



Ocala Police Department

Ocala, FL 34471

CASE NARRATIVE

Incident #: 201900187860

Officer: A. Bowman / R. Tuck

On 10/31/2019, I responded to the 4300 blk / SR 200 in reference, to a plane crash.

Upon arrival, I was notified by officers already on scene that a gold Toyota bearing ta [REDACTED] was heading Eastbound on SW College Rd, when an airplane heading north crashed and struck the Toyota on the front of the vehicle. After the plane crash occurred, a piece of the propeller flew to the northeast, striking another vehicle, a grey Jeep bearing ta [REDACTED]

I made contact with the driver of the Toyota, who was later identified as Ramon Escalante, who was being treated at the nearby AT&T store, located at 4405 SW College Rd, by EMA. Escalante advised he was traveling East on SW College RD when he assumed a vehicle struck him. Escalante stated that he was unaware it was a plane. Escalante suffered injuries to his left wrist that was a possible fracture. Escalante also suffered injuries to his finger on his left hand. Escalante sustained bruising on his abdomen which EMS advised could potentially be life threatening pending hospital scans. Escalante was transported to ORMC by EMS.

I spoke with the driver of the Jeep, Delaney Coffman, who advised she was driving West on SW College RD in the outside lane when she observed a plane starting heading North and then turn South and crash into the Toyota. Coffman stated a propeller flew off the airplane after the crash striking her vehicle in the front. The propeller hit Coffman's vehicle as she was in the outside lane, just in front of the west entrance to the previously stated AT&T store. Coffman's vehicle had damage to the front of her vehicle and advised that her radiator was broken causing her vehicle to overheat. Coffman advised she pulled into the parking lot of AT&T off SW College. Coffman advised her airbag never deployed and she sustained no injuries. EMS was not needed for Coffman.

I placed the crime scene tape around Coffman's vehicle and she provided her car key to Ofc. Tuck. She was provided a case card and was advised she would be notified of the outcome of her vehicle pending the formal investigation.

I spoke with Matthew Rahme, who stated that he witnessed the accident occur. Rahme advised that the plane was heading east then turned north, turning without correction, downward striking the Toyota. Rahme stated the plane sounded as if the engine was running low on RPM's. Rahme advised he observed the propeller striking the Jeep in the front of the vehicle. He also stated that the plane was turning sharply to the left, and crashed on its side, describing that the left wing hit first.

I spoke with Chris Opel, who stated he did not witness the crash but observed the plane flying north before the accident occurred.

Pursuant to the investigation, it was determined that the Ocala Police Department was going to work the Accident Non-Traffic portion of this case.



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In reference to this case, multiple agencies responded. Evidence arrived to process the scene. NTSB was contacted to respond to investigate the plane crash. Sergeant Hooper contacted the medical examiner and Lauren Diaz from the district 5 medical examiner office responded to the scene.

Cory Best and Ronnie Faulkner from the FAA responded to the scene.

I stood with Evidence and the Medical Examiner's Office as they took photos and removed the deceased from the plane.

Officer Tuck remained on scene until 11PM until he was relieved by another officer. After the roadways were cleared and the debris was placed with the plane on the side of the road, the plane scene was taped off with evidence tape and secured.

As typed by Officers A. Bowman and R. Tuck.

10/31/19.



Ocala Police Department

[REDACTED]
Ocala, FL 34471
[REDACTED]

SUPPLEMENTAL NARRATIVE

Incident #: 201900187860

Detective: S. Young

On 10-31-19 I was dispatched to Ocala Regional Medical Center located at 1431 SW 1st Ave to assist with the investigation of a plane crash. I was informed a driver of a vehicle struck by the plane was transported to the hospital and I was asked to interview him.

Upon arrival I made contact with Mr. Ramon Escalante. Mr. Escalante was alert. His injuries were not life threatening. I spoke with Mr. Escalante he stated he was travelling east on SR 200 in his vehicle looking for the battery store near I-75. He stated he does not recall the exact lane he was in but was near the AT&T store when something struck his car. He had an injury to his wrist and he got out of his vehicle believing he had been involved in a car crash. He stated he did not see another vehicle and someone ran over and said "you just got hit by a plane." When he turned around he saw flames and saw the wreckage of the plane. Several good Samaritans assisted him with first aid to his wrist injury and called his wife for him. He was then transported to ORMC by EMS. He did not witness the plane crash. He was then taken for a CT scan.

