

Sarasota County Sheriff's Office

Sarasota County, Florida
INCIDENT 200900025169



REPORT INFORMATION

Case Number 200900025169 Date/Time Reported 04/04/2009 14:35
Offense Type NON-CRIME

OFFENSE

Offense 1/Statute 45C AIRCRAFT EMERGENCY Attempt:
Offense 2/Statute Attempt:
Offense 3/Statute Attempt:

EVENT DATA

Date/Time Occurred From: 04/04/2009 14:20 Date/Time To: 04/04/2009 14:35
Incident/Offense Location

PAUL MORRIS DR/MCLEROY ST ENGLEWOOD
(Street# Dir Street Name St.Type Apt# City)
Related Case Number Grid 636 Zone 016 Forced Entry A NOT APPLICABLE
Location Type /FIELD
Weapons Type 00 N/A Nbr Premises 00 Nbr Offenses 00
Nbr Offenders 00 Nbr Arr Total 00 Nbr Arrest Adult 00 Nbr Arrest Juvenile 00

PERSON

Type Number
 Victim card given Type Number
 Confidential Type Number

Name (Last Name,First Name,Middle Initial)
Race Sex DOB Estimated Age Age
Height Weight Hair Eyes
Offense/Incident Indicator Extent Injury
Injury Type #1 Injury Type #2
Home Address

(Street# Dir Street Name St.Type Apt# City State Zip)
Residence Type Residence Status
Home/Cell Phone Business Phone
Employer/School
Employer's Address

(Street# Dir Street Name St.Type Unit# City State Zip)
Occupation Scars/Marks/Tattoos/Clothing
Foul Play Missing Previously Recovery Info
Victim/Offender Relationship DVR
Alias Place of Birth



ORIGINAL

Sarasota County Sheriff's Office
Sarasota County, Florida

SCANNED
[Redacted]

ADMINISTRATIVE/ Crime Scene

Approved By: **FAIRLY CRAIG #1271**

Photos Taken **YES** By Whom? [Redacted]

Dusted For Latent Prints **NO**

Prints Submitted **NO** By Whom?

BOLO Requested By

BOLO Given to

Cancelled

Cancelled By?

Enclosures: **CONTAMINATION SHEETS**

Copies To: **S CIB**

Clearance Code

Exception Code

INVESTIGATIVE REPORT
SARASOTA COUNTY SHERIFF'S DEPARTMENT

SCANNED

VICTIM: Donald J. Gaynor
W/M [REDACTED]
5'10" 150 lbs. Grey hair, Hazel eyes
[REDACTED]
Englewood, FL 34223
[REDACTED]

CASE #: 09-25169

OFFENSE: Plane Crash
STATUS: Exceptionally Cleared - G

DATE TYPED: 04/16/09

PERIOD COVERED BY INVESTIGATION: 04/04/09 – 04/07/09

DET: J. McHenry #1443 [REDACTED]
mf

SUPV: Sgt. M. Brewer #477

COPY TO: Bob Blake, FAA

m. (7)

RELATED CASE: N/A

INDEX

DATE/TIME OF OFFENSE: 04/04/09 – 1435 hours

LOCATION OF OFFENSE: Paul Morris Dr./McLeroy St.
Englewood, FL

VICTIM #2: Jeff D. Kraemer
W/M [REDACTED]
6'0" 180 lbs. Brown hair, Blue eyes
[REDACTED]
Englewood, FL 34224-5522
[REDACTED]

COMPLAINANT: Sarasota County Sheriff's Office
Sarasota County Fire and Rescue

WITNESS/OTHER: Wendy Anne Gaynor
W/F [REDACTED]
5'1" Blonde hair, Green eyes
[REDACTED]
Englewood, FL 34223
[REDACTED]

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Lisa Lynn Mason

W/F [REDACTED]

5'6" 140 lbs. Blonde hair, Blue eyes

[REDACTED]
Englewood, FL 34224-5522

Kale Dailey

W/M [REDACTED]

5'11" 240 lbs. Brown hair, Blue eyes

[REDACTED]
Englewood, FL 34223

William Eugene Stiver

W/M [REDACTED]

5'10" 210 lbs. Blonde hair, Blue eyes

[REDACTED]
Englewood, FL 34223

John Richard Butler

W/M [REDACTED]

6'0" Brown hair, Brown eyes

[REDACTED]
Englewood, FL 34224-9091

William F. Mack

W/M [REDACTED]

5'8" 165 lbs. Grey hair, Brown eyes

[REDACTED]
Englewood, FL 34224

Daniel Gualandri

Gualandri Aircraft Services

[REDACTED]
Venice, FL 34285

SUSPECT:

None

VEHICLE USED IN CRIME:

Aircraft: GAYNOR DONALD J RV6a
Fixed wing single engine
Category: Land
Seats: 2
Weight: Up to 12,499 pounds
Engine: LYCOMING 0-320 SERIES
180 HP Reciprocating
N-Number: 88WG
Serial Number: 23495
Year manufactured: 1999
Airworthiness Date: 02/15/99

