

12/27/2004
SOMARTINEZ

INCIDENT DETAIL PRINT
SHEBOYGAN COUNTY SHERIFFS DEPT

04-0086-515

SERVICE CALL INFORMATION Doc# 1

Part 1

Nature.....: AIRCRAFT ACCIDENT 12/25/2004 10:22
Location.....: W2929 N A HIGHWAY, HERMAN, WI
Jurisdiction..: 02 Town of Herman
How Received..: 911 Call
Received by...: S252
Contact Phone: [REDACTED]
Dispatcher....: S118

Current Dispo: Sit. resolved Assigned Ofcr: S103 12/25/2004
Disposition...: 003 Sit. resolved Owning Jursd.: 59 Sheboygan County
ISC.....: 9520 ALL OTHERS-PUBLIC ACCIDENTS
Incident Code: 4 Accident UCR.....: Non-Criminal
Report Type...: 5 1
UOCL.....: 9520 ALL OTHERS-PUBLIC ACCIDEN

Notes:
SINGLE ENGINE PLANE CRASH

COPY
WARNING THIS REPORT MAY BE
SUBJECT TO SUPERVISORY REVIEW
AND FURTHER INVESTIGATION.
CHANGES MAY OCCUR.

ASSIGNED UNITS

Unit	Name	Jur	Type	Filed	Resp	Disp	Arrv	Clrd	Tot
F841	HOWARDS GROVE PD	28	F		3	10:25	10:31	15:05	4:34
S119	SCHMIDT, KURT	59	P		3	10:25	10:26	12:33	2:07
S215	ROESELER, CORY	59	P		3	10:25	10:38	15:01	4:23
S034	WALTER, ADAM	59	P	F	3	10:26	10:26	14:53	4:27
S239	SPICER, BLAINE	59	P		3	10:26	10:28	14:21	3:53
R807	HOWARDS GRV FIRST RE	59	1		3	10:26	10:28	11:46	1:18
8009	ORANGE CROSS, AMBULANC	59	A		3	10:27	10:35	11:31	56
C952	KULHANEK, ROBERT	59	O		3	11:09	11:52	17:32	5:40
S242	TRAAS, TODD	59	P		2	12:01	12:11	14:21	2:10
S095	SPLIVALO, SHAWN	59	P		2	12:09	12:21	14:27	2:06
S103	LIERMANN, JASON	59	P		2	12:09	12:09	14:43	2:34
S146	PUTZ, TIMOTHY	59	P		2	14:50	16:44	19:03	2:19
S103	LIERMANN, JASON	59	P	F	3	17:44	17:44	18:14	30
S116	BRUCKBAUER, WILLIAM	59	D		1	18:19	18:36	23:54	5:18
S237	JOHNSON, JACK	59	P		2	23:23	23:24	8:08	8:44
S215	ROESELER, CORY	59	P		2	7:50	11:08	12:22	1:14
S212	COWEN, HUGH	59	P			11:09	11:09	11:17	8
S212	COWEN, HUGH	59	P		3	11:39	11:41	12:14	33

OFFENSE INFORMATION Offense# 1 Filed by: S103 on 12/25/2004 Part 2

Original.....: 9520 ALL OTHERS-PUBLIC ACCIDEN Continued

CONTACT LIST Offense# 1

Part 3

Contact: 1 Filed by: S034 on 12/27/2004
Report. Perso: BRAATZ, DONALD D. [REDACTED] 7 Male [REDACTED]
Location.....: [REDACTED] SHEBOYGAN FALLS, WI 53085
Description...: FATAL MOT VEH ACC on 12/25/200 Race: White
Report.....: Acc Report 040086515 Disposition...: Continued 12/25/2004
Actions.....: Cooperative

Contact: 2 Filed by: S034 on 12/27/2004

CONTACT LIST Offense# 1

Part 3

Witness.....: SEHEIBL, DAVID M. [REDACTED] Male [REDACTED]
Location.....: [REDACTED] HOWARDS GROVE, WI 53083
Description...: FATAL MOT VEH ACC on 12/27/200 Race: White
Report.....: Acc Report 040086515 Disposition...: Continued 12/27/2004
Actions.....: Cooperative

Contact: 3 Filed by: S034 on 12/27/2004
Witness.....: MEYER, JEFFERY A. [REDACTED] Male [REDACTED]
Location.....: [REDACTED] HOWARDS GROVE, WI 53083
Description...: FATAL MOT VEH ACC on 12/27/200 Race: White
Report.....: Acc Report 040086515 Disposition...: Continued 12/27/2004
Actions.....: Cooperative