This information was relayed to Det. D. Rodriguez. This concludes my involvement in this case.

As typed by Det. S. Young



Ocala Police Department

[REDACTED]
Ocala, FL 34471
[REDACTED]

SUPPLEMENTAL NARRATIVE

Incident #: 201900187860

Officer: R. Brown

On 10/31/19, I responded to the 4300 Block of SR 200 to assist with a plane crash. Upon my arrival, several officers were already on scene and the roadway/scene had been secured. I observed plane wreckage just off the side of the roadway on SR 200, just west of the AT&T store (4405 SW College RD). I also observed an unattended damaged vehicle setting in the eastbound lanes. I made contact with Sgt. Vizzini who was already on scene. I was asked to assist by attempting to locate any surveillance cameras in the area. Det. M. Williams and I began canvassing the area and responded to numerous businesses located in the Market Street Plaza. No outside video was discovered. I did however, make contact with witness Mark Davis. Mr. Davis indicated that he is the director of Real Truck which is a business located of the top floor Southeast corner of the plaza. According to Mr. Davis, he observed the plane traveling northbound, just outside in front of the building approximately 50 to 70 ft off the ground, "in a hard bank". Mr. Davis stated that one of the planes engines did not sound as though it was working. Mr. Davis advised that he fly's planes and described the plane to be a "twin engine plane". Mr. Davis further advised that he did not believe that one of the planes engines was working due to the fact that it sounded as though the working engine was revved extremely high. Mr. Davis stated that he then responded outside and heard a loud boom and seen smoke. Mr. Davis provided me with a business card with his contact information.

This concluded my involvement in this case.

As typed by Det. R. Brown



Ocala Police Department

[REDACTED]
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[REDACTED]

OFFICER STATEMENT
Incident #: 201900187860
Officer: Z. Boyer

William R. Wise (W/M DOB 11/11/46) stated he was in front of Panera Bread with Robert Prater when Prater altered him to the low plane. Once Wise was aware of the plane he stated "he's in trouble" and then viewed the same events as Prater described.

No further action taken.

Body Camera Activated.

As typed by Z. Boyer ID# 6480 on 10/31/19



Ocala Police Department

402 S. Pine Avenue

Ocala, FL 34471

SUPPLEMENTAL NARRATIVE

Incident #: 201900187860

Detective: D Moorehead 5482

On 10/31/2019 I responded to the 4400 block of SW College Road in reference to an aircraft crash. Upon arrival I observed multiple officers from multiple agencies as well as numerous emergency medical personnel on scene. I proceeded to travel West bound in the East bound lanes of travel and came to a stop on the South side of SW College Road just short of debris from the crash. I observed burned metal on the North shoulder of SW College Road that was just to the West of the AT&T (4405 SW College Road) that appeared to be the wreckage of the airplane. I observed a gold in color sport utility vehicle facing North in the West bound travel lanes of SW College Rd and the vehicle had significant damage to the driver's side front fender, A pillar, dash and roof.

I began directing West bound traffic to turn around in the median and to travel East bound on SW College Road. Once traffic was cleared from the scene in both East and West bound directions I began putting up crime scene tape. I put crime scene tape along a tree line approximately 30 yards off of the South side of SW College Road. I put crime scene tape along a portion of the AT&T parking lot to prohibit persons from entering the area of the crash site. I spoke with Tanja Rowlett who advised that she was turning onto SW College Road into the West bound lanes of travel from SW 46th Court and she observed the plane strike the ground and burst into flames.

She had no further information to add to this case and I obtained her contact information. I was then directed to block off SW College Road West bound lanes of travel at SW 43rd Court Road. I was relieved from this position by another unit and concluded my involvement with this case.

As typed by Detective Moorehead ID# 5482 on 11/01/2019.