SCANNED**EVIDENCE STATUS:**

Audio recorded interviews
Written witness statements

STOLEN/DAMAGED PROPERTY:

None

RECOVERED PROPERTY:

None

ATTACHMENTS TO REPORT:

Property receipt
Witness statements
Investigative Supplements:
Sgt. M. Brewer #477
Det. T. McCoy-Neeley #1140
Det. S. Sullivan #344
Medical Examiner's report (when received)

DRUG RELATED:

No

04/04/09 – 1511 hours

On Saturday, 04/04/09 at 1511 hours, Sgt. Brewer phoned and asked me to respond to the incident location. As I was arriving the Baylite medical crew was loading survivor, Jeff Kraemer, into the helicopter for transport to Bayfront Medical Center. Sgt. Williams met with me and offered a briefing of the incident. He indicated the plane flew over a festival known as the Redneck Roundup at low altitude and then crashed. The Redneck Roundup was a Rotary Club event at the end of Crestwood Rd. Initial reports suggested the plane had just completed an aerobatic maneuver and was attempting a second one when it crashed. Immediately after the crash, several of the attendees at the Roundup rushed to the scene to render first aid. Among the first to arrive were off-duty Charlotte County Fire and Rescue EMS staff; no names were given. Sgt. Williams informed me that one of the occupants was deceased and the other male was transported by helicopter to Bayfront Medical Center with a cut on his head and at least one badly broken leg.



Sgt. Williams explained that he was able to retrieve his agency issued digital camera to record the scene as soon as he and EMS arrived. He stated that at the time of his photos the scene had only suffered a minimal disturbance, and the only movement of the plane occurred as a result of life saving measures.

With the help of deputies, the decedent was identified as Donald Gaynor. The subject who had been Bayflited initially was only known by his first name, but within 30 minutes the

subject was identified as Jeff Kraemer of Grove City. Lt. Quinn, assisted by Sgt. T. Williams, began their attempts to make next of kin notification.

Lt. Quinn assisted with media and perimeter management. When I arrived, I confirmed that the NTSB and FAA had been contacted. Lt. Quinn stated that FAA Investigator Bob Blake was enroute from the Tampa office with an ETA of two hours. NTSB Inspector Butch Wilson was also contacted, but chose not to respond. Instead, he stated he would allow the FAA to lead the investigation and confer with them as need.

Deputy Slapp #401 was standing in the wooded area in direct observation of the crash site. He informed me that immediately following the transportation of the survivor all non-essential personnel were asked to leave the inner perimeter. Following the securing of the scene, two attempts were made by civilians to enter the scene through the woods. Dep. Slapp was able to act quickly and ejected both persons without any disturbance to the scene.

The first deputies on scene watched as EMS used airbags to lift the plane off the survivor's left leg. The first civilians on scene, who were not identified, cut the survivor's seat belt to render first aid. EMS assessed the decedent and cut his seat belt. A Rhythm summary was run by EMS indicating no signs of life, and the decedent was pronounced dead at 14:51:31.

In walking the crash site, the odor of fuel was expected, but not present. The first visible point of impact was noted to be a tree at the edge of the power-line tree break. The plane's impact topped the tree and fell the upper 15 feet of the tree. A second tree further into the wooded area by approximately 30 feet showed signs of an impact more than 10 feet above ground level (refer to Forensic report for accurate measurements and photo documentation). A wingtip fuel tank was located, but was void of fuel. During the impact, the nose of the plane separated from the cockpit area from the firewall forward. Well after first responders were on scene a small fire ignited in the instrument area, but was quickly extinguished by the fire department. This was the only fire reported or observed.

Forensics Sgt. R. DiFranco #826 was contacted and she was enroute to the scene at 1518 hours. See Sgt. DiFranco's report for her actions and observations.

04/04/09 – 1537 hours

Because of the plane's alleged flight path I contacted Det. McCoy-Neeley, who was already enroute, and asked her to gather as many witness statements as possible from the Redneck Roundup festival.

See Det. McCoy-Neeley's Investigative Supplement for greater details regarding witness interviews.

04/04/09 – 1542 hours

Kevin Brown of the Medical Examiner's Office was contacted and chose to respond and photograph the scene; he arrived within an hour. Investigator Brown stated he had been in contact with FAA Investigator Blake and transportation of the decedent was postponed until after Inv. Blake arrived.

Refer to the Medical Examiner's report for greater detail.

04/04/09 – 1715 hours

Lt. Thorpe was assisting with updates on the survivor's condition. He explained that he had been speaking with the fiancé, Lisa Mason, who related plane occupant Jeff Kraemer had sustained serious injuries but was expected to survive. Our interest in interviewing him was expressed and she agreed to contact Lt. Thorpe if the opportunity made itself available, or if there was a change in his condition.

04/04/09 – 1823 hours

Sgt. Brewer contacted me and conveyed he did meet with the decedent's wife and notification had been made.

