCRAFT WHICH HAD BEEN EXPERIENCING A LOSS OF POWER DURING A MAINTENANCE FLIGHT. THE FLIGHT WAS SUBSEQUENT TO MAJOR ENGINE WORK. THE AIRCRAFT WAS OCCUPIED BY THE PILOT ONLY. DURING THE EMERGENCY LANDING THE PLANE COLLIDED WITH AN EASTBOUND VEHICLE OCCUPIED BY A DRIVER ONLY. THE PILOT SUSTAINED INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. THE DRIVER OF THE VEHICLE WAS NOT INJURED IN THE COLLISION, BUT WAS LATER TRANSPORTED DUE TO MEDICAL REASONS.

THE PILOT WAS IDENTIFIED AS REED HATKOFF, A SIXTY-YEAR OLD WHITE MALE. THE AIRPLANE WAS DESCRIBED AS BEECH BONANZA A36 WITH AN FAA IDENTIFIER OF N9SH.

THE DRIVER OF THE SUV WAS IDENTIFIED AS ALLEN PRYKA, A FIFTY-FIVE YEAR OLD WHITE MALE. HIS VEHICLE WAS DESCRIBED AS A WHITE 1990 ISUZU TROOPER. IT WAS DECIDED I WOULD BE THE CASE AGENT AND DETECTIVE PITTS WOULD INVESTIGATE THE SCENE. DETECTIVE PFOHL WAS FIRST TO ASSIST ME BY CONDUCTING FOLLOW UP AT DEER VALLEY AIRPORT AND THEN TO RETURN TO THE SCENE TO ASSIST WITH THE SCENE.

I LEFT THE SCENE AND WENT TO THE HOSPITAL TO SPEAK WITH THE DRIVER OF THE ISUZU. HE RELATED THE FOLLOWING:

\*\*\* DRIVER ALLEN PRYKA \*\*\*

ALLEN WAS DRIVING EASTBOUND ON DEER VALLEY ROAD AND WAS IN THE MIDDLE LANE. HE ESTIMATED HIS SPEED AT FORTY TO FORTY-FIVE MILES AN HOUR. HE DID NOT HEAR OR SEE THE AIRPLANE PRIOR TO IT CONTACTING THE GROUND IN FRONT OF HIS VEHICLE. ALLEN ESTIMATED IT CONTACTED THE STREET ONLY TWENTY FEET IN FRONT OF HIM. HE CLOSED HIS EYES AND HOPED THE PLANE WOULD BOUNCE. HE FELT THE IMPACT AND A LIQUID MIST SPRAYED HIS FACE AND MADE HIS EYES BURN. ALLEN THOUGHT THE MIST WAS FUEL FROM THE AIRCRAFT.

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WHEN HE OPENED HIS EYES, HIS VEHICLE WAS STILL MOVING FORWARD. HE STOPPED HIS VEHICLE AND GOT OUT. ALLEN SAW THE AIRPLANE AND THE DEBRIS IN ROAD. HE SAW TWO PEOPLE NEXT TO THE PLANE AND THOUGHT THEY WERE TRYING TO HELP THE PILOT. WHEN HE GOT CLOSER HE REALIZED ONE OF THE TWO PEOPLE WAS THE PILOT.

THIS CONCLUDED MY INTERVIEW WITH ALLEN PRYKA.

JULY 21, 2010

\*\*\*\*\*

ON THIS DATE I REVIEWED THE 911 CALL LIST AND THE RADIO TRAFFIC HISTORY REFERENCE THIS INCIDENT.

911 CALL LIST-

- 1) TRACK PH10-1010417 1401 HOURS  
VIRGINIA MONTANO  
-CALLER WAS REPORTING A PLANE CRASH LANDING ON DEER VALLEY ROAD BY THE AIRPORT. SHE WAS INTERVIEWED AT THE SCENE BY PATROL OFFICERS AND DETECTIVES. REFER TO ABOVE NARRATIVE AND RELATED SUPPLEMENTS.
- 2) TRACK PH10-1010418 1401 HOURS  
FEMALE CALLER  
-CALLER WAS REPORTING A PLANE CRASH LANDING ON DEER VALLEY ROAD. SHE INDICATED A VEHICLE WAS ALSO INVOLVED. ON 7/21/10 I MADE A FOLLOW UP CALL AND LEFT A MESSAGE.
- 3) TRACK PH10-1010426 1401 HOURS  
JESSIE SANDOVAL  
-CALLER WAS REPORTING A PLANE CRASH ON DEER VALLEY ROAD, WEST OF CAVE CREEK ROAD. HE REPORTED THE PLANE HAD HIT A CAR AND THE PILOT WAS OUT OF THE AIRCRAFT. ON 7/21/10 I MADE A FOLLOW UP CALL AND JESSIE INDICATED HE HAD NOT SEEN THE CRASH OCCUR.
- 4) TRACK PH10-1010428 1402 HOURS  
PENNY  
-CALLER WAS REPORTING A PLANE CRASH ON DEER VALLEY ROAD, WEST OF 16TH STREET. SHE INDICATED A VEHICLE WAS ALSO INVOLVED. ON 7/21/10 I MADE A FOLLOW UP CALL AND LEFT A MESSAGE. ON 7/22/10 I HAD A MESSAGE FROM PENNY INDICATING SHE HAD NOT SEEN THE PLANE CRASH OCCUR, BUT HAD DRIVEN UP ON THE SCENE AFTER-THE-FACT. NO FURTHER FOLLOW UP WAS CONDUCTED.

- 5) TRACK PH10-1010420 1402 HOURS

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MALE CALLER

-CALLER WAS REPORTING A PLANE CRASH IN THE MIDDLE OF THE ROAD. HE DESCRIBED THE AIRCRAFT AS A SMALL COMMUTER JET. NO FOLLOW UP WAS MADE.

6) TRACK PH10-1010430 1405 HOURS

FEMALE CALLER

-CALLER WAS REPORTING A CRASH LANDING OF A PLANE ON DEER VALLEY ROAD. NO PHONE NUMBER FOR THE CALLER WAS OBTAINED. NO FOLLOW UP WAS MADE.

7) TRACK PH10-1010423 1403 HOURS

ALLEN PRYKA

-CALLER WAS REPORTING HE WAS THE DRIVER OF A VEHICLE HIT BY A PLANE. HE WAS INTERVIEWED AT THE SCENE BY PATROL OFFICERS AND DETECTIVES. REFER TO ABOVE NARRATIVE AND RELATED SUPPLEMENTS.

8) TRACK PH10-1010425 1403 HOURS

FEMALE CALLER

-CALLER WAS REPORTING A PLANE CRASH HAD OCCURRED. NO FURTHER INFORMATION WAS OBTAINED. ON 7/21/10 I MADE A FOLLOW UP CALL AND LEFT A MESSAGE.

9) TRACK PH10-1010434 1404 HOURS

DAVID

-CALLER WAS REPORTING A PLANE CRASH. HE HEARD SIRENS APPROACHING AND THE CALL WAS TERMINATED. ON 7/21/10 I MADE A FOLLOW UP CALL LEFT A MESSAGE.

10) TRACK PH10-1010452 1411 HOURS

FIRE DEPARTMENT

-FIRE DISPATCHED CALLED TO REQUEST PD TO RESPOND FOR TRAFFIC CONTROL. PD ADVISED UNITS ON SCENE WERE ALREADY WORKING ON ADDITIONAL UNITS TO RESPOND.

I ALSO REVIEWED THE RADIO TRAFFIC HISTORY AND NOTED NOTHING UNUSUAL.

\*\*\* CONCLUSION \*\*\*

A PLANE MADE A WESTBOUND EMERGENCY LANDING ON THE ROADWAY IN THE AREA OF 1200 EAST DEER VALLEY ROAD, IN THE EASTBOUND LANES AND COLLIDED WITH AN EASTBOUND VEHICLE. THE AIRCRAFT CAME TO AN UNCONTROLLED POINT OF REST ADJACENT THE RAISED MEDIAN AND THE VEHICLE WAS BROUGHT TO A CONTROLLED

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POINT OF REST BY THE DRIVER NEXT TO THE SOUTH CURB.

THE PILOT SUSTAINED FACIAL INJURIES AND WAS TRANSPORTED TO THE HOSPITAL.  
THE DRIVER OF THE VEHICLE WAS SPRAYED WITH FUEL DURING THE COLLISION AND  
WAS LATER TRANSPORTED TO THE HOSPITAL FOR AN UNRELATED MEDICAL REASON.

THE PILOT INDICATED ENGINE PROBLEMS FOR THE CAUSE OF THE EMERGENCY  
LANDING.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079

DR FINALIZED BY : 5079

END OF REPORT

DR NO: 2010 01010418

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REPORT DATE: 20100718 TIME: 2044

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: EDWARD TUTTLE

3807 UNIT: T22

PREMISES: STREET/ROADWAY/ALLEY

OCCUPIED: NO

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

PHOTOGRAPHS TAKEN: YES BY: 6619

SCENE PROCESSED FOR LATENTS: NO BY:

LATENTS SUBMITTED TO CRIME LAB: NO

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 3807

ON 071810, AT 1610 HOURS, I WAS CALLED AT MY RESIDENCE BY SERGEANT OPFERBECK WHO ASKED ME TO ASSIST IN THE INVESTIGATION OF A PLANE CRASH WHICH HAD OCCURRED AT 12TH STREET AND DEER VALLEY ROAD. HE ASKED IF I COULD RESPOND TO JOHN C. LINCOLN HOSPITAL AT 250 EAST DUNLAP ROAD TO CONTACT THE PILOT.

