

## STATE OF NEW MEXICO INCIDENT REPORT

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## NARRATIVE

On Friday August 14, 2015 at approximately at 10:51, while on duty and on patrol for the New Mexico State Police in my marked unit and in my class "A" uniform displaying my badge of office, in the State of New Mexico, County of Dona Ana, I was dispatched to the airport located just west of Las Cruces New Mexico in reference to a plane crash. I was told several Dona Ana County units were already on scene.

A few minutes later, I arrived on scene and observed several city of Las Cruces Police units on scene. I also observed Sergeant Scott Merrill with the New Mexico State Police on scene. As I got closer to the scene, I noticed the scene was secured and all occupants inside the plane had already been transported to nearby hospitals. Later in the investigation, I found out that the pilot, Mr. David Tokoph, had been transported by helicopter to the El Paso hospital with severe injuries sustained in the crash. I also was informed Mr. Coiss, the passenger in the plane, had been transported by ambulance to Memorial medical hospital located in Las Cruces NM. I then began interview witnesses.

## Interview of Raymond Martinez:

I first spoke with Mr. Raymond Martinez, later identified by his Texas driver license. Mr. Martinez stated he was traveling west on Interstate 10 when he observed a plane that was at a low altitude just over head. Mr. Martinez stated he stopped his vehicle on the shoulder of the Interstate for fear of the plane crashing on the Interstate. Mr. Martinez then added by saying he continued to observe the plane travel in a northern direction and it appeared that the engine of the plane was on fire. Mr. Martinez stated that as the plane crossed the interstate overhead, the plane was as low as the telephone poles located on the northern side of the interstate.

## Interview of Mr. Randy Glen Reed:

I then spoke with Mr. Randy Glen Reed. Mr. Reed stated he was also traveling west on Interstate 10 when he observed a plane at a very low altitude. Mr. Reed stated he also pulled over for fear of the plane crashing on the interstate. Mr. Reed stated as the plane crossed the interstate in a northern direction, it appeared that the pilot of the plane had seen or observed the light poles that were located on the northern portion of the interstate because the pilot pulled up abruptly and then the plane nosedived after it had cleared the light poles. Mr. Reed then stated he went to the plane to render aid. Mr. Reed identified the pilot of the plane to be Mr. David Tokoph and the passenger of the plane to be Mr. Angelo Edgard Coiss Sedjiro. I asked Mr. Reed if he observed anything more that was significant to which he stated no.

## Interview of Kenneth Griffith:

I then spoke with Mr. Kenneth Griffith. Mr. Griffith stated he had observed a plane at a low altitude traveling in a southern direction. Mr. Griffith stated he was stationary next to the water Towner off of the frontage road when he observed this plane. Mr. Griffith stated it appeared the plane had barely taken off from the airport and soon after takeoff he observed small puffs of smoke coming from the plane. Mr. Griffith also stated he observed a black trail of smoke coming from the plane. Mr. Griffith then went on to say the plane made a very sharp turn back towards the airport. Mr. Griffith stated he then went to the plane to render aid. Mr. Griffith stated he had to break the glass to gain access to the occupants inside the plane.

## Interview of Robert J. Craig

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I met with Mr. Craig and he stated that as he was traveling on Interstate 10, he observed a plane traveling in a south east direction. Mr. Craig stated the plane passed in front of him at a low altitude. Mr. Craig stated he believed the plane was traveling around 100 to 150 feet above him when it appeared to have pulled up. I asked Mr. Craig if he observed any other significant events leading to the crash, if he saw any occupants jumping out, packages or smoke coming from the plane. Mr. Craig stated no. Mr. Craig then stated he saw the plane turn around. Mr. Craig stated he could not really tell if the propeller of the plane was spinning or not. Mr. Craig believes that it was due to him not seeing it at all. Mr. Craig then told me as soon as the plane pulled up, it crashed in the desert.

## Interview of Andrew Kading:

I then interviewed Mr. Andrew Kading. Mr. Kading stated he was the employee that filled Mr. Tokoph's plane with 100LL of fuel. Mr. Kading stated he was instructed by Mr. Tokoph to fill the plane with 100LL, to top it off and was instructed on how to place the fuel cap back. Mr. Kading stated the plane sounded a little "rough" but did not think much of it due to the plane being a very old plane. Mr. Kading stated after fueling the plane, Mr. Tokoph seem to be having trouble with the plane. Mr. Kading stated he observed Mr. Tokoph trying to turn the "prop" but it was not turning. At this time Mr. Kading stated Mr. Tokoph asked him if he could use the "GPU" ground power unit to help start the engine. Mr. Kading stated he retrieved the GPU and assisted Mr. Tokoph with starting the engine. Mr. Kading told me that once the GPU was plugged to the plane, the engine started right away, but after about ten seconds from disconnecting the GPU, the plane would die. Mr. Kading stated that during their conversation, Mr. Tokoph had advised him the engine had ignition problems.

