

**EVIDENCE**

- 1) CD containing 71 photographs of scene taken by Forensic Technician E. Ortiz.

**DETAILS**

On Saturday, May 12, 2012, at 2000 hours, I was called out to a downed aircraft on Whitewater Canyon Road, Whitewater. I was informed the aircraft was an ultra light and was about 30 yards off the roadway on Whitewater Canyon Road about one mile north of the I10 Freeway. The pilot and lone occupant of the aircraft was deceased. I was informed that Sergeant Wilson Padilla was on scene and waiting for my arrival.

Upon my arrival Sergeant Padilla informed that at 1934 hours dispatched received the call of the downed aircraft. CalFire Station #37 was on scene when Deputy Raul Lopez arrived. The pilot was pronounced deceased at the scene by paramedics (See Deputy Lopez's initial report).

Sergeant Wilson said when CalFire arrived three unknown individuals were attempting to assist the pilot. Before Deputy Lopez arrived, these individuals left the scene and their names were not obtained.

Sergeant Wilson said NTSB and the FAA were called and stated they wanted to view and survey the scene and wreckage. They advised Sergeant Padilla they would respond Sunday morning. I confirmed an incident log was started (see Deputy David Abasta's supplemental), requested ID respond for photographs and the coroner respond for the deceased, later identified as Charles Ross.

My initial walkthrough of the scene revealed the aircraft was about 60 feet west of Whitewater Canyon Road. The aircraft consisted of a metal frame with the wings wrapped in a red and yellow material. "Experimental" was printed with black letters on a white engine cover and a tail number of N51336 was printed on the tail of the aircraft in black.

The aircraft was upside down, resting on the top of the wings, with the front of the aircraft facing north and the wings spanned east to west. A white and red parachute extended south from the rear of the aircraft. The front of the aircraft had a black seat and wheel attached by metal framework. The metal framework was bent and appeared that the seat and wheel were pushed back into the aircraft.

Ross was lying on his back with his head to the south and feet to the north about ten feet from the front of the aircraft. A white helmet was on the ground about 4 feet west of Ross' head.

Sergeant Padilla advised me that when he contacted the FAA on call agent he requested information on the tail number of the aircraft. He was informed that the on call agent could not obtain the information until the next day.

1 Forensic Technician E. Ortiz arrived and began taking photographs of the scene. At 2204 hours  
2 Deputy Coroner Rocio Salgado arrived to begin the coroner's investigation and took control of Ross.  
3 While examining Ross, Deputy Coroner Salgado located a wallet. The CA drivers' license contained  
4 in the wallet identified the pilot as Charles Ross.

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6 Ron and Quincy Moore, Coroner transport, arrived at 2355 hours, and took control of Ross and  
7 transported Ross to the Coroners' Office.

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9 On Monday, May 14, 2012, I received a phone call from John Karevoll, owner of the aircraft.  
10 Karevoll said Ross used his aircraft frequently and was an experienced pilot. He said Ross was in  
11 Landers, at Kelly Field, with others from an ultralite club. He had spoke to members of the ultralite  
12 club and learned that Ross left Kelly Field to fly home on May 12, 2012, instead of staying the night  
13 with the other club members.

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15 On May 14, 2012, I received a call from Mike Huhn, investigator for the National Transportation  
16 Safety Board. Huhn informed me he was handling the investigation and requested copies of our  
17 reports and any photographs taken at the scene.

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19 **STATUS**

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21 Exceptional.  
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**LOCATION INCIDENT:**

The Ultra light type air craft was located in a dirt field approximately 60 feet west of White Water Canyon Road, and about 1 mile north of the interstate 10 freeway. The body of the deceased was located approximately 6-10 feet north of the air craft lying supine on the ground with the head facing the southerly direction.

**DETAILS:**

On Saturday, May 12<sup>th</sup> 2012, at 1935 hours, I responded to the area of White Water Canyon Road approximately 1 mile north of I-10 reference a report of a Ultra Light type air craft that possibly crashed in the in the area. While enroute to the scene dispatched advised personal from CAL Fire and AMR ambulance were on scene and confirmed the pilot was deceased prior to my arrival.

I arrived at 1947 hours, and contacted Captain Solis from Engine-37 CAL FIRE and he informed me that his Fire Fighter Paramedic Barraza, along with AMR Paramedic Robert Schultz had determined the unknown male pilot was deceased. I requested additional units along with a supervisor to respond and assist with the investigation. Captain Solis had several of his fire personnel assist me with containing the scene with Sheriff Department crime scene tape. While at the location Deputy Abasta arrived and established a department critical incident log, see his supplemental report for additional details.

I spoke to Paramedic Schultz from AMR Ambulance and he told me the following. Schultz stated he and his partner arrived at the location about 20-30 minutes prior to my arrival and located the victim lying supine in a dirt field in full cardiac arrest. Schultz stated he contacted several unknown male and female bystanders who informed him that they witnessed the aircraft crash and they tried to help the pilot while calling 911. Schultz stated he began treatment of the victim and contacted his Base Station Hospital (Desert Hospital).

The emergency room Dr. pronounced the male deceased at 1941 hours. Schultz stated the unknown subjects informed him they saw the aircraft begin to sway from side to side possibly due to the high winds in the area. The subjects told him they saw a parachute deploy and then the aircraft fell to the ground. Schultz stated the subjects did not identify themselves. He also stated they left prior to my arrival. Schultz provided me with a copy of his patient care documentation sheet, which I later released to Deputy Coroner Salgado. Schultz did not have any additional information.

While at the scene I contacted Mike Huhn of the National Transportation Safety Board via telephone and he advised me he would not be able to respond to the scene until the following day. Sergeant Padilla arrived on scene at 2011 hours, and took over operational control of the crash scene. Investigator Davis arrived at the scene 2125 hours, assumed control of the investigation.

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Deputy Coroner Rocio Salgado arrived at 2204 hours, and assumed control over the deceased body. The Coroner transport team cleared the scene with the deceased body 0008 hours. Deputy Questel arrived at the scene at 0014 hours, and took over the critical incident log. I cleared the scene at 0014 hours, and did not take any further action.

This investigation will be forwarded to Investigator Davis from Cabazon Station for follow up investigation.

**CASE STATUS:** OPN/CB-2.

CONTINUATION PAGE  
RIVERSIDE COUNTY SHERIFF

FILE #B121330023

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Supplemental Report

Attachments:

<u>Items:</u>	<u>Qty:</u>	
01	01	Critical Incident Log

Details:

On Saturday, 051212 at 2015 hours, I arrived at White Water Canyon Road, White Water, regarding a Air Emergency. On arrival, I met with Deputy Lopez who was already on scene with the downed Ultra Light type air craft. Deputy Lopez, along with CAL-Fire were already setting up the crime scene tape and cordoning off the area of the accident scene. At 2020 hours, I started a Critical Incident log. I assumed control of the Critical Incident log.

At 2019 hours, I entered the accident scene to secure the parachute that was attached to the aircraft. The parachute was uncontrollably flying loosely and possibly would fly off due to the forceful winds in the canyon. I placed a large bolder on the parachute to prevent it from flying away. I did not perform any other task at the scene.

Status: Opn/CB-2

4/7/8.