Ocala Police Department

Ocala, FL 34471

SUPPLEMENTAL NARRATIVE

Incident #: 201900178763

Detective: M. Coughlin

On 10/31/2019, I responded to the Ocala International Airport in reference to assisting with an airplane crash. Upon arrival, I made contact with multiple personnel within the airport and interviewed them regarding the crash and what they may know about it.

I first made contact with Kyle VanAtta (W/M DOB [REDACTED] [REDACTED] who is the FBO General Manager for Sheltair. VanAtta advised that his knowledge of the airplane was that it arrived in Ocala yesterday and had maintenance work done to the plane. VanAtta also advised the pilot did not purchase fuel at the airport. VanAtta then advised the Pilot's friend who flew to Ocala with him was still at the airport.

I then spoke with Russell Morgan (W/M DOB [REDACTED] who is the Pilot and decedent's friend. Morgan advised the Pilot's name was Peter Morrow and they flew up to Ocala yesterday around noon from Puntagorda, FL. Morgan advised they were flying back to California and stopped in Ocala to dodge some weather. Morgan advised while they were flying to Ocala the plane began to have an issue with the right engine fuel flow sensor, so while in Ocala they were going to have it looked at. Morgan advised at no time did the airplane show any signs of a mechanical issue while flying to Ocala. Morgan advised they requested the plane be towed to the Maintenance hangar today around eleven am and the mechanic, later identified as Christopher Belcher began to diagnose the problem. Morgan advised that Belcher swapped the right flow sensor with the left flow sensor in an attempt to duplicate the issue but received negative results. Morgan then advised that Morrow and Belcher made numerous ground tests on the plane, by bringing the plane up to top engine speed while on the ground and still could not duplicate the issue, so they went on a maintenance flight.

I then spoke with Ronnie Towater (W/M DOB [REDACTED] who is the president of Ocala Aviation and oversees the maintenance shop and the Flight school. Towater advised that Morrow flew the plane in yesterday and wanted the shop to look at it due to the fuel flow gauge having an issue burping (the gauge moved rapidly one time.) Towater advised that Belcher was his most experienced mechanic and had many certifications to include airplane inspector. Towater then advised that the type of plane Morrow was flying "Beech Baron" should be able to fly with only one engine.

I then made contact with Joseph Davis (W/M DOB [REDACTED] who is the Air traffic controller manager. Davis advised that he could not provide me with exact times or recordings of the plane while in flight but could provide me a synopsis. Davis advised that Morrow left the airport at approximately 11:00am on runway 18 with Belcher advising they were on a Maintenance flight and requested to head west. Davis advised it is common for maintenance flights to head west to avoid any rural areas. Davis then advised the plane appeared to be losing its course and began to drift east so the tower advised them to get back on course and head west. Davis advised that Morrow then advised the tower that they needed to head back to the airport and within ten seconds the plane went down.



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Ocala, FL 34471

SUPPLEMENTAL NARRATIVE

Incident #: 201900178763

Detective: M. Coughlin

I then made contact with Donald Rowlett (W/M DOB [REDACTED]) who is the Tower Manager. Rowlett advised that Morrow and Belcher left the airport at approximately 11:30 am on runway 18 for a maintenance flight and headed west. Rowlett advised that Morrow began to drift east and then was advised to straighten out his course west. Rowlett advised that Morrow responded and advised he needed to come back to the airport but did not indicate having any emergency or mechanical issues on board the aircraft. Rowlett advised that within 10 seconds the plane crashed.

I then Spoke to William Nelson (W/M DOB [REDACTED]) who was the air traffic controller in communication with Morrow. Nelson advised that Morrow and Belchor left runway 18 on a maintenance flight and requested to head west. Nelson advised that Morrows plane did not appear to be traveling as fast as it should being the type of plane it was. Nelson estimated the plane to be traveling at approximately 100mph. Nelson then advised when the plane took off it began to drift east and he advised Morrow to straighten his course to get back on track west. Nelson advised Morrow then responded advising he needed to come back to the airport but did not mention any emergency or having any issues. Nelson advised he observed Morrows plane to turn east and head back south then immediately drop its left wing and go down.