I ARRIVED AT JOHN C. LINCOLN HOSPITAL AT 1725 HOURS AND CONTACTED OFFICER ZAK #8460 WHO WAS STANDING BY IN THE HALLWAY OUTSIDE THE PILOTS ROOM. AFTER RECEIVING SOME INFORMATION FROM OFFICER ZAK, I CONTACTED THE PILOT.

INTERVIEW WITH REED HATKOFF AT 1735 HOURS (PILOT)

-----  
REED SAID, WHEN THE INCIDENT OCCURRED, HE WAS FLYING HIS AIRPLANE. THE ENGINE OF HIS AIRPLANE HAD JUST BEEN REBUILT SO HE WAS CONDUCTING A MAINTENANCE FLIGHT, ORBITING THE AIRPORT. HE HAD BEEN FLYING FOR ABOUT ONE HOUR WHEN THE PLANE SUDDENLY LOST POWER. THE ALTITUDE WAS 6500 FEET WHEN POWER WAS LOST. HE SAID, IN RETROSPECT, THE PLANE ACTED LIKE IT WAS OUT OF GAS, WHICH WOULD BE A REASON FOR A SUDDEN LOSS OF POWER. HOWEVER, HE ASSURED ME BOTH GAUGES CONSISTENTLY SHOWED HALF FULL. HE HAD A VERY DIFFICULT TIME SPEAKING DUE TO HIS INJURIES. HE TOLD ME HE HAD NO ALCOHOL TO DRINK AND THE ONLY MEDICINE HE TAKES IS ASPIRIN.

HE HAD A COLD COMPRESS ON HIS FACE AND HEAD. WHEN HE MOVED IT I NOTED SWELLING AND BRUISING UNDER HIS LEFT EYE AND HIS NOSE WAS BLEEDING. ADDITIONALLY, HIS LOWER LIP WAS SPLIT. LOOKING AT HIS MONITORS, I NOTED HIS PULSE STAYED BETWEEN 78 AND 83 UNLESS HE WAS MOVING AROUND IN PAIN. THE PULSE RATE WOULD THEN GO UP TO THE LOW 90'S HOWEVER, WOULD IMMEDIATELY

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LOWER ONCE HIS MOVEMENT STOPPED. HIS BLOOD PRESSURE WAS 120/86 AND I SAW NO SIGNS OF IMPAIRMENT.

I SPOKE TO HIS GIRLFRIEND, ROBIN CARLSON, AND SHE VERIFIED ALL OF THE INFORMATION HE HAD GIVEN ME.

THIS CONCLUDES MY INVOLVEMENT WITH THE INVESTIGATION.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 3807

DR FINALIZED BY : 5079

END OF REPORT

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REPORT DATE: 20100719 TIME: 1253

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: TIMOTHY CLARK

6475

UNIT: S71

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 6475

ON 071810 AT APPROXIMATELY 1402, SGT POLITTE #5240 AND I RESPONDED APPROXIMATELY 11TH STREET AND DEER VALLEY FOR A CALL OF AN AIRPLANE CRASH. WE ARRIVED AND OFFICERS ALREADY WERE SECURING THIS LOCATION AND TALKING WITH WITNESSES. I SAW PHOENIX FIRE LOADING A WHITE MALE INTO THE AMBULANCE. FIRE ADVISED ME "THIS IS THE PILOT." I NOTICED THE BLOOD TO THE FACE AND HE WAS HOLDING A PAIR OF KEYS IN HIS RIGHT HAND. I ASKED HIM WHAT HAD HAPPENED. HE SAID "I DON'T KNOW." I ASKED WAS THE ENGINE RUNNING WHEN YOU LANDED. HE SAID "I DON'T KNOW."

THE PILOT WAS TAKEN TO JOHN C. LINCOLN DEER VALLEY BY RESCUE 36. I REQUESTED AN OFFICER TO RESPOND TO DEER VALLEY HOSPITAL TO IDENTIFY HIM AND SPEAK WITH HIM REFERENCE THE ACCIDENT. I WENT OVER TO THE AIRPLANE WHICH WAS FACING WESTBOUND ON DEER VALLEY ROAD. THE RIGHT GEAR HAD COLLAPSED AND DAMAGED BOTH WINGS. I NOTICED THAT NO FUEL WAS LEAKING AND WHEN I LOOKED INSIDE, I SAW THE RED FUEL SELECTOR SWITCH WAS IN THE OFF POSITION. THE MASTER CUT OFF SWITCH WAS ALSO OFF. THE THROTTLE POSITION WAS HALF OUT. THE MIXTURE KNOB WAS FULL RICH PUSHED IN. I NOTICED THE PROP OR THE BLUE KNOB WAS HALFWAY OUT. THE GPS WAS HANGING FROM THE DASH BY THE POWER CORD. I NOTICED BLOOD ON THE SEAT AND DOOR.

I SPOKE WITH PHOENIX FIREFIGHTER MIKE BEILMANN OF BATTALION 4. HE STATED THAT HE ARRIVED AS THE PILOT WAS GETTING OUT OF THE PLANE WITH THE ASSISTANCE OF A CITIZEN. MIKE STATED THAT HE TURNED THE FUEL SELECTOR OFF, THE FUEL PUMP OFF AND THE MASTER SWITCH OFF. I ASKED MIKE TO SHOW ME WHICH SWITCHES HE MOVED. MIKE GOT ONTO THE RIGHT WING. THE DOOR WAS STILL OPEN. HE REACHED INSIDE TO THE RED FUEL SELECTOR ON THE LEFT SIDE OF THE PILOT SEAT. MIKE THEN CYCLED THE SWITCH TO THE FAR LEFT POSITION OR THE LEFT TANK INDICATOR. I ASKED MIKE IS THAT THE LOCATION THE FUEL SELECTOR WAS IN. MIKE SAID "NO IT WAS RIGHT HERE." MIKE TURNED THE FUEL SELECTOR TO THE RIGHT TANK. MIKE THEN POINTED TO THE MASTER SWITCH AND THE KEY CUTOFF AND THE FUEL PUMP. MIKE SAID HE TURNED ALL OF THESE OFF. MIKE CAN BE REACHED AT [REDACTED] ENGINE #36 BATTALION 4. I REMOVED THE PILOT OPERATING HANDBOOK AND THE REGISTRATION FROM THE FLOOR OF THE CO PILOT'S SEAT.

AS I WAS WALKING BACK TO MY VEHICLE, I WAS STOPPED BY MS. SPEAR. MS.

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SPEAR IS A REGISTERED NURSE AT ARIZONA INDUSTRIAL, STATED THAT THE OWNER OF THE LEXUS SUV WAS WALKING THE PILOT BACK TO HIS CAR AND WAS GOING TO LAY HIM DOWN IN THE BACK SEAT. MS. SPEAR SAW FACIAL INJURIES AND APPEARED HE WAS GOING INTO SHOCK. SHE ASSISTED IN LAYING HIM DOWN, CONTINUED CHECKING HIS HEART RATE AND APPLIED A COLD COMPRESS TILL FIRE ARRIVED. THE PILOT WAS CONTINUING TO ASK HOW HIS FACE LOOKED. MS. SPEAR SAID THEN FIRE ARRIVED AND TOOK HIM AWAY IN THE AMBULANCE. MS. SPEAR CAN BE CONTACTED AT [REDACTED]

I CONTACTED DEER VALLEY TOWER AT [REDACTED] I GAVE THE TOWER OPERATOR PHOENIX POLICE REPORT NUMBER. HE STATED HE HAD CONTACTED THE NTSB REFERENCE THE INCIDENT. WE VERIFIED THE AIRCRAFT IN QUESTION WAS A BONANZA A36 WITH A REGISTRATION NUMBER OF N9SR. THE TOWER ADVISED APPROXIMATELY FIVE MILES NORTHEAST OF THE AIRPORT APPROXIMATELY 5000 FEET, THE BONANZA WAS DOING A MAINTENANCE FLIGHT. AT 1355, THE PILOT STATED ON THE RADIO "I'M LOSING POWER." AGAIN AT 1356 HOURS, THE PILOT STATED "I'M LOSING POWER." TOWER ADVISED THE PLANE LANDED AT APPROXIMATELY 11TH STREET AND DEER VALLEY. PHOENIX FIRE GAVE ME AN INCIDENT NUMBER OF 192904. I ASSISTED VCU IN TAKING PHOTOGRAPHS OF THE ACCIDENT SCENE.

SGT POLITE #6240 WAS GIVEN AN NTSB REPORT NUMBER OF WPR10LA357. AT THE TIME OF THIS REPORT, I HAVE NO FURTHER INFORMATION REFERENCE THIS ACCIDENT.

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VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : A3339

DR FINALIZED BY : A3339

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REPORT DATE: 20100723 TIME: 1006

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: ROBERT PITTS

5707

UNIT: T21

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 5707

SYNOPSIS:

ON JULY 18TH, 2010, I WAS DIRECTED BY SERGEANT OPFERBECK TO RESPOND TO 1200 EAST DEER VALLEY FOR A PLANE CRASH INVESTIGATION. THE COLLISION INVOLVED A BEECH BONANZA A36 AND A 1990 ISUZU TROOPER. THE PILOT OF THE BONANZA HAD BEEN ON A MAINTENANCE FLIGHT FOLLOWING THE INSTALLATION OF A NEW ENGINE WHEN HE LOST POWER. THE PILOT WAS UNABLE TO RETURN TO THE DEER VALLEY AIRPORT AND HAD TO MAKE AN EMERGENCY LANDING. THE PILOT ATTEMPTED TO LAND WESTBOUND IN THE EASTBOUND LANES OF DEER VALLEY ROAD AND COLLIDED WITH THE ISUZU TROOPER WHICH WAS TRAVELING EASTBOUND IN THE MIDDLE LANE. THE PLANE'S RIGHT WING STRUCK THE PASSENGER SIDE A-PILLAR OF THE TROOPER. THE PLANE CONTINUED WESTBOUND AND THE LEFT SIDE WING STRUCK A TREE ON THE SOUTH SIDE OF THE ROADWAY. FOLLOWING THE IMPACT BOTH UNITS CAME TO THEIR RESPECTIVE POINTS OF REST. THE PILOT SUSTAINED FACIAL INJURIES AND WAS TRANSPORTED TO A LOCAL HOSPITAL. THE DRIVER WAS "SPRAYED" WITH BROKEN GLASS BUT WAS UNINJURED. THE DRIVER OF THE ISUZU WAS LATER TRANSPORTED BY THE FIRE DEPARTMENT TO A LOCAL HOSPITAL FOR TREATMENT OF HEAT RELATED ISSUES. I WAS ASSIGNED TO DOCUMENT THE SCENE EVIDENCE AND RECONSTRUCT THE COLLISION.