Contact: 4 Filed by: S034 on 12/27/2004
Witness.....: SCHMIDBAUER, GREGORY A. [REDACTED] Male () [REDACTED]
Location.....: [REDACTED] SHEBOYGAN, WI 53083
New Location..: [REDACTED] ELKHART LAKE, WI 53020
Move to new location updated in system as of: 12/27/2004
Description...: FATAL MOT VEH ACC on 12/27/200 Race: White
Report.....: Acc Report 040086515 Disposition...: Continued 12/27/2004
Actions.....: Cooperative

Contact: 5 Filed by: S034 on 12/27/2004
Owner / Manag: SCHNICKE, LAURA L. [REDACTED] Female [REDACTED]
Location.....: [REDACTED] SHEBOYGAN FALLS, WI 53085
Description...: FATAL MOT VEH ACC on 12/27/200 Race: White
Report.....: Acc Report 040086515 Disposition...: Continued 12/27/2004
Actions.....: Cooperative

Contact: 6 Filed by: S215 on 12/27/2004
Citizen Conta: WESTERHOF, JACOB P. [REDACTED] Male [REDACTED]
Location.....: [REDACTED] MANITOWOC, WI 54220
New Location..: [REDACTED] MCFARLAND, WI 53558
Move to new location updated in system as of: 12/27/2004
Description...: ALL OTHER-PUB ACC on 12/25/200 Race: White
Report.....: Offns Rpt 040086515 Disposition...: Cleared 12/25/2004
Actions.....: Cooperative

Contact: 7 Filed by: S215 on 12/27/2004
Citizen Conta: PAHMEIER, JULIE [REDACTED] Female [REDACTED]
Location.....: [REDACTED] MANITOWOC, WI 54220
Description...: ALL OTHER-PUB ACC on 12/27/200 Race: White
Report.....: Offns Rpt 040086515 Disposition...: Cleared 12/27/2004
Actions.....: Cooperative

Contact: 8 Filed by: S215 on 12/27/2004
Witness.....: HENNING, JOHN H. [REDACTED] Male [REDACTED]
Location.....: [REDACTED], SHEBOYGAN FALLS, WI 53085
New Location..: [REDACTED] SHEBOYGAN FALLS, WI 53085
Move to new location updated in system as of: 12/27/2004
Description...: ALL OTHER-PUB ACC on 12/27/200 Race: White
Report.....: Offns Rpt 040086515 Disposition...: Cleared 12/27/2004
Actions.....: Cooperative

12/27/2004
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SHEBOYGAN COUNTY SHERIFFS DEPT

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CONTACT LIST Offense# 1

Part 3

VEHICLE INFORMATION Offense# 1

Part 5

DAMAGED....: 1 12/27/2004, 1964 BRO, BRO
License.....: 2000
Notes.....: BEECHWOOD BONANZA MODEL S35 SINGLE ENGINE AIRCRAFT,
FUSELAGE #N5631K INVOLVED IN AIRPLANE CRASH.

OFFENSE INFORMATION Offense# 2 Filed by: S215 on 12/25/2004

Part 2

Original.....: 9520 ALL OTHERS-PUBLIC ACCIDEN Sit resolv Investigtn

CONTACT LIST Offense# 2

Part 3

Contact: 1 Filed by: S215 on 12/27/2004
Driver.....: WESTERHOF, JACOB R. [REDACTED] Male
Location.....: [REDACTED] MANITOWOC, WI 54220
Description...: ALL OTHER-PUB ACC on 12/25/200 Race: White
Report.....: Casualty 040086515 Disposition...: Deceased 12/25/2004
Actions.....: Cooperative Injury.....: Fatality
Victim type...: Individual

Contact: 2 Filed by: S215 on 12/27/2004
Driver.....: WESTERHOF, JACOB R. [REDACTED] Male
Location.....: [REDACTED] MANITOWOC, WI 54220
Description...: ALL OTHER-PUB ACC on 12/27/200 Race: White
Report.....: Casualty 040086515 Disposition...: Deceased 12/27/2004
Actions.....: Cooperative Injury.....: Fatality
Victim type...: Individual

Contact: 3 Filed by: S215 on 12/27/2004
Casualty.....: WESTERHOF, CAROL J. [REDACTED] Female [REDACTED]
Location.....: [REDACTED] MANITOWOC, WI 54220
Description...: ALL OTHER-PUB ACC on 12/27/200 Race: White
Report.....: Casualty 040086515 Disposition...: Deceased 12/27/2004
Actions.....: Cooperative Injury.....: Fatality
Victim type...: Individual