Mr. Kading also stated that during their several attempts to turn on the engine, it would "piss" a lot of fuel but that he believed this was normal. Mr. Kading stated that after the third attempt the engine started. Mr. Kading also stated the engine would sound normal when the GPU was pulled in but soon after the GPU was unplugged it died. Mr. Kading stated after he unplugged the GPU it had died for a one second, then it fired up. Mr. Kading also mentioned to me the engine would sound different when the GPU was plugged in and unplugged.

I asked Mr. Kading if the proper fuel was placed in the plane to which he replied that he and Mr. Tokoph double checked the fuel by looking at the fuel line and thinking of a prior incident that occurred at this location. Mr. Kading stated he knew the right fuel, 100LL, was used. I asked Mr. Kading if he knew the pilot or the passenger. Mr. Kading went onto say he knew the pilot from several different occasions but stated he did not recognize the passenger. According to Mr. Kading, Mr. Tokoph comes from El Paso Texas and heads back soon after. Mr. Kading then told me that he observed Mr. Tokoph take off and that the takeoff sounded fine but that it took Mr. Tokoph "a lot of runway" to get up in the air. Mr. Kading also stated that even after take-off, the plane was low but that soon after, he lost visual of Mr. Tokoph and went about his business.

## Interview of Angelo Edgard Cossi Sedjiro:

I was able to interview Mr. Angelo Edgard Cossi Sedjiro, later identified by his France Identification. Mr. Sedjiro stated he and Mr. Tokoph are business associates. I asked Mr. Sedjiro where they were coming from to which he replied El Paso TX. Mr. Sedjiro also stated that they were heading back to El Paso TX. I asked Mr. Sedjiro if he was the

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pilot or the passenger, Mr. Sedjiro responded by saying he was the passenger.

Mr. Tokoph was the pilot and the owner the plane. I asked Mr. Sedjiro if he knew what had occurred. Mr. Sedjiro stated that before they had taken off, Mr. Tokoph was having problems starting the engine. Mr. Sedjiro stated he overheard Mr. Tokoph asking for the GPU unit in order to start the engine. Mr. Sedjiro remembers that it took three times to start the engine and stated there was not enough energy in the batteries. I asked Mr. Sedjiro, if Mr. Tokoph had any problems when he left El Paso to which he stated no. I then asked Mr. Sedjiro if he thought it was okay to fly and he stated that he was not the pilot and had no experience in flying. Mr. Sedjiro added by saying they both had their seatbelt on at the time of the crash. Mr. Sedjiro stated he noticed a problem around 5 to 10 minutes into the flight, when they lost power in the engine. Mr. Sedjiro went into more details stating the power was not completely lost but it was coming and going. Mr. Sedjiro then stated they began to lose altitude so they turned back to the airport and crashed in the desert. Mr. Sedjiro after the crash remembers someone in uniform pulling both of the out of the plane.

I was not able to interview Mr. Tokoph due to him being transported to El Paso hospital for his injuries.

The scene was secured by NMSP Officer Daniel Calderon, NMSP Sergeant Scott Merrill and I.

NMSP personnel were relieved from the scene and the scene was then secured by New Mexico State correctional officers and the airfield personnel.

"I WILL PROSECUTE / TESTIFY SHOULD THE OFFENDER" <input type="checkbox"/> Y <input checked="" type="checkbox"/> N		"I UNDERSTAND IT IS A CRIMINAL OFFENSE TO FILE A FALSE REPORT TO POLICE."		COMPLAINANT / VICTIM CERTIFICATION SIGNATURE <b>X</b>		DATE	
REPORTING OFFICER <b>JAIME DOMINGUEZ</b>		RANK <b>PATROLMAN</b>		I.D. NO. <b>304894</b>		<b>08/14/2015</b>	
ASSISTING OFFICER							
APPROVING OFFICER <b>STEPHEN MERRILL</b>		RANK <b>SERGEANT</b>		I.D. NO. <b>119800</b>		<b>08/16/2015</b>	
DETECTIVE / FOLLOW-UP OFFICER / REFERRED TO							
PROCESSED BY		DATE		DATA ENTRY PERSON <b>JAIDOMINGUEZ</b>		<b>08/14/2015</b>	
INCIDENT STATUS <b>CLOSED</b>		C.L.A. <input type="checkbox"/> C.L.E. <input type="checkbox"/>		EXCEPTIONAL CLEARANCE CODE		<b>08/14/2015</b>	
AGENCY OPTIONAL USE (DISTRIBUTION, OTHER OFFICERS, ETC.)				CASES CLEARED BY THIS ARREST			
				Case No.		Case No.	
				Case No.		Case No.	