CALL OUT:

ON JULY 18TH, 2010, AT 1504 HOURS SERGEANT OPFERBECK CONTACTED ME BY TELEPHONE AND DIRECTED ME TO RESPOND TO 1200 EAST DEER VALLEY ROAD FOR A PLANE CRASH.

I ARRIVED ON SCENE AT 1605 HOURS AND PARKED ON THE WEST SIDE OF THE SCENE. I NOTED THE SCENE WAS SECURED BY PATROL OFFICERS, POLICE VEHICLES, AND CRIME SCENE TAPE. THE SCENE WAS SECURE AND NO TRAFFIC, VEHICULAR OR FOOT, WAS PASSING THROUGH THE SCENE.

I WAS BRIEFED ON THE CIRCUMSTANCES OF THE COLLISION BY SERGEANT BOYLE #6923. FOLLOWING THE BRIEFING DETECTIVE CLARK ASSUMED THE CASE INVESTIGATION, DETECTIVE PFOHL ASSISTED, AND I ASSUMED THE SCENE INVESTIGATION.

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## ROADWAY:

THE COLLISION OCCURRED IN THE EASTBOUND LANES OF EAST DEER VALLEY ROAD. DEER VALLEY ROAD IS A SIX LANE ASPHALT ROADWAY WITH A RAISED MEDIAN THAT SEPARATES THE EAST AND WESTBOUND LANES OF TRAVEL. THERE ARE BIKE LANES ON THE NORTH AND SOUTH SIDES AND THE ROADWAY IS BORDERED BY RAISED CONCRETE CURBING. CONCRETE SIDEWALKS WERE LOCATED ON THE NORTH AND SOUTH SIDES. THE AREA NORTH AND SOUTH OF THE ROADWAY IS COMPRISED OF DESERT WITH SCRUB BRUSH AND SMALL TREES.

DEER VALLEY ROAD IS ORIENTED IN AN EAST-WEST DIRECTION BUT IS OFF SET BETWEEN 7TH STREET AND 16TH STREET. EASTBOUND TRAVEL ON DEER VALLEY ROAD CURVES TO THE NORTHEAST AFTER 7TH STREET AND CURVES BACK TO THE EAST AT 16TH. CONVERSELY WESTBOUND TRAVEL ON DEER VALLEY ROAD CURVES TO THE SOUTHWEST AT 16TH STREET AND CURVES BACK TO THE WEST PRIOR TO 7TH STREET. THE APPROXIMATE MID POINT OF THE ANGLED PORTION OF DEER VALLEY ROAD IS 1200 EAST.

DEER VALLEY ROAD HAS STAGGERED METAL LIGHT POLES ON THE NORTH AND SOUTH SIDES OF THE ROADWAY. THERE IS ALSO A 69KV POWER LINE THAT PARALLELS DEER VALLEY ROAD ON THE SOUTH SIDE AND TURNS TO THE NORTH AT 16TH STREET WHERE IT PARALLELS 16TH STREET ON THE WEST SIDE OF THE ROADWAY.

DEER VALLEY ROAD APPEARED TO BE IN GOOD CONDITION AND THE LANES ARE APPROPRIATELY MARKED. THE LANE MARKINGS ARE CLEARLY VISIBLE. THE SPEED LIMIT ALONG DEER VALLEY ROAD IN THAT AREA IS POSTED AT 40 MPH.

## SCENE EXAMINATION:

I WALKED THE SCENE NOTING ALL VISIBLE POINTS OF EVIDENCE. I MARKED THESE POINTS OF EVIDENCE WITH COLORED CONES TO AID IN THEIR DOCUMENTATION.

I OBSERVED TWO UNITS AT THEIR RESPECTIVE POINTS OF REST. ONE UNIT WAS A BEECHCRAFT BONANZA A36 AIRPLANE. IT WAS LOCATED ON THE WEST SIDE OF THE SCENE IN THE EASTBOUND INSIDE LANE, FACING WESTBOUND. THE OTHER UNIT WAS A 1990 ISUZU TROOPER. IT WAS LOCATED ON THE EAST SIDE OF THE SCENE IN THE EASTBOUND CURB LANE, FACING EASTBOUND. BETWEEN THE TWO UNITS WERE TIRE MARKS, GOUGE/SCRAPE MARKS, VEHICLE PARTS, AND FUEL CAST OFF/SPILL AREAS.

BETWEEN THE TWO UNITS RESPECTIVE POINTS OF REST, I LOCATED FOUR WHEEL BRAKE MARKS FROM THE ISUZU. THE BRAKE MARKS WERE LOCATED IN THE MIDDLE EASTBOUND LANE. APPROXIMATELY AT THE MID POINT OF THE ISUZU'S BRAKE MARKS I LOCATED SCRAPING ON THE ROADWAY. THE SCRAPE MARKS WERE BETWEEN THE DRIVER AND PASSENGER SIDE BRAKE MARKS. THE SCRAPE MARKS CAME FROM THE UNDERSIDE OF THE ISUZU DURING THE IMPACT WITH THE PLANE. TOWARDS THE END OF THE ISUZU'S BRAKE MARKS I NOTED THEY SLIGHTLY DEVIATED TO THE SOUTH.

THE BRAKE MARKS ENDED PRIOR TO THE ISUZU'S CONTROLLED POINT OF REST. THIS

INDICATED THE DRIVER OF THE ISUZU EITHER CAME TO A STOP AT THE END OF THE BRAKE MARKS AND DROVE TO HIS POINT OF REST OR STOPPED APPLYING THE BRAKES (AT A LEVEL TO CAUSE THE TIRES TO MARK) AND DROVE TO HIS POINT OF REST.

JUST EAST OF THE AREA OF IMPACT, AND IN THE EASTBOUND INSIDE LANE, I LOCATED FUEL CAST OFF/SPILL. JUST WEST OF THE AREA OF IMPACT I LOCATED SCRAPING FROM THE AIRPLANES PROPELLER. THIS SCRAPING/GOUGING WAS JUST SOUTH OF THE ISUZU'S PASSENGER SIDE TIRE MARKS.

AT THE END OF THE SCRAPING/GOUGING, AND TO THE SOUTH, I LOCATED A LOCKED TIRE MARK BY THE AIRPLANES LEFT SIDE MAIN LANDING GEAR TIRE. THIS TIRE MARK CONTINUED TO THE WEST WHERE IT CURVED AND TERMINATED AT THE PLANES UNCONTROLLED POINT OF REST.

FOLLOWING THE LEFT MAIN TIRE MARK I LOCATED SCRAPING BY THE FRONT OF THE PLANE AS THE NOSE GEAR HAD COLLAPSED. THIS SCRAPING FOLLOWED THE CURVATURE OF THE LEFT MAIN TIRE MARK AND TERMINATED AT THE PLANES POINT OF REST. I ALSO LOCATED ANOTHER LOCKED TIRE MARK WHICH CAME FROM THE AIRPLANES RIGHT SIDE MAIN LANDING GEAR TIRE. THIS MARK CURVED AND TERMINATED AT THE PLANES POINT OF REST.

A SECOND FUEL CAST OFF/SPILL WAS LOCATED JUST WEST OF THE START OF THE LEFT MAIN TIRE MARK. IT WAS LOCATED IN THE EASTBOUND CURB LANE AND BIKE LANE ALONG WITH THE RIGHT WING (WHICH HAD PREVIOUSLY BEEN SHEERED OFF DURING ITS IMPACT WITH THE ISUZU) AND LEFT WING EXTERNAL FUEL TANK. THERE WAS A PALO VERDE TREE JUST SOUTH OF THE SOUTH CURB LINE. THE LEFT WING OF THE PLANE HAD COLLIDED WITH THE PALO VERDE TREE WHICH SHEERED OFF THE PLANES LEFT WING EXTERNAL FUEL TANK.

DETECTIVE PFOHL NOTED BOTH FUEL CAST OFF LOCATIONS CAME FROM THE EXTERNAL WING TIP TANKS, NOT THE MAIN FUEL TANKS.

#### VEHICLES:

VEHICLE INSPECTIONS WERE CONDUCTED BY DETECTIVE PFOHL. SEE HIS SUPPLEMENT FOR FURTHER DETAILS.

#### MEASUREMENTS:

I UTILIZED A SOKKIA ROBOTIC SYSTEM AND CONES TO DOCUMENT THE SCENE. A LIGHT POLE (#S579698) WAS UTILIZED AS THE REFERENCE POINT FOR THE SCENE. FROM THIS INFORMATION I LATER CONSTRUCTED A SCALED DIAGRAM OF THE SCENE.