Sgt. Brewer was able to confirm the decedent and Jeff Kraemer had flown out of the Venice Municipal Airport earlier in the day to attend a function on Pine Island, roughly 35 miles southeast of the Venice airport. The intent was a return flight back to Venice Municipal Airport.

While at the home of the victim's wife, Sgt. Brewer did make contact with Daniel Gualandri of Gualandri Aircraft Services, who offered to recover and store the wreckage. Gualandri made contact with the decedent's wife, and permission was given to have the wreckage stored in one of the two hangars the decedent owned.

04/04/09 – 1745 hours

Investigator Blake arrived on scene and began his investigation. The only assistance he required was the initial briefing of the facts as we knew them. It was understood he would complete an onsite investigation of the crash site and wreckage.

Further inspection of the engine would be conducted at the recovery storage location. Investigator Blake explained that by law the owner of the plane would be required to facilitate the recovery of the aircraft and have it secured. The cost of the recovery was also the owner's responsibility. The FAA did not have a preference with regard to salvage or storage, only that the wreckage was secured and stored in a location which would be accessible to the FAA.

SCANNED

04/04/09 – 1900 hours

After speaking with FAA Investigator Blake regarding the salvage process, it was determined that following his field investigation portions of the wreckage could be moved. Because the crash site was shielded by tall pine trees, the loss of light threatened to hamper the recovery. With the permission of Investigator Blake, I had deputies and firefighters who were still on scene assist with the removal of the aircraft from the woods. All of the manageable and easily carried pieces were removed from the woods and brought to a paved area within the cordoned perimeter. The larger pieces remained until the salvage crew arrived.

At my request, Det. Sullivan retrieved her department issued digital camera and photographed the pieces.

04/04/09 – 2115 hours

The first of the representatives for Gualandri Aircraft Services arrived to assess the recovery. The recovery group used a Jeep and wench to drag the nose section of the plane out of the woods. The fuselage and remaining cockpit area were separated by sawing the remaining wing off; this had been preapproved by Investigator Blake.

Measures were taken to prevent further damage, and after loading all of the wreckage onto a flatbed trailer, the pieces were secured to prevent any loss.

The importance of having the items secured and accessible to the FAA investigator was stressed and confirmed by the salvage company representatives.

04/04/09 - 2300 hours

Following the removal of wreckage, the Sheriff's Office barrier tape was removed and discarded. Until that time, Dep. K. Skau remained on scene to assist me.

04/05/09 – 1000 hours

Contact was made with Lisa Mason. She described that Jeff Kraemer was listed in serious condition, and although he was speaking, it was not intelligible. It was not clear if the communication problem was due to a head injury, or medication. Ms. Mason expressed there was still some concern regarding a head injury and that Kraemer was scheduled for a CT scan within the hour.

We agreed she would make contact with the Sheriff's Office if there was a significant change in his status.

The decision was made to postpone any investigative interviews until a later date.

Following my conversation with Ms. Mason, I phoned FAA Investigator Blake and he agreed the postponement was merited and justifiable.

ME Investigator Brown was also contacted and updated. He advised the autopsy on the decedent was scheduled for Monday, April 7, 2009.

04/06/09 – 1550 hours

Lisa Mason stated Jeff Kraemer is now listed in stable condition and will be moved to the orthopedic floor on 04/07/09. The large wound to Kraemer's head has been tended to, and it took more than 100 stitches to close. Jeff Kraemer is scheduled for another surgery to repair his left leg between 1000 and 1400 hours on 04/07/09. Until that time, the doctors intend to keep him heavily medicated.

Ms. Mason stated during his times of lucidness, Kraemer has only revealed small and vague details about the crash. In total, Kraemer described to Ms. Mason that he heard a loud bang and then the decedent exclaimed, "Oh, Jesus. Oh God," and then the plane flipped upside down and all he saw was trees.

Following the surgery on 04/07/09, Ms. Mason is going to call me when Mr. Kraemer is able to speak.

04/07/09 – 1113 hours

Audio recorded interview with Kale Dailey:

The day of the crash citizen Kale Dailey was attending the Redneck Roundup when he observed the subject plane flying over the festival in a westerly direction at "a really low altitude" which was estimated to be 300 feet (AGL). Mr. Dailey said the plane flew by and then did a "flip-loop thing" and then after returning to its belly it disappeared into the tree line. Mr. Dailey described hearing trees breaking and then rushing on his ATV to render aid. He was the first to arrive on scene.

When he arrived, the passenger was yelling for help. He attempted to get the pilot to respond, but his attempts failed. He then continued to render first aid to Jeff Kraemer. After a quick assessment, Mr. Kale removed his shirt and used it to put direct pressure on the head wound in an attempt to control the bleeding. Mr. Kale related that Mr. Kraemer was complaining about his left leg which was pinned under the plane. When Mr. Kale made an effort to lift the plane and free the leg, Mr. Kraemer let out a scream and the leg remained trapped until EMS arrived.

A second citizen known only as Jay arrived next and helped to cut Mr. Kraemer's seat belt, in an effort to make him more comfortable. A third citizen, an off duty EMT for Charlotte County named Ryan Brady arrived and checked the pilot's pulse. Initially he believed he felt a pulse, but could not feel a sustained beat as he continued to check. Because the pilot's legs were pinned underneath Mr. Kraemer, they decided to wait for further assistance from EMS.