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CLEARANCE.: 1 by S034 WALTER, ADAM 12/25/2004
I was dispatched to W2929N CTH A in the Town of Herman regarding a
aircraft accident. I located a single engine airplane crashed in a farm
field approximately 1400 feet south of CTH A. The airplane's engine
compartment was on fire and the plane was on it's top. I observed one
deceased person inside the cockpit. I could not go any further into the
aircraft since it was on fire and the gas on board was "popping". I later
learned there were 2 passengers on the aircraft which died. Unit 215
responded to investigate the incident. Unit 103 took measurements with the
laser. The Howards Grove fire department put out

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the fire and assisted with the body recovery. I made contact with several subjects, which are detailed in my report. Unit 146 was sent to the crash site to secure the scene.

CLEARANCE.: 2 by S103 LIERMANN, JASON 12/25/2004

CLEARANCE.: 3 by S212 COWEN, HUGH 12/26/2004
i, deputy cowen assisted 215 with escort of plane from crash scene to sheboygan co airport.

NARRATIVE.: 4 by S034 WALTER, ADAM 12/27/2004
ORIGINAL:M

AIRPLANE CRASH RESULTING IN (2) FATALITIES

On 12/25/04 at 1022 hours, I Corporal Walter was dispatched to W2929 North County Trunk A in the town of Herman regarding an aircraft accident. I learned a single engine airplane crashed in a farm field approximately 1400-feet south of County Trunk A. This crash resulted in two fatalities. As a result of my investigation, there are no arrests, citations or Victim Rights forms issued. Measurements were taken by unit 103. Please see Detective Roeseler's report for additional information. Sergeant Tuttle contacted the FAA/NTSB. While en route to the scene on County Trunk A just west of Howards Grove, I observed a stream of black smoke in the sky. Upon my arrival, I noticed an aircraft in a field approximately 1400-feet south of the roadway. The airplane was located in an open farm field. I updated the location with dispatch and noted my observations. I parked my patrol car on the shoulder with its emergency lights still activated. I felt this would help direct EMS personnel who were en route. I exited my car and removed the EAD and oxygen from the trunk. When I arrived on-scene it should be noted the sky was cloudy with very light snow and wind.

As I began running towards the airplane, Deputy Schmidt also arrived on-scene. I observed a vehicle parked in the farm field and there was a person standing close to the airplane. I later identified this subject with a Florida Driver's License as GREGORY A. SCHMIDBAUER, male/white, Date of Birth: [REDACTED] of [REDACTED] Elkhart Lake, Wisconsin 53020, cellular phone number [REDACTED]. Gregory stated he did not see the airplane in flight or the crash. According to Gregory, he noticed the fire from the burning airplane as he drove past on County Trunk A. As I slowly approached the airplane, the front engine compartment was on fire. The aircraft was turned upside down and it was facing a northeasterly direction. It appeared the right cockpit door was missing. I observed a deceased person leaning slightly out of the cockpit's right side. The right side of the airplane was facing west. For my safety, I did not attempt to search the cockpit area. Howards Grove Fire Department personnel were also on-scene and advised the scene was not safe. There was still aviation fuel leaking from the aircraft. It appeared most of the damage was in the nose section. The

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wings and tail were damaged, but still intact. The plane was identified as a 1964 Beechwood Bonanza model S35, brown in color, fuselage #N5631K.

I briefly searched the wooded area just east of the crash scene. I located an aircraft door east of the crash site. I also noticed other small pieces of debris and a material which looked similar to broken glass. Still east of this location, I found a fresh shallow indentation in the farm field. This long and narrow indentation led to the airplane. This indentation was approximately 5 to 10 feet long and approximately 3 to 5 feet wide. Next to the tree line, I noted small broken tree branches. Looking up at the treetops, I observed several broken tree limbs which appeared to be fresh. I walked into the woods, but did not locate anyone or see any debris. Fire Department personnel said they would search the wooded area with their Thermal Imaging camera. Nothing of interest was reported back to me.

Back on County Trunk A, I made personal contact with the farm field's owner identified verbally as LAURA L. SCHNICKE, female/white, Date of Birth: [REDACTED], of [REDACTED] Sheboygan Falls, Wisconsin, 53085, telephone number [REDACTED]. I advised Laura she would be contacted if her assistance was necessary.