I then spoke back with Towater who was present with me during all of my interviews and listened to what Nelson stated. Towater advised in his experience Morrows plane should have been able to fly with a single engine and since the plane was drifting east it appeared it may have had a left engine failure. Towater advised when an engine fails on an aircraft sometime it can start back up depending if the prop is still spinning, if not it may not restart. Towater then advised if a plane has a single engine failure the correct maneuver would be to turn away from the failed engine. Towater advised if you turn towards the failed engine the plane could go down. Towater also mentioned that he does not know what exactly happened to the plane but can only guess with his experience in aviation it had a fuel flow problem and lost the left engine, but he was not certain.

I then discontinued my interviews at the Ocala Airport and responded to the scene of the crash located at the 4400 block of Southwest College Rd. While on scene I made phone contact with Morrows brother Eric Morrow by the telephone number provided to me by Morgan. [REDACTED] E. Morrow advised he is in Ocho Rio Jamaica and was told about his brother's plane crash by Morgan. E. Morrow provided me with his brother's home address and date of birth advising he has no wife or children and that he is the next of kin. E. Morrow then advised he is on his way to Ocala and has a flight to Orlando in the morning. I provided E. Morrow with Detective Rodriguez and Donna Guinn (Victim Witness) contact information and advised him to make contact with them when he arrives in town.



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Ocala, FL 34471
[REDACTED]

SUPPLEMENTAL NARRATIVE

Incident #: 201900178763

Detective: M. Coughlin

Once the Morrow and Belcher were removed from the aircraft by the medical examiners office I left the scene.

This concludes my involvement in this case.

AS TYPED BY: M. Coughlin #5673



Ocala Police Department

Ocala, FL 34471

OFFICER STATEMENT

Incident #: 201900187860

Officer: D. Collier

10/31/2019, I responded to the Ocala International Airport in reference to assisting with an airplane crash. Upon arrival, Detective M. Coughlin and I made contact with numerous airport and Sheltair Aviation Services personnel.

I first made contact with Kyle who is the FBO (fixed-base operator) General Manager for Sheltair. VanAtta advised the airplane which had crashed arrived in Ocala yesterday and the pilot requested maintenance work done to the plane. VanAtta further advised the pilot, later identified as Peter Morrow, and did not purchase fuel at the airport.

I spoke with Ronnie Towater who is the president of Ocala Aviation and oversees the maintenance shop and the Flight school. Towater advised that Morrow landed to plane at the Ocala Airport on 10/30/2019 and wanted the shop to look at it due to the fuel flow gauge having an issue burping (the gauge moved rapidly one time.) Towater advised mechanic Christopher Belcher began to diagnose the problem. Towater advised that Belcher was a very experienced mechanic and a certified aircraft inspector. Towater did advise however, that Belcher was not a certified pilot. Belcher was the only mechanic who had worked on the plane and had only swapped the left and right fuel flow sensors. Prior to take off, the plane was tested on the ground and ran to maximum RPM in an attempt to replicate the problem. No mechanical issues were noted during the ground test and the problem could not be replicated. A maintenance flight was scheduled and Morrow later piloted the plane as Belcher took the front seat passenger seat. The plane later took off and crashed shortly afterward.

I made contact with Joseph Davis who is the Air traffic controller manager. Davis advised that he could not provide me with exact times or recordings of the plane while in flight but could provide me a synopsis. Davis advised that Morrow left the airport at approximately 11:00am on runway 18 with Belcher advising they were on a Maintenance flight and requested to head west. Davis advised it is common for maintenance flights to head west to avoid any rural areas. Davis then advised the plane appeared to be losing its course and began to drift east so the tower advised them to get back on course and head west. Davis advised that Morrow then advised the tower that they needed to head back to the airport and within ten seconds the plane went down.