#### RECONSTRUCTION:

I RECONSTRUCTED THE COLLISION BY COMBINING SKID MARKS, SCRAPE MARKS, AND ESTIMATED IMPACT SPEED LOSSES (VISUAL ESTIMATES) TO DETERMINE A SPEED FOR THE ISUZU WHEN ITS TIRES BEGAN TO MARK AND FOR THE PLANES GROUND SPEED

WHEN IT IMPACTED THE ISUZU. THE SPEED LOSSES FROM IMPACT WERE ESTIMATED AS I WAS UNABLE TO LOCATE ANY STUDIES TO DETERMINE ENERGY/SPEED LOSS EQUIVALENT TO SHEER THIS AIRPLANES WING. ADDITIONALLY, THE IMPACT DAMAGE PROFILE OF THE ISUZU'S A-PILLAR AND ROOF SECTION DID NOT FIT THE CRASH III MODEL.

I WAS ABLE TO DETERMINE THE ISUZU WAS TRAVELING AT A MINIMUM SPEED OF 44 MPH WHEN THE TIRES BEGAN TO MARK. I WAS ALSO ABLE TO DETERMINE THE PLANE HAD A MINIMUM GROUND SPEED OF 58 MPH WHEN IT IMPACTED THE ISUZU.

#### FOLLOW-UP:

DURING MY TIME AT THE SCENE I NOTED A STRONG WIND FROM THE SOUTHWEST. I LATER CHECKED THE NOAA HISTORY REPORT AT DEER VALLEY AIRPORT (NEXT TO THE COLLISION SCENE) ON THE DATE/TIME OF THE COLLISION AND IT REPORTED 20 MPH WIND FROM THE SOUTHWEST WITH GUSTS TO 23 MPH AT 1353 HOURS. I ALSO CHECKED THE INTELICAST HISTORY REPORT FOR PHOENIX ARIZONA ON THE DATE/TIME OF THE COLLISION AND IT REPORTED 9 MPH WIND OUT OF THE WEST-NORTHWEST WITH GUSTS TO 22 MPH AT 1351 HOURS. THE NOAA DATA WAS MORE APPROPRIATE FOR THIS COLLISION EXAMINATION AS THE DATA WAS A MORE ACCURATE REPRESENTATION OF THE CONDITIONS I NOTED AT THE SCENE.

#### CONCLUSION:

ON JULY 18TH, 2010, AT 1402 HOURS THE ISUZU WAS TRAVELING EASTBOUND ON DEER VALLEY ROAD IN THE MIDDLE LANE WHEN THE DRIVER APPLIED MAXIMUM BRAKING AS A PLANE WAS LANDING ON THE ROADWAY IN FRONT OF HIM. THE PLANE WAS LANDING IN A WESTBOUND DIRECTION. THE PLANE'S RIGHT WING STRUCK THE PASSENGER SIDE A-PILLAR OF THE ISUZU. THE ISUZU CONTINUED EASTBOUND WITH THE DRIVER STILL APPLYING MAXIMUM BRAKING AND ULTIMATELY COMING TO IT'S CONTROLLED POINT OF REST.

AFTER IMPACTING THE ISUZU THE PLANE WAS RE-DIRECTED IN A SOUTHWEST DIRECTION WHERE THE PLANES LEFT WING STRUCK A PALO VERDE TREE. THE PLANE WAS THEN REDIRECTED TO THE WEST-NORTHWEST UNTIL IT CAME TO IT'S UNCONTROLLED POINT OF REST. THE PLANES PILOT WAS UNABLE TO CONTROL THE PLANE AS THE NOSE GEAR FAILED AND THE NOSE OF THE PLANE WAS SLIDING ON THE ROADWAY.

DURING THE IMPACT WITH THE ISUZU THE PLANES RIGHT WING WAS DAMAGED AND FUEL WAS SPILLED ONTO THE ROADWAY. DURING THE IMPACT WITH THE PALO VERDE TREE THE PLANES LEFT WING WAS DAMAGED AND FUEL WAS SPILLED ONTO THE ROADWAY. BOTH FUEL CAST OFF/SPILLS WERE FROM THE EXTERNAL WING TIP TANKS, NOT THE MAIN FUEL TANKS.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

\*\* PUBLIC \*\*

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SUPPLEMENT

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DR ENTERED BY : 5707

DR FINALIZED BY : 5079

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SUPPLEMENT

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DR NUMBER: 2010 01010418

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REPORT DATE: 20100916 TIME: 0615

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: ALAN PFOHL

5669

UNIT: T21

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 5669

ON JULY 18TH, 2010 AT 1505 HOURS, SERGEANT D. OFFERBECK #6619 OF THE PHOENIX POLICE DEPARTMENT'S VEHICULAR CRIMES UNIT CONTACTED ME AT HOME AND ASKED ME TO RESPOND TO THE AREA OF 1200 E. DEER VALLEY ROAD TO ASSIST IN THE INVESTIGATION OF A SERIOUS TRAFFIC COLLISION INVOLVING AN AIRPLANE AND A VEHICLE.

I ARRIVED ON SCENE AT 1610 HOURS. SERGEANT OFFERBECK ASKED ME TO TRY TO GET INFORMATION ABOUT THE PILOT'S RADIO TRANSMISSIONS FROM THE DEER VALLEY TOWER.

I DROVE TO THE PHOENIX POLICE DEPARTMENT'S AIR SUPPORT UNIT LOCATED AT DEER VALLEY AIRPORT AND USED THEIR TELEPHONE TO CONTACT DEER VALLEY TOWER. THE TOWER SUPERVISOR INFORMED ME THEY WOULD NOT RELEASE ANY OF THAT INFORMATION TO THE POLICE BUT WOULD PROVIDE IT TO THE FAA UPON THEIR REQUEST.

I THEN CONTACTED POLICE PILOT T. CLARK #6475. CLARK TOLD ME HE AND HIS SERGEANT, K. POLITTE #5240, DROVE TO THE CRASH SITE UPON HEARING OF THE CRASH AND MADE CONTACT WITH A WITNESS AND THE FIREFIGHTER WHO TURNED OFF SOME OF THE AIRCRAFT'S SWITCHES. HE ALSO SPOKE TO THE TOWER AND WAS PROVIDED WITH SOME LIMITED RADIO TRANSMISSION MESSAGES AND TIMES. PLEASE SEE OFFICER CLARK'S SUPPLEMENT TO THIS REPORT FOR THAT INFORMATION AS WELL AS OTHER OBSERVATIONS HE MADE AT THE SCENE.

I RETURNED TO THE CRASH SCENE AND WAS ASKED BY SERGEANT OFFERBECK TO ASSIST DETECTIVE PITTS WITH THE SCENE INVESTIGATION. I ASSISTED DETECTIVE PITTS BY WALKING THROUGH THE CRASH SCENE AND HELPING WITH THE IDENTIFICATION OF MARKS IN THE ROADWAY. I THEN EXAMINED THE AIRCRAFT AND THE ISUZU TROOPER.

\*\*\*\* BEECHCRAFT BONANZA A36 (N9SH) \*\*\*\*

I EXAMINED THE AIRCRAFT AT IT'S UNCONTROLLED POINT OF REST. I DETERMINED THE AIRCRAFT TO BE A 1977 BEECHCRAFT BONANZA A36 WITH A TAIL NUMBER OF N9SH. THE AIRCRAFT WAS WHITE IN COLOR WITH BLACK, BROWN AND GOLD PINSTRIPING.

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Continued.

THE AIRCRAFT WAS RESTING ON IT'S MAIN GEARS AND THE FRONT COWLING. THE NOSE GEAR HAD COLLAPSED AND WAS NOT VISIBLE. THE RIGHT MAIN WAS BENT INWARD AND NOT FULLY EXTENDED.

THE PROPELLER AND NOSE CONE ASSEMBLY HAD SHEARED FROM THE PROPELLER SHAFT AND WAS LYING ON THE PAVEMENT WITH ONE BLADE BENT BENEATH THE AIRCRAFT. THE REMAINING TWO BLADES AND NOSE CONE WERE PROTRUDING OFF THE RIGHT SIDE OF THE AIRCRAFT. I REMOVED THE PROPELLER FROM BENEATH THE AIRCRAFT TO EXAMINE IT.

THE PROPELLER WAS A HARTZELL THREE-BLADE CONSTANT SPEED MODEL. ONE BLADE HAD CONTACT DAMAGE CONSISTING OF A SEVERE INWARD BEND WITH THE REMAINING TWO BLADES HAVING MINOR DAMAGE TO THE TIPS. THE NOSE CONE ALSO HAD IMPACT DAMAGE WITH THE DAMAGE CLOSEST IN PROXIMITY TO THE HEAVILY DAMAGED BLADE. THE DAMAGE PROFILE TO THE BLADES ALONG WITH THE GOUGE MARKS LOCATED IN THE ROADWAY INDICATED THE PROPELLER WAS NOT TURNING UNDER POWER AT IMPACT.

AS I EXAMINED THE REMAINDER OF THE EXTERIOR OF THE PLANE, I NOTED THE OUTBOARD SECTION OF THE RIGHT WING HAD BEEN SHEARED OFF FROM IMPACT WITH THE ISUZU TROOPER. IMPACT DAMAGE BEGAN ON THE LEADING EDGE ABOUT MIDWAY DOWN THE WING. THE OUTBOARD SECTION OF THE WING WAS LOCATED IN THE ROADWAY IN THE EASTBOUND CURB LANE, APPROXIMATELY ONE-THIRD THE DISTANCE TO THE ISUZU'S POINT OF REST. THIS PORTION OF THE WING WAS HEAVILY DAMAGED AND CRUMPLED. THE INBOARD HALF OF THE WINGTIP FUEL TANK WAS STILL ATTACHED TO THE WING. THE OUTBOARD HALF OF THE WINGTIP FUEL TANK WAS DAMAGED IN THE COLLISION, CAUSING THE REMAINING FUEL IN IT TO SPILL ONTO THE ROADWAY. THIS FUEL SPILL WAS LOCATED IN THE INSIDE AND MIDDLE EASTBOUND LANES JUST EAST OF THE AREA OF IMPACT.

