

NARRATIVE

 JUVENILE

 ORIGINAL
 SUPPLEMENT

AGENCY ORI	FL0610000	SUWANNEE COUNTY SHERIFFS OFFICE	AGENCY REPORT #	14-10038
ORIGINAL DATE REPORTED		CASE REFERENCE		
03-09-2014		Information (Plane Crash)		

On 03/08/2014, I responded to the area of [REDACTED] in reference to a plane crash. Dispatch stated that the caller, Cecil "Sonny" Jones stated that his plane crashed behind his house and stated that he and another occupant were trapped inside the plane. While enroute Dispatch advised me that Sonny called 911 and stated that he was able to get out of the plane, but stated that the other occupant was still trapped inside the wreckage. He advised Dispatch at that time, that someone was coming from his house with a large tractor to assist in lifting the plane so that we could remove the other passenger.

Upon arrival I made contact with Hampton Hicks and an unknown white male who was operating the tractor. Rescue Personnel arrived on scene about the same time and we then started assisting Sonny while Rescue planed their rescue of the trapped passenger. Hicks and I then assisted by holding up one of the plane's wings while rescue used the loader of the tractor and a large strap to hoist the plane up. Rescue then used the tractor to lift the plane up, which provide them with the room to rescue the other occupant, Don Collins. Upon them removing Collins from the wreckage, they placed Sonny and him in different ambulances and treated them as needed. Collins was transported at that time, to Shands at Live Oak Hospital, while Sonny was air lifted to Shands at UF. Prior to being transported, Sonny advised me that he just lost it, and was not sure what happened. From the marks in the grass air strip and the wreckage, it appeared that the front landing gear broke or came down and too steep of an angle, causing it to break. The plane then went nose down and slide for around fifty to seventy five feet. It looked like the plane then started to rotate clockwise and then flip end over end, at which point it came to a final rest, upside down, facing I-10.

Upon Rescue clearing the scene I made contact with a witness. The witness who was identified as, Karl Smeltzer stated that he was heading East on I-10 when he observed the plane coming down extremely low. He stated that he started to watch the plane and observed it appear to be landing across the interstate. Karl stated that he pulled over at that time and started to watch the plane. He stated that it was then that he seen the plane coming down to land. He stated that it appeared to have hit hard and then suddenly flipped end over end, coming to a rest upside down facing the interstate. Karl provided me with his address and phone number in case we needed to speak with him later.

After speaking with Karl I had Dispatch contact the FAA and NTSB. I then made contact with Myra and William Edwards with the FAA. They conducted a conference call with officials from the NTSB at that time. Upon learning the details of the incident, the FAA and NTSB asked that I take pictures and seal off the scene with crime scene tape. They also stated that they did not want the plane moved or altered from its current state until they conducted their investigation. I then tapped off the area with crime scene tape and also advised the family not to alter or touch the wreckage. I then spoke with the NTSB and FAA again. At that time, they stated that they would be coming up to investigate the scene on Tuesday and stated that they would be here early in the morning. They were advised to contact Dispatch on Tuesday and have the shift supervisor show them to the crash scene.

After speaking with Myra and Edwards I made contact with Shands at Live Oak ER in reference to checking on Collins condition. They advised me at that time, that he was stable and should be ok. I then made contact with Sonny Jones via cell phone. Sonny stated that he was advised by Doctors at Shands UF that he has several broken vertebrates and was waiting on surgeons to come in to speak to him about surgery.

After speaking with Sonny I made contact with Eric Embry, a friend of Sonny's. Eric asked me if he would like me to turn the power off to the plane and turn the fuel switch off. At that time, I advised him that would be ok to turn the power switch to the plane off as well as the fuel switch. Eric then disengaged both in an attempt to further make the plane safe.

The plane was a yellow and purple, RV9A and was manufactured by, Jay B Kurtz. The plane had an (N #) of, (N125TK) and was registered to Sonny Jones. The listed serial number for the plane was, (90345) and was classified as a fixed wing single engine aircraft. At this time, this investigation has been turned over to the NTSB and FAA. All pictures taken on scene were attached to this report.

REPORT CONTAINS				RELATED REPORT NUMBERS			
01, Persons Reports, Narrative, Pictures							
OFFICER(S) REPORTING		ID NUMBER		UNIT		DATE	
D/S Wayne Kelly		[REDACTED]		Patrol		03-09-2014	
OFFICER REVIEWING		ID #		ROUTED TO		ASSIGNED TO: BY: DATE	
CASE STATUS	CLEARANCE TYPE			DATE CLEARED		ARREST #	
Closed	1-ARREST 2-EXCEPTIONAL 3-UNFOUNDED 0			03-09-2014		NUMBER ARRESTED 0	
				EXCEPTION TYPE		OBTS NUMBER	
0 - N/A	2 - ARREST ON PRIMARY OFFENSE	4 - VICTIM / WITNESS REFUSED TO COOPERATE	6 - JUVENILE / NO CUSTODY	0		PAGE 4 OF 4	
1 - EXTRADITION DECLINED	3 - DEATH OF OFFENDER	5 - PROSECUTION DECLINED	7 - REQUEST CAPIAS				

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