I continued my follow-up investigation at the BRAATZ residence. I learned the initial 9-1-1 call was placed from this location. I made contact with the property owner and identified verbally as DONALD D. BRAATZ, male/white, Date of Birth: [REDACTED], of [REDACTED] Sheboygan Falls, Wisconsin, 53805, telephone number [REDACTED]. Donald stated his attention was drawn to the east, after hearing three loud snapping noises. Donald felt these were tree limbs breaking. Turning quickly to the east, Donald stated he witnessed something "big and white" falling from the sky. This object was at tree-top level. Donald described this object's descent as a "roof falling down". Donald could not tell me how the aircraft was positioned as it approached the ground. Donald told me he did not hear any engine noise before the "three loud snapping" noises. Donald felt the aircraft's engine was not running prior to striking any trees. According to Donald, he did not hear the airplane strike the ground. Donald stated approximately one to two minutes after the crash, he heard a "poof" type noise and observed flames coming from the ground. I don't believe the aircraft's location on the ground was visible from Donald's residence. Donald noted there was never an explosion, only a poof sound. Donald immediately ran to his residence and told his wife to call 9-1-1. Donald then walked over to the crash site and stood along County Trunk A. According to Donald, he did not see anyone exit the aircraft or anyone near the crash scene immediately following the accident. Donald completed a written statement form that was turned in to our Records Department.

At 1245 hours, I made contact at the CLAPPES residence located at [REDACTED]. I spoke with HOLLY CLAPPES and learned there were no witnesses to the accident at her residence. Holly said she was not home when the accident occurred and her husband was not aware a

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crash occurred. Holly's home borders the west side of the farm field where the accident happened. At 1258 hours, I went to [REDACTED] and made contact with the homeowner identified verbally as MIKE J. SCHULTZ, male/white, Date of Birth: [REDACTED]. Mike stated he did not hear or see the crash occur. Mike had no information to give. Mike's residence borders the east side of the farm field where the airplane crashed.

At the accident scene, I spoke with two Howards Grove firemen at approximately 1340 hours. The first was identified verbally as DAVID M. SEHEIBL, male/white, Date of Birth: [REDACTED] of [REDACTED] Howards Grove, Wisconsin, 53083, telephone number [REDACTED]. David was assisting on a EMS call at 1010 Truman Circle in Howards Grove. Between 10:18 a.m. and 10:26 a.m., David observed a low-flying airplane travel south past this residence. David told me this was the airplane which crashed. David estimated the plane's altitude was approximately 200-feet. According to David, the airplane's engine was running rough, but never stopped running. I then spoke with JEFFERY A. MEYER, male/white, Date of Birth: [REDACTED], of [REDACTED] Howards Grove, Wisconsin, 53083, telephone number [REDACTED]. Jeffery was also at the same EMS call on Truman Circle. According to Jeffery, he also saw the airplane fly over this location. Jeffery estimated the plane altitude was between 200 and 400 feet. Jeffery stated the plane's engine was "sputtering" and then stopped. Jeffery said he did not hear the engine again. This interview took place at approximately 1403 hours. This person was identified verbally as STEVEN R. LINDSTORM, male/white, Date of Birth: [REDACTED] of the same address and telephone number, also heard the plane fly over their residence. I was told the plane "shook the house" as it flew overhead. Steven said the plane's engine was very loud. After it passed, Steven told me there was no loud crash noise or explosion. Steven did see fire and smoke coming from the farm field area, but thought it was their neighbor burning trash. Steven estimated his house is approximately 500-yards east of the crash site.

The plane was turned right-side up by Bret's Towing. Bret's Towing attached the cable to the tail section and turned the plane over. Shortly after this at the accident scene, I spoke with TIMOTHY P. WASMER, male/white, Date of Birth: [REDACTED], telephone number [REDACTED]. Timothy is employed by Western Shores Aviation of Manitowoc in Sheboygan. Timothy was with CHUCK W. MEYER, male/white, David Birth [REDACTED], telephone number [REDACTED]. Chuck is the Sheboygan County Airport Manager. Timothy and Chuck turned off the airplane's "ELT" (Emergency Location Transmitter) and attempted to turn off the master power switch, but it was damaged too badly. I learned the ELT is set off during a crash. This transmitter was first picked up by Langley Air Force Base on Ohio. This information was then passed to Chicago, and then to Sheboygan county.