THE LEFT WING'S WINGTIP FUEL TANK HAD BEEN TORN AWAY AND WAS FOUND LYING IN THE EASTBOUND BIKE LANE, NEXT TO THE OUTBOARD SECTION OF THE DAMAGED RIGHT WING. THERE WAS A SIGNIFICANT FUEL SPILL THAT EXTENDED TO THE EAST FROM THE LEFT WINGTIP FUEL TANK'S POINT OF REST.

THERE WAS SOME INDUCED DAMAGE ALONG THE MIDLINE OF THE LEFT WING AS WELL AS WHAT APPEARED TO BE IMPACT DAMAGE TO THE LEADING EDGE WING ROOT. THE LEADING EDGE WING ROOT HAD ALSO BECOME DETACHED FROM THE FUSELAGE.

I NOTED INDUCED DAMAGE TO THE LEFT SIDE OF THE FUSELAGE NEAR THE AFT PORTION OF THE WING. THERE WAS ALSO INDUCED DAMAGE TO THE UNDERSIDE OF THE LEFT WING AND TO THE FLAPS. THE INDUCED DAMAGE NOTED ON THE WING, FLAPS AND FUSELAGE COULD BE ATTRIBUTED TO THE IMPACT OF THE LEFT WINGTIP WITH THE TREE AND/OR THE HARD LANDING ON THE LEFT MAIN.

AS I CONTINUED AFT ON THE LEFT SIDE OF THE AIRCRAFT I OBSERVED VEGETATION (PALO VERDE TREE BRANCHES) WEDGED BETWEEN THE LEFT HORIZONTAL STABILIZER AND THE ELEVATOR.

I PROCEEDED AROUND THE AFT END OF THE AIRCRAFT TO THE RIGHT SIDE AND UP TO THE OPEN CABIN DOOR. I OBSERVED BLOOD ON THE INTERIOR OF THE DOOR, ON THE

ANTI-SKID SURFACE ON THE WING AND IN THE ENTRYWAY.

I NOTED BOTH FRONT SEATS WERE FOLDED FORWARD AND THERE WAS BLOOD ON THE BACK OF THE PASSENGER SEAT. AS I CONTINUED INTO THE CABIN OF THE AIRCRAFT I ALSO OBSERVED BLOOD ON THE PILOT-SIDE YOKE AND INSTRUMENT PANEL.

I MADE NOTE OF THE HOBBS METER NEAR THE PASSENGER DOOR. THE METER INDICATED 563.8 HOURS. I ALSO NOTED THE TIP TANK SELECTOR SWITCH WAS ON THE RIGHT TANK AND BOTH TANKS WERE IN THE "OFF" POSITION. ALL AVIONICS WERE ALSO OFF. I NOTICED AN AFTERMARKET GARMIN GPS AT THE TOP OF THE AVIONICS CLUSTER HAD COME LOOSE AND WAS HANGING FORWARD BY IT'S WIRES. I PUSHED IT BACK INTO THE INSTRUMENT PANEL TO KEEP IT OUT OF THE WAY.

I NOTED THE PILOT'S SEATBELT WAS EXTENDED AND THERE WAS BLOOD ON IT. THERE WAS A BOSE HEADSET ON THE FLOOR IN FRONT OF THE PILOT'S SEAT AND STILL CONNECTED TO IT'S CORD WHICH WAS DRAPED OVER THE LEFT SIDE OF THE PILOT'S CONTROL YOKE. ALSO ON THE FLOOR IN FRONT OF THE PILOT'S SEAT WAS A FLASHLIGHT AND A TIRE PRESSURE GAUGE.

I NOTED THE FUEL TANK SELECTOR VALVE TO BE IN THE "OFF" POSITION AND THE FUEL PUMP SWITCH WAS ALSO OFF. I LATER LEARNED THE FIRE DEPARTMENT HAD TURNED THESE SWITCHES OFF. SEE OFFICER CLARK'S SUPPLEMENT FOR DETAILS.

I LOOKED IN THE BACK SEAT AND OBSERVED THE ACCESS PANEL FROM THE REAR CARGO AREA WAS NOW LYING ACROSS THE MIDDLE REAR SEATS. THE FAR REAR SEATS WERE FOLDED FORWARD AND THE REAR COMPARTMENT CONTAINING THE BATTERY, E.L.T. AND OTHER ELECTRONIC EQUIPMENT WAS EXPOSED. I OBSERVED A VINYL DOCUMENT HOLDER IN THE REAR CARGO AREA AND REMOVED FROM IT THE AIRCRAFT REGISTRATION, AS WELL AS THE PILOT'S FAA LICENSE AND MEDICAL CERTIFICATE.

THE FAA LICENSE WAS ISSUED TO REED ARMAND HATKOFF WITH AN ADDRESS OF [REDACTED] PHOENIX, AZ, 85028-4739. THE CERTIFICATE LISTED THE PILOT'S DATE OF BIRTH AS [REDACTED] THE CERTIFICATE ALSO INDICATED A RATING OF PRIVATE PILOT - AIRPLANE SINGLE ENGINE LAND.

THE DEPARTMENT OF TRANSPORTATION MEDICAL CERTIFICATE WAS A SECOND CLASS CERTIFICATE ISSUED TO REED ARMAND HATKOFF. THE DATE OF THE EXAM WAS 3/19/09 AND THE EXAM WAS CONDUCTED BY JOHN E. MCCARVILLE MD, 03769. THE CERTIFICATE ALSO INDICATED THE PILOT MUST POSSESS GLASSES FOR NEAR/INTERMEDIATE VISION.

I GATHERED THESE DOCUMENTS AND PROVIDED THEM TO FAA AVIATION SAFETY INSPECTOR DAVE MONTALVO THE FOLLOWING DAY. I ALSO PHOTOCOPIED THE FAA CERTIFICATE AND MEDICAL CERTIFICATE AND FORWARDED IT NTSB INVESTIGATOR TEALEYE CORNEJO IN CALIFORNIA.

I THEN LEFT THE AIRCRAFT TO INSPECT THE ISUZU TROOPER. AFTER I FINISHED MY INSPECTION OF THE ISUZU, I WALKED PAST THE AIRCRAFT ON THE WAY TO MY VEHICLE AND I HEARD TRANSMISSIONS BEING MADE FROM THE AIRCRAFT'S RADIO. I ENTERED THE CABIN AND OBSERVED THE RADIOS WERE NOW POWERED UP. I NOTICED THE AVIONICS POWER SWITCH WAS IN THE "ON" POSITION. I SHUT DOWN THE POWER

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TO THE AVIONICS AND NOTED THE HOBBS METER NOW READ 563.9 HOURS.

\*\*\*\* 1990 ISUZU TROOPER \*\*\*\*

I EXAMINED THE ISUZU TROOPER AT IT'S UNCONTROLLED POINT OF REST. THE ISUZU WAS A 1990 MODEL, WHITE IN COLOR AND BEARING AN ARIZONA LICENSE PLATE OF [REDACTED]

THERE WAS SEVERE IMPACT DAMAGE AT THE ISUZU'S RIGHT SIDE A-PILLAR. THE WINDSHIELD HAD BEEN BLOWN OUTWARD AND THE ROOF WAS COLLAPSED ON THE RIGHT SIDE. THE LEFT FRONT WINDOW AND WING WINDOW WERE ALSO SHATTERED.

CONTACT DAMAGE FROM THE AIRPLANE WAS FOUND TO START AT THE LOWER THIRD OF THE A-PILLAR WITH ADDITIONAL CONTACT WITH THE RIGHT SIDE OF THE WINDSHIELD AND RIGHT SIDE (FRONT) OF THE ROOF. THE REMAINDER OF THE ISUZU WAS UNDAMAGED.

THE INTERIOR OF THE ISUZU SHOWED IT HAD AN AUTOMATIC TRANSMISSION WITH A FOUR-WHEEL DRIVE SHIFT LEVER. THERE WERE 185,153 MILES SHOWING ON THE ODOMETER.

THERE WAS BROKEN GLASS COVERING THE INTERIOR OF THE ISUZU WITH THE MAJORITY OF THE GLASS IN THE FRONT OCCUPANT AREA.

THIS CONCLUDED MY INVOLVEMENT IN THIS INVESTIGATION.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5669

DR FINALIZED BY : 5079

END OF REPORT

DR NO: 2010 01010418

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DR NUMBER: 2010 01010418

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REPORT DATE: 20101012 TIME: 0908

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: PHUC (KEN) HO

8977

UNIT: 61B

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 8977

ON 07-18-10 AT APPROXIMATELY 1358 HOURS, I WAS DISPATCHED TO THE AREA OF NORTH 7TH STREET AND EAST DEER VALLEY ROAD REGARDING AN ACCIDENT WITH INJURY WHERE A SMALL ENGINE AIRPLANE CRASHED INTO A VEHICLE.

UPON ARRIVAL AT 1402 HOURS, I ADVISED DISPATCHER OF THE CORRECTION LOCATION OF THE CRASH SITE AND THE INJURY UPDATE. I THEN ADVISED RESPONDING UNITS TO SHUT DOWN WEST BOUND TRAFFIC FROM NORTH 7TH STREET AND EAST BOUND TRAFFIC FROM NORTH 16TH STREET.

PHOENIX FIRE DEPARTMENT WAS ALREADY ON SCENE.

I OBSERVED W1 MICHAEL TERRY AND VIRGINIA THOMPSON PROVIDING MEDICAL ATTENTION TO THE PILOT OF THE AIRPLANE IN THE REAR OF THEIR VEHICLE, A BLACK LEXUS SPORT UTILITY VEHICLE WITH ARIZONA LICENSE [REDACTED] I WAS THEN CONTACTED BY ALLEN RICHARD PRYKA WHO STATED HE IS THE DRIVER OF THE WHITE VEHICLE INVOLVED IN THE COLLISION.

