

15c064079

Additional Information Report

Reporting Officer: Officer S. E. Pennington, [REDACTED] Patrol West 1st

Classification: Plane Crash

Case Heading: See initial report

On 09-25-2015 at 1547 hours, 911 received a call of a plane crash at [REDACTED] and [REDACTED] I responded. I arrived at 1556 hours to the back yard of [REDACTED]. At that location, I saw several people milling about. Sgt. Fatkin and Sgt. Nedbalek were just ahead of me. We began determining who had seen what and I began taking people aside. The first person I saw was Larry L. Peterson. His information follows: Larry L. Peterson, white male, date of birth [REDACTED] [REDACTED] Wichita, Kansas, phone [REDACTED]

Larry said he was in his back yard at [REDACTED]. He heard a plane that sounded very loud and like something was wrong with the engine. He said he thought maybe it sounded like it was fouling or something. He said he was not an expert in engines and did not know, but said it did not sound right. The sound kept getting louder and louder. He saw a plane coming in from the northeast. He said it was at a very steep angle. He estimated maybe 75 degree angle. The plane went straight down and he heard a pop. He came running over to the side, but did not go down to the crash.

The next person I spoke with was Lana Gutierrez. She was in the back yard with Larry at [REDACTED]. Her information follows: First name spelling M-a-d-e-l-a-n-a D. Gutierrez, white female, date of birth [REDACTED] Social [REDACTED] Address [REDACTED] 67204. Phone number [REDACTED] she worked at [REDACTED] and [REDACTED]. Lana advised that she was visiting her mom, Kimberly Peterson at [REDACTED]. She was outside when she heard a very loud engine. She said she thought the engine was loud because it was close. She looked up and saw a plane barely above the trees at a sharp angle. She heard a pop and saw the plane go down. She said that she did have medical experience, so she ran down to try to help. She was looking through the debris, looking for survivors. She did not find any. She had mud and oil spatters about her from being down in the crash area.

The next two I came across said that they both heard the crash but did not see anything at all. The first was Karen A. Hampton. Her information follows: Karen A. Hampton, white female, date of birth [REDACTED] address of [REDACTED] Wichita, Kansas, phone is [REDACTED] Karen's neighbor was Curtis L. Brown, his information follows: Curtis L. Brown, white male, date of birth [REDACTED] Address of [REDACTED] [REDACTED] Wichita, Kansas, phone of [REDACTED] Curtis said that they heard the impact but did not see anything at all.

I was then told by Fire Investigator that there was somebody in the front yard that needed to be interviewed that was talking to somebody from the (schools?). I went back and he pointed me to Donna K. Stegman. Donna's information follows: Donna K. Stegman, white female, date of birth [REDACTED] address of [REDACTED] Wichita, Kansas 67212, phone of [REDACTED] Donna did not want to give her business information as she said there was somebody with access to our computer stalking her. She said that she was a flight test leader and a flight engineer. She said that she was driving west on Maple. She noticed a plane that was southbound that looked distressed. She explained that it was just barely above the trees when she got a glimpse of it, but could tell by the angle of it that the wings were nearly vertical to the ground and it was plummeting directly towards the ground. She could tell by the angle that it was in distress and there was no way that it would be able to pull out of the angle that it was in. She did not hear anything as she had her radio on as she was driving. She began driving to the scene. She said she was with her son, who was interviewed by Officer Frazier.

Donna said that she thought that plane was probably returning to the airport. She did not know if it was returning because something was wrong or if it was someplace else and was trying to make it back to the airport or possibly had become distressed and was trying to make it to the airport.

I initially told Larry Peterson that we would probably have him wait around here for a bit longer to speak with other investigators. I contacted Sgt. Fatkin and he advised to get their information and find out where they would be so that they could go.

I relayed this to Larry and the others that I had spoken with.

After I had spoken with those individuals, I was advised that we needed to get a waiver from the owner of [REDACTED] I went and contacted the owner, who was Michelle L. Bishop. Her information follows: Michelle L. Bishop, white female, date of birth [REDACTED] Address [REDACTED] phone [REDACTED] Business of [REDACTED]

Michelle said that nobody had spoken to her because she did not see anything. She said she was mostly asleep when she heard a loud bang and her house shook. At (1640 hours or 6:10 PM?) I went over

waiver to search document with Michelle. I had the document in front of her and read it to her. She said that we could search anything that we needed and signed the waiver.

Staying with Michelle was her daughter, Shelby Bishop; her information follows: Shelby Bishop, white female, date of birth [REDACTED] Address [REDACTED] Wichita, Kansas, phone number [REDACTED] Shelby said she was sitting by the back window of the residence which faced where the plane was. She never saw a glimpse of the plane as it was crashing. She said she saw the trees moving as if something was going through them and then heard a bang. She ran out the door after getting her mom, Michelle. She saw the wreckage and saw that there were a couple people down there, but she did not go down to the wreckage herself.

I turned the waiver over to Officer Frazier, who was staying at the scene longer than I was. I relayed the information that I had to the detectives that had responded and gave them directions to where the witnesses were located.

This is all the information I have at this time.

Officer S. E. Pennington, [REDACTED]

Patrol West 1st

09-25-2015 1824 hours

Job 167386

DM V1052

09-26-2015 0755 hours