Once the plane was turned over, I observed another deceased occupant in the cockpit. It appeared the male pilot was still in his seat and sustained severe head and body injuries. The female was out of her seat and sustained similar injuries. The bodies were removed by the

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Howards Grove Fire Department under the supervision of the coroner's office. Unit C952 of the coroner's office, transported the bodies to the morgue. Deputy Putz remained at the crash site to secure the scene. I learned the airplane will be removed in the morning. Lieutenant Roeseler took photographs of the airplane and crash site. Measurements were taken by Deputy Liermann using a laser measuring device. I was told by Deputy Spicer who was also on-scene, a portion of the accident scene was recorded on his squad's video camera. Deputy Spicer was assigned to squad 44. Lieutenant Roeseler made contact with the victims' family who arrived on-scene. Please forward a copy of this report to Lieutenant Roeseler and please see his report for more information. This will end my dictation.

NARRATIVE.: 5 by S215 ROESELER, CORY 12/27/2004
ORIGINAL:M

AIRPLANE CRASH RESULTING IN (2) FATALITIES

On 12/25/04 at approximately 1022 hours I, Lieutenant Roeseler along with officer officers, were dispatched to the area of County Trunk Highway A and Meadowlark Road regarding an airplane crash that took place in a hayfield at this location. As a result of the investigation it was determined that the pilot, JACOB RUDOLPH WESTERHOF male/white Date of Birth: [REDACTED] and his wife (passenger in the plane) CAROL JEAN WESTERHOF female/white Date of Birth: [REDACTED] both residing at [REDACTED] Manitowoc Wisconsin 54220, were killed as a result suffered from the plane crash.

Upon arrival I observed a single engine plane located in the field on the south side of County Trunk Highway A west of Meadowlark Road. Plane was approximately 1365-feet south of County Trunk Highway A in an alfalfa field. There was a service road that kind of led back to the field area and it display W2929 County Trunk Highway A at this driveway.

Upon making contact with the fire department officers on-scene, the plane was still on fire. The engine portion of the plane, which was facing north at this time, was on fire and the rear tail portion of the plane was not effected by the fire at all. After the fire was extinguished, the determination was made that there was at least one occupant inside, one occupant was visible at this point and time and was unknown if any other occupants were inside. I did take exterior photographs of the plane as well as requesting Deputy Spicer to use the in-car video to take a video of the plane from various different angles.

Once the fire department was able to make sure all of the fire was extinguished and that there was little threat of any continued fire, I did take close-up photos and measurements were taken using the laser with the assistance of Deputy Liermann.

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It was apparent there was some damage done to the trees on the east side of the plane (the trees were approximately 235-feet away from where the plane had come to rest). The damage from the trees however was very minor and there were only small branches that appeared to have been damaged. The plane after striking small portions of the tree attempted to land on the alfalfa field, with a small hill or incline in its way.

The plane would've hit the ground at which point and time there was an area that was burned leading up to the plane. The door for the plane was off and lying on the ground to the southeast of the plane, as well as a portion of the propeller was lying to the southeast of the plane. To the northeast of the plane was what appeared to be a point off of the plane possibly where the propeller would be attached to. The following measurements were taken to attempt to try and triangulate the location of where these items would be at in case they would be needed for future reference. The following is a list of those measurements.

THE FRONT TIP OF THE PLANE:

- to the road: 365.4 feet
- to house located directly to the west of plane crash: 897.6 feet
- to the treeline: 235.5 feet

THE POINT THAT WAS LOCATED FROM THE PLANE:

- from the point to the front portion of the plane: 27.3 feet
- to the road: 1374.2 feet
- to the house: 926.1 feet

THE PLANE DOOR:

- door to the point of the front of the plane: 82.6 feet
- to the road: 1444.5 feet
- to the house: 964.1 feet

THE PROPELLER:

- to the road: 1393.4 feet
- to the treeline: 217.9 feet

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-to the house: 917.6 feet

THE AREA TO WHERE THE PLANE TOUCHED DOWN:

-the beginning would be: 138.6 feet from where the plane came to rest

-the beginning point would be: 1477.7 feet from the road

-from the house: 124.2 feet

-from the treeline: 134.3 feet

THE AREA WHERE THE BURN MARKS WERE FROM THE PLANE:

-were arranged back: 84.7 feet east of where the plane came to rest

At this point I did make contact with a witness, JOHN H. HENNING male/white Date of Birth of [REDACTED] with an address of [REDACTED] [REDACTED] Sheboygan Falls Wisconsin phone [REDACTED]. John lives on the farm directly east of the woods where the plane had crashed near. John indicated that he was outside and he heard the plane and he also heard it hit the tree-tops. Apparently the plane had come over the top of his buildings and was very low, John estimated approximately twice the height of his barn. John indicated that he could clearly read the numbers and actually see the rivets on the plane as it went over. He stated the engine was running somewhat but that it was running very slow. He also stated it was odd it seemed there was some sort of black strip by the door which may have been the door actually being open due to the fact that some smoke was filling the plane. John indicated that he did not see anything fall out however he heard a thump and then heard the plane crash at which point and time he attempted to call 9-1-1 and eventually did get through.