I THEN ADVISED HIM TO THAT I WOULD BE RIGHT WITH HIM AS SOON AS I SECURED THE SCENE. I ADVISED ALL THE WITNESSES TO STAND BY AND WAIT FOR THE POLICE. FIRE DEPARTMENT FIREFIGHTERS WERE PREPARING THEIR HOSE IN CASE OF FIRE. PLEASE SEE THEIR FIRE INCIDENT #2010 192904 FOR FURTHER INFORMATION. FIRE FIGHTER FROM RESCUE 36 MIKE BILMAN TURNED OFF THE FUEL, PUMP AND THE ENGINE TO THE AIRPLANE.

ONCE THE SCENE WAS SECURED, I CONTACTED ALLEN WHO STATED THE FOLLOWING. ALLEN STATED HE WAS EAST BOUND ON EAST DEER VALLEY ROAD FROM NORTH 7TH STREET IN THE NUMBER 2 LANE. ALLEN WAS DRIVING HIS WHITE 1990 ISUZU TROOPER WITH ARIZONA LICENSE [REDACTED]. AT THE CORNER OF HIS EYES, HE NOTICED A SMALL ENGINE PLANE WAS SURPRISINGLY LOW TO THE GROUND. AS SOON AS HE REALIZED IT, THE AIRPLANE WAS HEADED TOWARD HIS VEHICLE AND CRASHED TO THE GROUND. ALLEN THEN STATED THE AIRPLANE BOUNCED OFF THE GROUND AND THE WING COLLIDED WITH HIS VEHICLE. ALLEN REMEMBERED ALL HE COULD HAVE DONE WAS TO DUCK TO AVOID FROM BEING INJURE[D]. ALLEN THEN SLOWLY MADE HIS WAY OVER TO THE SOUTH SIDE OF THE ROAD. HE GOT OUT AND CAME TO CHECK ON THE PILOT. ALLEN STATED HE FEEL FINE AND VERY LUCKY TO BE ALIVE.

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I THEN CONTACTED MICHAEL WHO STATED THE FOLLOWING. MICHAEL STATED THEY HAVE JUST LANDED AT DEER VALLEY AIRPORT. THEY WERE DRIVING EAST BOUND ON EAST DEER VALLEY ROAD WHEN HE NOTICED THE SMALL ENGINE AIRPLANE FLYING AWFULLY LOW BY THE HORIZON. MICHAEL STATED HE DID NOT THINK THE AIRPLANE WAS GOING TO MAKE IT SO HE CONTINUED EAST BOUND. MICHAEL THEN STATED HE CAME UP AFTER THE COLLISION. MICHAEL AND VIRGINIA ASSISTED THE PILOT OUT OF THE AIRPLANE. WHEN ASKED ABOUT THE ENGINE, MICHAEL STATED THE ENGINE WAS NOT RUNNING AT THE TIME. MICHAEL PULLED THE PILOT OUT OF THE AIRPLANE AND PLACED HIM IN THE REAR OF THIS VEHICLE.

I CONTACTED VIRGINIA WHO STATED THE FOLLOWING. VIRGINIA AND MICHAEL TRAVELING EAST BOUND IN THE SAME VEHICLE ON EAST DEER VALLEY ROAD. SHE NOTICED THE SMALL ENGINE AIRPLANE JUST ABOVE THE HILL TO THE EAST OF HER POSITION. VIRGINIA STATED THE PLANE WAS WOBBLY APPROACHING WEST BOUND. THE ALTITUDE WAS VERY LOW. THEY CONTINUED EAST BOUND AND APPROACHED THE CRASH SITE A SHORT MOMENT LATER. VIRGINIA DID NOT SAW THE CRASH.

OFFICER THOMPSON WAS CONTACTED BY W3 ERICK J. DOYLE WHO LIVED AT [REDACTED] 2. ERICK STATED HE SAW AND HEARD THE AIRPLANE. HE THEN OBSERVED THE AIRPLANE WAS WOBBLY. HE DID NOT SAW THE CRASH. ERICK THEN LEFT.

I THEN OBTAINED THE REGISTRATION FOR THE AIRPLANE FROM THE INSIDE COMPARTMENT OF THE AIRPLANE. I NOTICED THERE WERE MULTIPLE BLOOD SPOTS INSIDE AND ON THE RIGHT WINGS OF THE AIRPLANE. I ALSO NOTICED THE LOG BOOK AND REGISTRATION OF THE AIRPLANE WAS ON THE FLOOR BOARD. I RETRIEVED THE REGISTRATION AND UPDATED SERGEANT BOYLE ON THE INCIDENT.

ONCE I INTERVIEWED ALL THE WITNESSES, I SECURED THE SCENE AND STOOD BY THE WITNESSES UNTIL VEHICULAR CRIME UNIT RESPONDED AND RELIEF THE WITNESSES.

I DID NOT CONTACT THE PILOT BECAUSE PHOENIX FIRE WAS TREATING HIM OF HIS INJURIES. THE PILOT WAS TRANSPORTED TO JOHN C. LINCOLN DUNLAP BY RESCUE 36.

END OF REPORT.

VCU/5079

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079

DR FINALIZED BY : 5079

END OF REPORT

DR NO: 2010 01010418 005

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REPORT DATE: 20101012 TIME: 0912

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: TODD OLIVER

8968

UNIT: 41G

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 8968

ON 7-18-10 AT APPROXIMATELY 1402 HOURS I WAS DISPATCHED TO THE AREA OF 1200 E DEER VALLEY RD REFERENCE TRAFFIC OF AN EMERGENCY LANDING OF AN AIRPLANE.

UPON ARRIVAL I SPOKE TO THREE WITNESSES WHO WERE DRIVING WEST BOUND ON DEER VALLEY RD. THE NAMES ARE AS FOLLOWS:

BRITTANI GRESHAM HOUSER, NATALI GRESHAM AND NICHOLAS CONNELL.

ALL WITNESSES WERE IN THE SAME VEHICLE DRIVING WEST BOUND ON DEER VALLEY RD WHEN THEY SAID THEY SAW A WHITE TRUCK WITH EXTENSIVE FRONT END DAMAGE PARKED IN THE STREET FACING EAST BOUND. NATALI SAID SHE WAS CONFUSED AT FIRST WONDERING WHAT THE VEHICLE COULD HAVE HIT. SHE SAID SHE DROVE A LITTLE FURTHER WEST WHEN SHE SAW AN AIRPLANE CRASHED IN THE MIDDLE OF THE STREET. SHE SAW THE PILOT GETTING OUT OF THE PLANE AND BEGAN TO CALL 911. NATALI SAID THE PILOT WAS THE ONLY ONE INSIDE OF THE PLANE AT THIS TIME. SHE SAID SHE THEN TALKED TO THE DRIVER OF THE WHITE VEHICLE WHO TOLD HER THE PLANE CRASHED IN FRONT OF HIM AND BOUNCED INTO HIS VEHICLE. NATALI SAID SHE STAYED ON THE PHONE WITH 911 UNTIL POLICE UNITS ARRIVED.

I THEN TOOK A PERIMETER POSITION AND PUT UP CRIME SCENE TAPE AS MEDIA WAS BEGINNING TO ARRIVE ON SCENE.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079

DR FINALIZED BY : 5079

END OF REPORT

DR NO: 2010 01010418

006

\*\* PUBLIC \*\*

PHOENIX POLICE DEPARTMENT REPORT

\*\* RECORD \*\*

SUPPLEMENT

PAGE NUMBER: 1

DR NUMBER: 2010 01010418

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REPORT DATE: 20101012 TIME: 0914

TYPE OF REPORT: AIRCRAFT CRASH

OFFENSE: 962

LOCATION: 001200 E DEER VALLEY ROAD

BEAT: 0224 GRID: EC30

DATE/TIME OF OCCURRENCE: SUN 071810 1402

REPORTING OFFICER[S]: CHRISTOPER ZAK

8460

UNIT: 72F

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

\*\*\*\* NARRATIVE \*\*\*\*

SERIAL NUMBER: 8460

THE PURPOSE OF THIS SUPPLEMENT IS TO PROVIDE FURTHER INFORMATION REFERENCE MY INVOLVEMENT IN INCIDENT 2010-1010418.

ON 071810 AT APPROXIMATELY 1440 HOURS I RESPONDED TO JCL NORTH MOUNTAIN, 250 E DUNLAP AVE, REFERENCE A PLANE WRECK ON E. DEER VALLEY ROAD.

WHILE EN ROUTE TO THE HOSPITAL, I WAS ADVISED VIA MDC THAT BLOOD SAMPLES WOULD NEED TO BE TAKEN UPON MY ARRIVAL FROM THE PILOT, A UNIDENTIFIED WHITE MALE. IT WAS LATER CLARIFIED VIA RADIO THAT THERE WAS NO PC AT THE TIME TO OBTAIN BLOOD SAMPLES.

UPON MY ARRIVAL TO JCL NORTH MOUNTAIN I WAS DIRECTED TO TRAUMA ROOM 4. I OBSERVED A WHITE MALE WITH OBVIOUS FACIAL TRAUMA, HOWEVER HE WAS AWAKE AND TALKING TO HOSPITAL STAFF. I THEN CONTACTED A MALE WHO IDENTIFIED HIMSELF AS DR. PATEL. DR. PATEL STATED THAT HE WAS THE DOCTOR IN CHARGE OF THE WHITE MALE. DR. PATEL ADDED THAT HE IS UNSURE OF THE PATIENTS EXACT MEDICAL ISSUES, HOWEVER AT THAT TIME HE APPEARED TO BE STABLE WITH NON-LIFE THREATENING INJURIES.