Movement of the plane during the rescue was described as minimal.

Mr. Kale said when he observed the plane the engine seemed to be running well. He said he was standing with two people who claimed to be pilots. As they watched, the pilots

SCANNED

mentioned that the plane's wings "wobbled." They commented to Mr. Kale that the movement was out of the ordinary because it would have created undue stress on the plane's structure. According to Mr. Kale, he believed the abrupt wing movement preceded the "flip-loop."

The pilots were identified as Jonathan Cole and Michael Looney.

Jonathan Cole was interviewed by Det. S. Sullivan the day of the event: See Investigative Supplement for further details.

Michael Looney was interviewed by Det. T. McCoy-Neeley the day of the event: See Investigative Supplement for further details.

04/07/09 – 1137 hours

Audio recorded interview with William Stiver:

Mr. Stiver described that he was attending the Redneck Roundup and observed the plane fly over the field where the festival was taking place; the altitude was estimated at 200-300 feet (AGL). Mr. Stiver said the pilot made at least two sharp maneuvers and then the plane completed a roll. The two sharp actions were described as 90 degree maneuvers. He explained the maneuver consisted of a sharp 90 degree maneuver followed by a hesitation and then another 90 degree turn, and eventually the plane completed a roll. Following the roll, the plane appeared to start a loop, but did not complete it before crashing.

Based on the high speed and low altitude he observed initially, Mr. Stiver believed the pilot of the plane intended to "buzz" the field with a straight and level flight. The beginning of the "shallow loop" was initiated after the plane was west of the crowd's position; between the crash site and festival field.

When I asked Mr. Stiver if he observed any signs of mechanical difficulties, he stated if there was a sign it appeared at the end during the "attempted loop." The speed of the plane was estimated to be between 100-130 knots.

All of the movements of the plane seemed to be purposeful and controlled movements.

Refer to the audio recording for greater details.

04/07/09 – 1155 hours

Audio recorded interview with John Butler:

Mr. Butler said he was attending the Redneck Roundup, approximately 800-1,000 feet away from the crash. When he first heard the aircraft, the sound caused him to believe the plane was flying at a low altitude. Then he saw the plane and observed it was flying between 50-75 feet above tree top level. He said he was speaking on the cell phone and did not observe any of the flight past that point. It was not until he actually heard the crash that he began to pay attention again and heard other people exclaim the plane had crashed. Following the crash, he heard several onlookers suggest the plane was attempting a loop when it crashed.

In the short time that he did observe the plane, the engine seemed to be operating well and at a fast rev. He also commented that the nose of the plane was pointed up slightly, as if the plane was attempting to land in the festival parking lot.

Mr. Butler related he rushed to the crash site to render aid with other citizens. He said he was one of the first to arrive on scene, and the last to leave. While he was there, the positioning of the plane did not change, with the exception of EMS lifting the plane with the airbags to free the survivor's legs.

The only thing that struck Mr. Butler as out of the ordinary was the survivor's assertion that he [Jeff Kraemer] was flying the plane. Mr. Butler asserted the information may or may not be relevant due to the survivor's confused state of mind.

Refer to the audio recording for greater details.

04/07/09 – 1300 hours

Wendy Gaynor, wife of the decedent, arrived at the South County front desk to retrieve her husband's belongings. She described that over the past few days she has received phone calls and media clips suggesting that her husband was performing aerobatic maneuvers over the crowd. Mrs. Gaynor said such acts would be out of character for her husband who had flown for more than 40 years, and was extremely safety oriented. She described her husband's insistence for preparedness and adherence to aviation rules. She further described that the design of the plane did not lend itself to aerobatic maneuvers and her husband, the builder, would have known the plane's limits.

Mrs. Gaynor explained that the plan for the day was for him and Jeff Kraemer to fly to Pine Island for an airplane rally where Mr. Gaynor and Mr. Kraemer were to have lunch. Later, after the planned return, Mrs. Gaynor said she and Mr. Gaynor were planning to take their Corvette to a car show in Englewood. She further explained that she never received any phone calls from the decedent indicating a change of plans, or a notification that the plane had any problems.

To her knowledge, there had never been any in-flight problems with the plane. Although Jeff Kraemer is a mechanic, he was not the Gaynor's mechanic. Mrs. Gaynor said Mr. Gaynor built and maintained the plane he was flying.

She said she could not offer any direct insight into the crash of the plane.

Mrs. Gaynor inferred that she had been contacted by the FAA, and an inspector was enroute to inspect the wreckage at the airport.

04/08/09 – 0904 hours

M.E. Investigator David Winterhalter offered the following cursory information from the autopsy report. The decedent suffered blunt impact trauma to the head and neck. As a result, the decedent received two cervical [neck] fractures; 3rd and 4th. A thoracic fracture of

the 9th vertebra was also noted. Internal bleeding was also noted, but it was related that the cervical fractures would have most likely been the cause of death.