I was contacted by dispatch who stated they received a call when attempting to contact representatives from the FAA and various organizations in which the airplane had called the Chicago airport prior to the crash, advising that a pilot had contacted them regarding the cabin filling up with smoke and wanting to make an emergency landing at Sheboygan county airport. That was the last transmission it is believed that they had.

I eventually was put in contact with JIM JOLLEY from the FAA with the phone number of [REDACTED] who placed me on a 3-way call with MIKE MECHA and PAM SULLIVAN. These individuals indicated that they would be responding on tomorrow's date, 12/26/04 to inspect the crash site and have the plane removed. In speaking with Mike, he did provide me the

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information from the plane, that being a 1964 Beech Bonanza model 6-35 aircraft licensed to Jacob Rudolph Westerhof from Manitowoc. He eventually did locate the information regarding a flight plan that was filed. There should be one passenger along with Jacob in the plane and he provided me with a contact number and name in Chicago. The contact name was PETE SCHIPMA with a phone number of [REDACTED]. Eventually I did contact Pete and he advised me that Jacob and Carol would be his wife, JUDY SCHIPMA's brother and sister-in-law. They were due in the Chicago area sometime between 1030 and 11 a.m. This point and time I did advise Pete of the circumstances and the fact that we did not have any identification on anyone inside or the number of occupants and that we would have to continue our investigation at which point and time he indicated that he would make other additional calls to family members to get in touch with me regarding the occupants of the plane. It was Pete's understanding that Jacob and his wife Carol should be in a plane and en route to see them for the holidays.

Eventually I was contacted by some other family members, DAVID PAHMEIER who indicated that he was the son-in-law of Jacob and Carol. I did advise him of the circumstances and the fact that we had not identified anyone inside the plane or the total number of occupants. I did advise him that we did have officers and firefighters checking the area to see if anyone would have been ejected or would have left the plane on their own free will to which we did not locate anyone. At this point David indicated he would be in further contact with me. He as well did confirm that the two occupants in the plane should be Jacob and Carol Westerhof.

I made contact with the Deputy Coroner, Robert Kulhanek. At this point it was determined that the plane would need to be flipped upright in order to extricate the bodies. I did make necessary arrangements with Bret's Towing Service to upright the plane. This was done with the approval of the FAA who requested that we take ample photographs of the scene and the plane before moving it and also taking any if part of the plane needed to be cut or altered in order to get the subjects removed from the plane.

Upon uprighting the plane, the engine compartment did stay on the ground and after the plane was uprighted the pilot was still sitting in the pilot's seat [REDACTED] the passenger was still down near the engine compartment at which point and time [REDACTED]

The coroner as well as members of the Howards Grove Fire Department did remove the bodies from the plane. At this point I was advised there were further family members that had arrived on-scene. At this point and time I did go up and make a death notification for Jacob and Carol to their son, JACOB P. WESTERHOF, male/white, Date of Birth: [REDACTED] in (csu) WI 53558 with a home phone of [REDACTED] and a cell phone of [REDACTED] and their daughter JULIE A. PAHMEIER female/white Date of Birth: [REDACTED]

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Manitowoc Wisconsin 54220 with a phone of [REDACTED] The subjects did provide me with the proper identity as far as the date of birth and other pertinent information on Jacob and Carol. They further advised me that the plane had mechanical work done on it over the past three days while it was on their father's hanger at the Manitowoc county airport. This work would've been done by a subject from Clintonville who they did not know his exact name but would attempt to get for me and anyone else who needed it. Apparently this was the first flight since the plane had this work done on it. I did advise them that I would relay this information to the investigators from the FAA and other agencies that were currently working on this incident. I also explained the procedure that would take place regarding the release of Jacob and Carol after the coroner would indicate they were ready to be released.

The members from the FAA and other organizations will be up on 12/26/04 at approximately 8:00 a.m. or 9:00 a.m. at which time I will assist them in removal of the plane. Autopsies are scheduled for approximately 9:30 on 12/27/04 at which point Detective Obremski will be attending and assisting. There is no further action taken.