I WAS PROVIDED WITH THE NAME OF THE WHITE MALE WHO WAS IDENTIFIED BY HOSPITAL STAFF AS REED HATKOFF (DOB: [REDACTED]). REED DID NOT HAVE ANY IDENTIFICATION AT THAT TIME, AND HOSPITAL STAFF ALLOWED ME TO LOOK THROUGH THE JEANS WHICH WERE REMOVED FROM REED. I DISCOVERED AN AMERICAN EXPRESS CREDIT CARD, ALONG WITH APPROXIMATELY [REDACTED] IN MOSTLY TWENTIES IN HIS PANT POCKET.

I THEN CONTACTED A MEMBER OF PHOENIX FIRE DEPARTMENT RESCUE 36 C-SHIFT WHO ADVISED THAT HE DID NOT DETECT AN ODOR OF ALCOHOL ON THE PATIENTS BREATH, AND HE DID NOT DISPLAY ANY OTHER SIGNS OF IMPAIRMENT.

I WAS ABLE TO HAVE A BRIEF DISCUSSION WITH REED AFTER HOSPITAL STAFF DELIVERED MEDICAL AIDE. REED ADVISED THE FOLLOWING:

REED STATED THAT HE WAS THE PILOT OF AN AIRPLANE HE HAD PURCHASED APPROXIMATELY 4 YEARS AGO. THE VEHICLE IS REGISTERED TO HIMSELF AND HIS COMPANY, ACC-URL CORP. REED HAD REPLACED THE AIRPLANE'S ENGINE RECENTLY

2010 01010418

7

Continued.



\*\* PUBLIC \*\*

PHOENIX POLICE DEPARTMENT REPORT

\*\* RECORD \*\*

SUPPLEMENT

PAGE NUMBER: 2

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AND HAS NOT HAD THE VEHICLE IN FLIGHT SINCE THE REPLACEMENT. TODAY, REED DECIDED TO TAKE THE VEHICLE FOR A TEST FLIGHT. UPON RETURNING TO THE DEER VALLEY AIRPORT, THE VEHICLE ENGINE LOST POWER. REED SUGGESTED THAT THERE WAS A PROBLEM WITH THE FUEL GAUGE.

AT THE TIME OF THIS REPORT THERE IS NO FURTHER INFORMATION FROM REED REFERENCE THIS INCIDENT. ALL MEDICAL TESTS HAVE RESULTED NEGATIVE, EXCEPT FOR BROKEN FACIAL BONES AND A SLIGHTLY ERRATIC HEART BEAT.

VICTIM RECEIVED RIGHTS INFORMATION: NO

MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079

DR FINALIZED BY : 5079

END OF REPORT

DR NO: 2010 01010418

007

2010-10010418

Case Number

2010-01010418

Drawn By

Date Drawn

Incident Date:

Scale

Detective Pitts #5707

Location: Phoenix Police Department

1" = 50'



East Deer Valley Road

To 16th Street

Median

RP-Light Pole S579698

To 7th Street

2010-10010418

Case Number

2010-01010418

Drawn By

Date Drawn

Incident Date:

Scale

Detective Pitts #5707

Location: Phoenix Police Department

1" = 50'



East Deer Valley Road

To 16th Street

Median

RP-Light Pole S579698

To 7th Street



# Phoenix Police Department

## Measurement Data Log

File Number	2010-01010418	Scene Measured By	Detective Pitts
Incident Date/Time	18-Jul-2010 02:02 PM	ID Number (measured by)	5707
Incident Location	1200 East Deer Valley Road	Scene Assisted By	
Date Measured On	18-Jul-2010	ID Number (assisted by)	
Weather Description	Clear	Reference Point Description	Light Pole #S579698
Road Description	Asphalt - Dry	Secondary Reference Point	
		Visibility Description	Clear

Point	North	South	East	West	Elev.	Description	Notes
1	0.0000		0.0000		0	LIGHT POLE S579698	
2		28.4909		41.2025	-3.830308	TOTAL STATION	
3	0.2458			0.0492	24.30243	LIGHT POLE S579698 TOP	
4	145.0192		165.3895		25.6939	LIGHT POLE	
5	290.5106		329.9402		28.28454	LIGHT POLE	
6	423.0758		479.5695		29.22474	LIGHT POLE	
7	433.3772		337.6181		30.02575	LIGHT POLE	
8	294.2010		180.1770		27.21426	LIGHT POLE	
9	151.7296		19.3483		25.03685	LIGHT POLE	
10	188.5571		290.2080		81.51706	POWER POLLE	
11		205.0729		159.3952	78.27876	POWER POLLE	
12	9.3445			45.0864	-7.045484	PROP HUB	
13	27.1891			31.6760	0.3000889	BACK OF PLANE	
14	13.5014			35.2541	-7.381142	LEFT SIDE WHEEL	
15		17.0834		32.6415	-1.217553	SWL	
16		20.8159		27.8416	-1.393144	SCL	
17	0.1799			29.5079	-0.9277182	DWL	
18	8.2332			36.9723	-0.6919909	DWL	
19		7.8351		55.3321	-0.8767452	DWL	
20		18.1248		66.9530	-1.02754	DWL	
21		16.5933		48.2734	-1.136077	DWL	
22	10.5140			17.7778	-0.7881451	DWL	
23	18.7017			25.3211	-0.5688744	DWL	
24	34.3772			7.5352	-0.3566113	DWL	
25	43.2935			15.6067	-0.1540661	NCL	
26	26.3753		0.0139		-0.5761366	DWL	

Point	North	South	East	West	Elev.	Description	Notes
26	26.3753		0.0139		-0.5761366	DWL	
27	18.1494		7.0768		-0.7291937	SWL	
28	13.4685		10.8212		-0.9073181	SCL	
29	36.4050		11.5491		-0.447773	DWL	
30	44.3921		3.9258		-0.2091255	DWL	
31	60.8718		22.4799		0.02454185	DWL	
32	52.7103		29.9116		-0.2097969	DWL	
33	63.2049		42.0371		-0.06039333	DWL	
34	71.3069		34.1251		0.1804142	DWL	
35	94.9831		42.9688		0.5895853	NCL	
36	87.2973		52.3187		0.413084	DWL	
37	78.6236		59.2471		0.1581755	DWL	
38	70.7036		66.6740		-0.01123428	SWL	
39	68.4392		73.2139		-0.1734743	SCL	
40	88.8189		71.0253		0.2941227	DWL	
41	97.2491		63.8384		0.5275955	DWL	
42	113.6378		82.2285		0.7493086	DWL	
43	105.5441		89.6959		0.5130177	DWL	
44	115.7594		101.4150		0.6785183	DWL	
45	123.6704		93.5396		0.8903971	DWL	
46	149.0642		104.2742		1.331932	NCL	
47	140.0438		112.1254		1.152342	DWL	
48	131.9742		119.5710		0.9091167	DWL	
49	124.3721		127.3605		0.7475681	SWL	
50	119.9229		131.4274		0.5652542	SCL	
51	141.6602		130.6698		1.059788	DWL	
52	150.0866		123.6642		1.309082	DWL	
53	166.4470		142.0450		1.557252	DWL	
54	158.2633		149.4066		1.309031	DWL	
55	184.6053		179.4458		1.666872	DWL	
56	192.7496		171.9935		1.917122	DWL	
57	216.1926		198.5208		2.253482	DWL	
58	210.9605		209.3156		2.067472	DWL	
59	252.2692		221.1252		2.790932	NCL	
60	243.3106		228.9830		2.649292	DWL	
61	237.3625		239.1310		2.448711	DWL	
62	229.3598		246.5135		2.248412	SWL	
63	225.0822		250.5602		2.019172	SCL	
64	247.2838		260.9064		2.545981	LRC TROOPER	
65	242.9528		263.7359		2.422702	RRC TROOPER	
66	148.1931		82.0757		1.204021	NSIDE SCL	
67	165.5143		83.5367		1.108414	DWL	
68	183.4263		87.1420		1.004925	DWL	
69	215.0468		105.3951		1.139692	SWL	

Point	North	South	East	West	Elev.	Description	Notes
69	215.0468		105.3951		1.139692	SWL	
70	227.4720		111.5132		1.086141	NSIDE NCL	
71	4.5701			29.1977	-0.8403387	LEFT WING	
72	11.4935			38.5619	-0.6203003	LEFT WING	
73	12.0750			40.5927	-0.5872622	LEFT WING	
74	8.6785			43.8407	-0.6322927	NOSE	
75	10.6641			46.1614	-0.5985689	NOSE	
76	14.8088			43.7629	-0.5413933	RIGHT WING	
77	16.4615			44.5715	-0.5192957	RIGHT WING	
78	18.8990			47.1733	-0.2332678	RIGHT WING	
79	18.8018			47.1499	-0.2442551	RIGHT WING DAMAGE	
80	20.8032			47.3007	-0.2343369	RIGHT WING DAMAGE	
81	22.9046			48.1476	-0.05511284	RIGHT WING DAMAGE	
82	24.5702			46.8816	-0.02201843	RIGHT WING DAMAGE	
83	24.2238			45.2547	-0.1250067	RIGHT WING DAMAGE	
84	20.7141			38.9733	-0.05615044	RIGHT WING DAMAGE	
85	105.9837		83.2800		0.5770245	RF SKID MARK TROOPER	
86	118.0091		96.6310		0.7480698	RF SKID MARK TROOPER	
87	131.1796		111.2280		0.9404011	RF SKID MARK TROOPER	
88	145.7846		128.6400		1.156162	RF SKID MARK TROOPER	
89	154.8202		141.9789		1.266262	RF SKID MARK TROOPER	
90	155.5324		145.7814		1.264292	FRONT WINDSHIELD TROOPER	
91	155.7765		147.5024		1.285151	FRONT WINDSHIELD TROOPER	
92	158.4287		147.6995		1.317442	FRONT WINDSHIELD TROOPER	
93	158.9322		147.0585		1.327092	FRONT WINDSHIELD TROOPER	
94	159.8840		147.0975		1.338112	FRONT WINDSHIELD TROOPER	
95	160.1268		145.7184		1.370202	FRONT WINDSHIELD TROOPER	
96	157.7276		145.7179		1.307472	TIRE PRINT	
97	158.5673		146.7157		1.345712	TIRE PRINT	
98	157.6447		147.6310		1.294251	TOP	
99	113.5814		91.4110		0.6800051	RRT SKID MARK	
100	120.2513		98.4798		0.7804203	RRT SKID MARK	
101	132.6569		112.1418		0.9663391	RRT SKID MARK	