FAA toxicology box was completed and it is being shipped to Oklahoma City later today.

The ME's Office completed a separate toxicology screen and the results should be returned by the end of the work week.

04/10/09 – 1500 hours

According to the dispatch records, nine phone calls reporting the crash were recorded. None of the callers chronicle the actions of the plane in detail, prior to the crash. Only one caller makes vague reference of irregular flight.

SYNOPSIS:

On 04/04/09 at 1435 hours a single plane crash occurred at the end of Paul Morris Dr. Englewood, FL 34223. Prior to the crash, onlookers from a nearby Redneck Roundup observed the plane flying in a westerly direction at a high speed. Some witnesses described their observations led them to believe the plane was attempting aerobatic maneuvers at low altitude. Just prior to the crash, the plane was approximately 200-300 feet off the ground, when intentionally or due to mechanical failure, the plane entered into a loop. Before the plane completed the loop, it disappeared below tree level and the crash was heard. Several of the attendees from the festival rushed to render aid. When they arrived, both occupants were still in their restraint belts and, the presumed pilot, Donald Gaynor was not responding. The other occupant, Jeff Kraemer, was yelling for help. Witnesses described that his left leg was pinned under the aircraft and he had a large cut running from his eyebrow toward the rear of his head. EMS pronounced Donald Gaynor dead at the scene and Jeff Kraemer was Bayflited. FAA Inspector B. Blake was contacted as well as NTSB Inv. B. Wilson. Wilson said he was deferring to Blake and would allow him to process the scene. Investigator K. Brown responded for the Medical Examiner's Office to document the scene. Multiple interviews were conducted to document eyewitness accounts. The wreckage was salvaged and secured by Gualandri Aircraft Services at Donald Gaynor's hangar with his wife's permission. All pertinent information was forwarded to the respective agencies.

Case closed exceptionally cleared.

SARASOTA COUNTY SHERIFF'S DEPARTMENT

SCANNED



Case No: 09-25169

Date: 4-4-09

Time: 1517

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STATEMENT CONTINUATION

I was over at the Rotary Function when the plane flew over us approx 25-100' over tree top level. Then within a few seconds we heard a sudden cracking sort of sound. A lot of others around me had seen the plane decline downward. I and several others ran towards where we thought the plane went. After searching for maybe 5 minutes a few other found the plane where I headed toward. When I got there the one man had already been dead, the other was in serious pain and had several open wounds. we tried keep the plane secured until authorities arrived -

Signature: [Redacted]

Witnessed by: [Redacted]

Time completed 1517

Witnessed by: [Redacted]

Witnessed by: _____

Witnessed by: _____

SARASOTA COUNTY SHERIFF'S DEPARTMENT

SCANNED



Case No: 09-25169

Date: 4/4/09

Time: 3:18pm

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STATEMENT CONTINUATION

BLUE & WHITE AIRCRAFT POSSIBLE AEROBATIC NATURE
FLEW OVER @ ALTITUDE LOWER THAN FAA MINIMUMS ^{APPROX}
AND IMITATED A ROLL & THEN A ARMORED LOOP _{200-300 FT}
DISAPPEARED BELOW TREE LEVEL & LOUD THUD HEARD.

Signature: [Signature] WILLIAM ESTER Witnessed by: _____
 Time completed 3:20 LICENSED PILOT Witnessed by: _____
 Witnessed by: [Signature] 727 Witnessed by: _____

SARASOTA COUNTY SHERIFF'S DEPARTMENT

SCANNED



Case No: 09-25169

Date: 4-4-09

Time: _____

Page 1 of 1 Pages

STATEMENT CONTINUATION

PLANE FLEW WEST OVER REDNECK RIVER AT LOW ALTITUDE THAT PULLED UP, DID FLIP A LOOP UNDER CONTROL, BUT ALTITUDE WAS TOO LOW AND THAT HAD CRASH. I WAS FIRST TO ARRIVE AT CRASH FROM PASSENGER COURSE, PILOT NOT RESPONSIVE TO VOICE OR TOUCH.

PASSENGER NAME JEFF KRAMER, ~~HE~~ COULD NOT TELL ME PILOT'S NAME.

EMS ARRIVED

FROM CRASH TO MY ARRIVAL WAS @ 2 MIN

KALE DUTCH [REDACTED]

ENG. FL 34223

Signature: [REDACTED]

Witnessed by: [REDACTED]

Time completed _____

Witnessed by: [REDACTED]

Witnessed by: _____

Witnessed by: _____

SARASOTA COUNTY SHERIFF'S OFFICE
INVESTIGATIVE SUPPLEMENT

SCANNED

VICTIM: Donald J. Gaylor
W/M [REDACTED]
[REDACTED]
Englewood, FL

CASE #: 09-25169

OFFENSE: Plane Crash
STATUS: Supplement

DATE: 04/08/09

PERIOD COVERED BY INVESTIGATION: 04/04/09

DET: Sgt. M. Brewer #477
mf *n.p.*

SUPV: Lt. C. Thorpe #710

COPY TO : Det J. McHenry

CG 710

RELATED CASE(S): N/A

SUPPLEMENT

04/04/09 - 1458 hours

While at home, I received a call from Watch Commander Lt. Quinn regarding a plane crash in Englewood. Lt. Quinn told me he was driving to the scene and that one victim was dead and a second victim was Bayflited. Lt. Quinn said he was contacting NTSB and FAA.

I then contacted on-call Det. McCoy and Det. McHenry and asked them both to respond to the scene. While driving to the scene I notified Lt. Thorpe #710 of the incident and I called Det. Sullivan for additional assistance. Both Dets. McCoy and McHenry updated me prior to arrival and Det. McCoy asked for assistance interviewing patrons of the "Redneck Roundup" a Rotary activity which was being held by the crash site. Numerous citizens attending the gathering saw the crash and ran to the site after impact.

04/04/09 - 1619 hours

I arrived on scene and met with Det. McHenry and Lt. Quinn. I was briefed about the incident and I made sure the following resources had been activated:

Medical Examiner's Office; Investigator K. Brown was responding.

NTSB; Butch Wilson contacted and not responding.

FAA; contacted and Robert Blake was responding.

Forensic Sgt. R. DiFranco was present and documenting the scene and Lt. Quinn was handling a Flash Report. I then had the responding deputies complete a contamination sheet and I started working with Patrol Sgt. Todd Williams on next to kin notification. I found that Jeff Kramer was the injured passenger and Donald Gaynor was the decedent and pilot.

Sgt. Williams and I used several resources to develop a home address for the decedent's wife, Wendy Gaynor and his mother, Kathryn Gaynor. Both addresses were in Englewood and Sgt. Williams found no one home at either location.

I met with Dets. McCoy and Sullivan at the "Redneck Roundup" and found they completed their interviews. See their supplements for details. I then returned to the scene and called Bayflite to check on the second victim's status. I was advised that Jeff Kramer was being prepped for surgery and was in critical but stable condition. I spoke to his girlfriend, Lisa Mason and found she responded immediately to the hospital after hearing about the accident. Linda had no way of contacting Wendy Gaynor.

04/04/09 - 1830 hours

Detective Sullivan and I checked 909 Chapin Blvd. for Wendy Gaynor. Wendy and her mother, Kathryn Gaynor arrived home and met with us in the front yard. I made notification of Donald's death and they both said they had heard about a plane crash. Both ladies were upset and neighbors were contacted to assist them. Wendy told me her husband was an experienced pilot and owned two planes. She also said he always practiced emergency landings and tested his abilities.

Wendy did not know who the aircraft was insured with and also said they owned buildings near the crash site and wondered if her husband was checking the property by air.

Fred Willhite, an associate of Jeff Kramer's (passenger) was also at the residence. Willhite said he was with Sarasota Aviation and his company could assist with recovery of the plane.

I then returned to the scene with Det. Sullivan. I made arrangements with Lt. Thorpe, Det. McHenry and the FAA to contact Sarasota Aviation for the plane parts recovery.

I cleared the scene at 2030 hours.

INVESTIGATIVE SUPPLEMENT
SARASOTA COUNTY SHERIFF'S DEPARTMENT

SCANNED

VICTIM: Donald J. Gaynor
W/M [REDACTED]
5'10" 170 lbs. Gray hair, Green eyes
[REDACTED]
Englewood, FL 34223

CASE #: 09-25169

OFFENSE: Airplane Crash
STATUS: Supplement

DATE TYPED: 04/07/09

PERIOD COVERED BY INVESTIGATION: 04/04/09

DET: S. Sullivan #344 [REDACTED]
mf

SUPV: Lt. C. Thorpe #710

COPY TO: Det. J. McHenry

RELATED CASE(S): N/A

WITNESSES:

William G. Truex
W/M [REDACTED]
6'1" 210 lbs. Brown hair, Brown eyes
[REDACTED]
Rotonda West, FL 33947
[REDACTED]

R. Craig Noden W/M
5'8" 155 lbs. Gray hair, Blue eyes
[REDACTED]
Englewood, FL 34224
[REDACTED]

Jonathan H. Cole
W/M 05/05/57
6'0" 190 lbs. Brown hair, Blue eyes
[REDACTED]
Englewood, FL 34223
[REDACTED]

SCANNED**04/04/09 – 1600 hours**

I was contacted by Sgt. Brewer and informed of a plane crash in the Englewood area. I was told to respond to the east end of Crestwood Rd. in Englewood to meet with Det. McCoy-Neeley to assist with the taking of statements from people who may have witnessed the crash.

04/04/09 – 1650 hours

I arrived at the far dead end of Crestwood Rd. where an event was being held at a large open area referred to as "the 40 acres". The event being held there was billed as the "Rotary Redneck Roundup". It was large open area with a stage with a live band, a concession stand and several gaming areas. Det. McCoy-Neeley was present and stated that she had been gathering statements from random guests at the event, but understood that several hundred people had left when she first arrived, possibly due to their desire to find their way closer to the crash site, which was northwest of the event, through the wooded area, for which access was being blocked by law enforcement.