Point	North	South	East	West	Elev.	Description	Notes
101	132.6569		112.1418		0.9663391	RRT SKID MARK	
102	143.2140		124.1066		1.132352	RRT SKID MARK	
103	146.7816		128.9056		1.174602	RRT SKID MARK	
104	149.1239		132.6633		1.209661	RRT SKID MARK	
105	108.0137		78.7879		0.6326046	LFT SKID MARK	
106	120.0514		92.0405		0.8054333	LFT SKID MARK	
107	132.7072		106.0733		1.004947	LFT SKID MARK	
108	142.8776		117.6162		1.162442	LFT SKID MARK	
109	147.7295		123.4118		1.239652	LFT SKID MARK	
110	115.8530		86.9822		0.7508926	LRT SKID MARK	
111	125.6982		97.5759		0.9024582	LRT SKID MARK	
112	138.5683		111.6662		1.114035	LRT SKID MARK	
113	143.7694		117.6821		1.192232	LRT SKID MARK	
114	150.4873		125.8792		1.294922	LRT SKID MARK	
115	121.8064		96.2116		0.8197193	TROOPER UNDERC SCRAPE	
116	122.9572		97.7688		0.8262386	TROOPER UNDERC SCRAPE	
117	123.6067		98.8355		0.8333797	TROOPER UNDERC SCRAPE	
118	125.0089		99.2298		0.8606882	TROOPER UNDERC SCRAPE	
119	126.4323		101.5246		0.8732691	TROOPER UNDERC SCRAPE	
120	133.7922		89.2934		1.042843	R WING FUEL CAST OFF	
121	138.8487		104.8987		1.129992	R WING FUEL CAST OFF	
122	140.8104		109.7794		1.163462	R WING FUEL CAST OFF	
123	140.5423		110.3795		1.154662	R WING FUEL CAST OFF	
124	138.3411		110.8767		1.110784	R WING FUEL CAST OFF	
125	132.4852		109.2621		0.9733915	R WING FUEL CAST OFF	
126	119.7179		102.0864		0.7219181	PLANE GOUGING	
127	118.1105		100.5833		0.7128582	PLANE GOUGING	
128	114.4023		96.5057		0.6529427	PROPELLER GOUGE	
129	113.0195		94.7701		0.6203098	PROPELLER GOUGE	
130	111.4674		93.0649		0.6180096	PROPELLER GOUGE	
131	113.8429		96.9403		0.6506853	NOSE WHEEL TIRE MARK	

Point	North	South	East	West	Elev.	Description	Notes
131	113.8429		96.9403		0.6506853	NOSE WHEEL TIRE MARK	
132	107.9974		90.1814		0.5635185	NOSE WHEEL TIRE MARK	
133	112.1188		94.4077		0.6217241	NOSE WHEEL SCRAPING	
134	110.9208		93.0566		0.6051235	NOSE WHEEL SCRAPING	
135	109.6503		92.6449		0.5841656	PROPELLER SCRAPE	
136	109.0086		93.1614		0.5734844	PROPELLER SCRAPE	
137	108.2456		93.5113		0.5535479	PROPELLER SCRAPE	
138	108.8853		90.2672		0.5770054	PROPELLER SCRAPE	
139	107.7100		90.7676		0.547945	PROPELLER SCRAPE	
140	106.2662		89.2394		0.5331249	PROPELLER SCRAPE	
141	109.1940		90.2367		0.4828873	PROPELLER GOUGE POINT	
142	107.6063		94.1592		0.4865494	PROPELLER GOUGE POINT	
143	107.4459		93.8960		0.4547176	PROPELLER GOUGE POINT	
144	106.9712		93.0944		0.5159845	PROPELLER GOUGE POINT	
145	107.4010		91.8017		0.5456352	SPINNER SCRAPING	
146	104.7838		88.7566		0.5059757	SPINNER SCRAPING	
147	102.9699		86.3181		0.4911747	SPINNER SCRAPING	
148	104.1526		97.5459		0.4641924	LEFT SIDE MAIN TIRE MARK	
149	103.1224		96.1785		0.4529762	LEFT SIDE MAIN TIRE MARK	
150	88.7840		82.2153		0.2504053	LEFT SIDE MAIN TIRE MARK	
151	74.5506		67.1837		0.03862667	LEFT SIDE MAIN TIRE MARK	
152	64.5307		55.3161		-0.1061831	LEFT SIDE MAIN TIRE MARK	
153	55.5323		43.4119		-0.2309914	LEFT SIDE MAIN TIRE MARK	
154	49.2369		33.8410		-0.3044052	LEFT SIDE MAIN TIRE MARK	
155	45.5116		26.7081		-0.3667383	LEFT SIDE MAIN TIRE MARK	
156	38.7916		12.0900		-0.4013062	LEFT SIDE MAIN TIRE MARK	
157	36.6824		7.7805		-0.4187889	LEFT SIDE MAIN TIRE MARK	



Point	North	South	East	West	Elev.	Description	Notes
157	36.6824		7.7805		-0.4187889	LEFT SIDE MAIN TIRE MARK	
158	31.2776			6.2913	-0.4524097	LEFT SIDE MAIN TIRE MARK	
159	24.8488			21.1032	-0.4710073	LEFT SIDE MAIN TIRE MARK	
160	19.1394			30.1823	-0.528615	LEFT SIDE MAIN TIRE MARK	
161	15.3910			33.9258	-0.5776968	LEFT SIDE MAIN TIRE MARK	
162	47.1044		9.6854		-0.2007847	R SIDE MAIN TIRE MARK	
163	44.2978		5.3921		-0.2294254	R SIDE MAIN TIRE MARK	
164	41.6144			0.3879	-0.2510605	R SIDE MAIN TIRE MARK	
165	38.3343			7.7842	-0.2752304	R SIDE MAIN TIRE MARK	
166	31.6987			21.5927	-0.3351088	R SIDE MAIN TIRE MARK	
167	26.5349			31.3876	-0.3931742	R SIDE MAIN TIRE MARK	
168	80.6883		62.5971		0.1656494	FRONT NOSE SCRAPING	
169	71.1973		50.7845		0.05073166	FRONT NOSE SCRAPING	
170	56.0236		30.6636		-0.1533184	FRONT NOSE SCRAPING	
171	47.5459		17.6191		-0.2483358	FRONT NOSE SCRAPING	
172	37.4478		1.2506		-0.3601933	FRONT NOSE SCRAPING	
173	28.7878			14.4727	-0.4322519	FRONT NOSE SCRAPING	
174	17.5141			35.2977	-0.5277262	FRONT NOSE SCRAPING	
175	59.3460		36.4514		-0.1162901	NOSE WHEEL TIRE MARK	
176	58.1583		34.6213		-0.1325445	NOSE WHEEL TIRE MARK	
177	57.4705		32.2040		-0.1303244	NOSE WHEEL TIRE MARK	
178	95.7420		76.5163		0.3923254	LEFT WING FUEL CAST OFF	
179	92.5987		77.9028		0.3149261	LEFT WING FUEL CAST OFF	
180	92.9022		74.8586		0.3492346	LEFT WING FUEL CAST OFF	
181	88.2813		74.7316		0.2462692	LEFT WING FUEL CAST OFF	
182	87.0762		77.1949		0.2284222	LEFT WING FUEL CAST OFF	
183	70.5910		80.1843		-2.140773	PALO VERDE TREE	
184	68.8742		65.5028		-0.06315231	RIIGHT WING	

Point	North	South	East	West	Elev.	Description	Notes
184	68.8742		65.5028		-0.06315231	RIGHT WING	
185	66.7957		61.7078		-0.09309769	RIGHT WING	
186	65.5122		58.9387		-0.1084051	RIGHT WING	
187	64.2369		58.8976		-0.1301498	RIGHT WING	
188	66.0822		57.4318		-0.08693504	RIGHT WING	
189	68.8644		56.3882		-0.04475689	RIGHT WING	
190	68.0632		57.3218		-0.06204224	RIGHT WING	
191	70.9208		61.7974		-0.01929569	RIGHT WING	
192	68.8868		63.3139		-0.05568409	RIGHT WING	
193	66.5849		67.8150		-0.1154461	LEFT WING TANK	
194	62.9552		65.2711		-0.2163353	LEFT WING TANK	
195	64.4171		68.2358		-0.3315706	LEFT WING TANK	
196	70.7335		61.4220		-0.02097321	R WING FUEL CAST OFF	
197	75.0699		66.2713		0.03885651	R WING FUEL CAST OFF	
198	80.7280		72.0683		0.1243916	R WING FUEL CAST OFF	
199	84.4641		74.2945		0.1821175	R WING FUEL CAST OFF	
200	85.7579		80.1225		0.2005367	R WING FUEL CAST OFF	
201	89.9952		85.0608		0.2670116	R WING FUEL CAST OFF	
202	84.6893		88.7824		0.1478424	R WING FUEL CAST OFF	
203	13.5696		30.9618		-0.343298	NOSE WHEEL POR	
204	0.0000		0.0000		0		