Most of the patrons I observed at the event appeared to be under the influence of alcohol, so I focused my attention on interviewing event organizers or workers who were likely on the property at the time of the crash, and who had not been drinking alcohol.

04/04/09 – 1705 hours

I located a worker attending the concession stand at the Rotary Redneck Roundup. His name was Bill Truex. He stated he observed the small plane twice. First he saw it travel over the treetops from a north to south direction at an estimated height of 400-500 feet above ground, then less than five minutes later he saw it return in the opposite direction, but he estimated at this time it was approximately 200 feet above the ground. He didn't notice it bank or turn in either direction as he was working under an overhang and only had a limited view of the sky.

Mr. Truex suggested that I speak to three other event workers, who were pilots. He gave their names as Mike Looney, Craig Noden and John Cole.

I checked with Det. McCoy-Neeley to see if she had already interviewed any of the three pilots I was being told about. She had already spoken to Mike Looney, but not the other two.

04/04/09 – 1715 hours

I located and spoke to pilot R. Craig Noden. He described seeing the low-flying aircraft and his observations of it were that it was a small kit built, low-wing, single-engine aircraft with one passenger in it. He saw it make one pass, going in a west-northwest direction. He recalled it flying far too low than allowed by FAA standards, between 200-500 feet. It rocked its wings as a fly-by and pulled into an inverted loop and he lost sight of it in the trees. He heard a crash of metal when it went down, but saw no smoke or flames. He didn't see or

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hear any indication with the engine that it was stalling or having any engine trouble prior to the crash.

04/04/09 – 1735 hours

I located and spoke to pilot Jonathan Cole, the organizer of the Rotary Redneck Rotary. He said he had not hired any planes to do fly-overs, and did not expect any. He recalled seeing the plane fly overhead between 1415 and 1430 hours. He described the plane as being a white low-wing, two-seater, small single-engine plane with a propeller. He said he thought it had had a stripe on it, but didn't recall the color of the stripe and that it had fixed landing gear. He estimated its speed at 100 knots as it passed overhead in a northwest direction. As it passed over a row of pine trees, Mr. Cole estimated its altitude as being 200-300 feet above the ground. As it passed over the event, the pilot was waving the wings of the plane as if an intentional wave to the crowd. Mr. Cole did not see the plane bank, but described hearing the crash as a loud, hard, fast crunch to the northwest of the event location. He didn't see any smoke or flames, and heard no explosion.

04/04/09 – 1750 hours

I proceeded to the area of the crash and parked in the 600 block of Paul Morris Dr. I met with other detectives outside the crime scene tape and briefed them on information gathered from the witnesses I interviewed at the event. Shortly after an FAA investigator arrived, I accompanied Sgt. Brewer to the home of the victim's wife to do the death notification.

04/04/09 – 1800 hours

Sgt. Brewer and I met with Wendy Gaynor at her home at 909 Chapin Blvd. and notified both her and Donald Gaynor's mother of the death of Donald Gaynor. Mrs. Gaynor summoned a friend and neighbor to sit with her. Also present at the scene was a representative of Sarasota Avionics, Fred Willhite (941) 769-0290, who had come to notify Mrs. Gaynor of the crash. Mrs. Gaynor stated her husband had planned to go to a "fly-in" on Pine Island around 10:00 a.m. and said he usually would stay there to visit and have lunch and leave around 2:00 p.m., but there was no firm schedule planned. It was not unusual for her husband to run into friends and fly elsewhere at the spur of the moment. Mrs. Gaynor was not aware of any problems with the plane he was flying (the RV-6) and stated that her husband was a very careful pilot and never would have flown the plane if he thought there was a chance there was any problem with it. Mrs. Gaynor was provided with the phone number for the Medical Examiner's Office and her contact information was obtained to provide to the FAA investigator.

04/04/09 – 1850 hours

Sgt. Brewer and I returned to the Paul Morris Industrial Park, outside the crash scene. When we returned, a majority of the plane wreckage had been moved from the wooded area and placed on the paved cul-de-sac at the end of Paul Morris Drive.

At the request of Det. McHenry, I took digital photographs of the pieces of the plane that were now laying on the blacktop before clearing the scene.

This concluded my involvement.

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SARASOTA COUNTY SHERIFF'S OFFICE
INVESTIGATIVE SUPPLEMENT

VICTIM: Donald J. Gaylor
[REDACTED]
Englewood, FL

CASE #: 09-25169

OFFENSE: Airplane Crash

CASE TYPED: 4/9/09

STATUS: Supplement

PERIOD COVERED UNDER INVESTIGATION: 04/04/09 to 04/08/09

Det.: T.D. McCoy-Neeley #1140
po [REDACTED]

Supv.: Lt. Thorpe #710
[REDACTED]

Copy to: Det. McHenry #1443

SUPPLEMENT

04/04/08 - 1500 hours

I was contacted by Sgt. Brewer and advised that units had responded to a reported plane crash in the area of Crestwood and Pine St in Englewood. He advised that units were on scene and there was one fatality and one patient that was taken by Bay flight. He advised NTSB and FAA had already been contacted.

I responded to the area and arrived at approximately 1600 hours. I was contacted by Det. McHenry who advised he was on the scene of the plane crash at the dead end of Paul Morris Dr. and asked if I could respond to the dead end of Crestwood Dr. where there was a "Redneck Rodeo" function going on. He advised that we needed to secure and interview possible witnesses of the plane crash or individuals who possibly assisted the victims of the plane crash.

I arrived on scene and made contact with Dep. Kuchar who advised that several hundred people left the function after the plane crashed. He stated that he witnessed the plane flying over the function and it appeared to be just above tree top level. He guessed just around 300 ft. He advised they were so close he could tell there were two occupants in the cockpit. He advised the plane came from the east and headed west

and as it passed over it appeared to be attempting to roll and trying to gain altitude and then made a hard bank to the right. He advised the plane was then out of sight and he heard a loud crash. Dep. Kuchar then called out on the radio to respond units and EMS. He advised one individual went over the fence with an ATV and a large crowd was attempting to get over the fence. Dep. Kuchar was there working Mounted Patrol and secured the area attempting to keep the crowd from going over the fence. (See recorded interview for further information).

There were approximately two hundred patrons at the function and they had resumed normal activities. I contacted Sgt. Brewer and advised that I may need assistance locating and interview potential witnesses. I began approaching individuals to ascertain if they had witnessed the plane. I made contact with Michael Looney and conducted a recorded interview. Looney advised that he has his fixed wing pilot's license and had witnessed the plane crash while at the "Redneck Rodeo". He observed the plane fly from the east to west and it was around 200 to 300 feet over the top of the function. He stated once it passed the function it did a 20 degree bank to the left then did a wing wave and then did a right hand climbing roll, it appeared to go up to a 20 to 30 degree roll and a point was inverted and then appeared to try to loop to come back around right at tree top level but was too low. He advised he then heard the plane crash. He advised once the plane crashed he knew Kale Dailey responded to the crash sight on his ATV and assisted the victims. He led me to Dailey's location for an interview. (See recorded interview for further information).

I conducted a recorded interview with Dailey. He advised that while at the "Redneck Rodeo" he observed a plane fly over the function just at tree top level heading west. He stated the plane appeared to try to pull up and did a loop and then they lost sight of the plane and then heard a crash. He immediately jumped on his 4 wheeler and had to go through a ditch and trees to get to the crash site. He advised he could hear someone screaming for help. He stated he checked one subject who was lying on his stomach and saw no movement. Dailey advised the other subject was still strapped into the seat of the plane and had his leg caught under the plane and had a large laceration to his head. Dailey said the subject was able to tell his name and other pertinent information. Dailey provided medical attention until EMS arrived on scene. He stated that two other individuals made it out to the crash site with him but he did not know their names. (See recorded interview for further information).

I made contact with Ryan Brady who advised he was also at the "Redneck Rodeo" and witnessed the plane flying west just over the tree tops. He stated that he then heard the crash and he immediately headed to the crash site. Brady advised he is employed with Charlotte County Fire Department and responded to assist the victims. Brady arrived at the crash site along with Dailey and one other individual.

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Cheryl Rowley advised she had been driving in the area and heard the plane crash and drove to the crash site to assist because she is a nurse. She arrived on the crash site along with Dailey and Brady just prior to EMS arriving.

I spoke to five other witnesses that were attending the function and witnessed the plane and heard the crash. All of these individuals stated that the plane appeared to be traveling at a high rate of speed just over the tree tops. They advised the plane seemed to try and pull up and did a wing wave and then looked like it was rolling to the right and then they lost sight of the plane and heard the crash.

I then responded to the crash site at the dead end of Paul Morris Dr. and made contact with Det. McHenry. Forensics was on scene and was photographing the area.

04/04/09 - 1815 hours

I assisted Sgt. Difrancio with Forensics as she went up in Air1 to take aerial photos of the surrounding area and crash site.

Once FAA and Forensics had cleared the scene I assisted in the retrieval of pieces of the aircraft.

Michael Looney

W/M [REDACTED]
[REDACTED]

Englewood, FL 34223
[REDACTED]

Ray Labadie Jr

W/M [REDACTED]
[REDACTED]

Englewood, FL 34223
[REDACTED]

Kale Dailey

W/M [REDACTED]
[REDACTED]

Englewood, FL 34224
[REDACTED]

John Mead

W/M [REDACTED]

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[REDACTED]
Englewood, FL 34224
[REDACTED]

Larry Simmons
W/M [REDACTED]
[REDACTED]
Englewood, FL 34223
[REDACTED]

Joe McCarthy
W/M [REDACTED]
[REDACTED]
Pt. Charlotte, FL 33981
[REDACTED]

Bruce Birch
W/M [REDACTED]
[REDACTED]
Englewood, FL 34224
[REDACTED]

This concludes my involvement in this case.