I made contact with Donald Rowlett who is the Tower Manager. Rowlett advised that Morrow and Belcher left the airport at approximately 11:30 am on runway 18 for a maintenance flight and headed west. Rowlett advised that Morrow began to drift east and then was advised to straighten out his course west. Rowlett advised that Morrow responded and advised he needed to come back to the airport but did not indicate having any emergency or mechanical issues on board the aircraft. Rowlett advised that within 10 seconds the plane crashed.

I then Spoke to William Nelson who was the air traffic controller in communication with Morrow. Nelson advised that Morrow and Belcher left runway 18 on a maintenance flight and requested to head west. Nelson advised that Morrow's plane did not appear to be traveling as fast as it should being the type of plane (twin engine) it was. Nelson estimated the plane to be



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OFFICER STATEMENT
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Officer: D. Collier

traveling at approximately 100mph. Nelson then advised when the plane took off it began to drift east and he advised Morrow to straighten his course to get back on track west. Nelson advised Morrow then responded advising he needed to come back to the airport but did not mention any emergency or having any issues. Nelson advised he observed Morrows plane to turn east and head back south then immediately drop its left wing and go down. Nelson advised that the plane was in the air for less than two minutes.

I responded to the scene of the crash located at the 4400 block of Southwest College Rd. Once the Morrow and Belcher were removed from the aircraft by the medical examiners office I left the scene. I did not interview any witnesses, or collect any evidence from the scene. This concludes my involvement in this case.

As Typed by Detective D. Collier on 11/01/2019



Ocala Police Department

402 S. Pine Avenue
Ocala, FL 34471

OFFICER STATEMENT
Incident #: 201900187860
Officer: Z. Boyer

On 10/31/19 at approximately 1143 hours I responded to the 4400 BLK SW College Road, Ocala, Florida in reference to a plane crash. While enroute I was tasked with making sure I-75 was clear of debris related to the crash. I travelled from MM352 on I-75 southbound to MM 346 and then Northbound on I-75 to the Highway 200 exit, I did not observe any debris related to the crash on the interstate.

I then responded to the scene at 4400 BLK SW College Road, Ocala, Florida to assist with collecting witness statements, the witnesses stated as follows;

Delaney R. Coffman (W/F DOB [REDACTED]) was at AT&T, [REDACTED] Ocala, Florida, when I made contact with her and she stated her vehicle (FL [REDACTED]) was hit by debris from the plane but she had already spoken with an officer, I obtained her identifying information to place into the call as a precaution.

Brenda D. Dunaway (W/F [REDACTED]) stated she was westbound on Highway 200 approaching the Heathbrook Shopping Plaza, 4400 BLK SW College Road, Ocala, Florida, when she observed a plane to "turn sideways" over Heathbrook. Dunaway continued to state she thought she saw an arm outside of the plane and believed someone may be attempting to jump out of the plane.

Tara N. Gayheart (W/F [REDACTED]) stated she was at Ocala Eye, 4414 SW College Road Suite# [REDACTED] Ocala, Florida, when she observed the plane near Dick's Sporting Goods, 4414 SW College Road [REDACTED] Ocala, Florida. Gayheart continue to state she observed the plane to be circling around the retention pond on the south side of Heathbrook Plaza and believed to observe flames coming from the right side of the plane. Gayheart then stated she observed the plane turn sideways and lost view where it subsequently crashed.

Sean R. Gruber (W/M [REDACTED]) stated he was at Sullivan Cadillac, 4040 SW College Road, Ocala, Florida, when he observed a low plane around Dick's Sporting Goods. Gruber stated it appeared the plane circled around, then he lost view of the plane.

Norman R. Andresen (W/M [REDACTED]) stated he was in front of the Army Recruiting Office, 4414 SW College Road [REDACTED] Ocala, Florida, when he observed a plane flying over the plaza. Andresen stated he observed the plane bank left and the left engine of the plane to not be operational. Andresen continued to explain that the planes left prop was stationary.

Robert W. Prater (W/M DOB [REDACTED]) stated he was in front of Panera Bread, 4414 SW College Road, Suite# 1540, Ocala, Florida, when he observed the plane that appeared to be flying low, approximately 200' in the air, and headed from the Ocala International Airport. Prater stated he observed the landing gear of the aircraft to be retracted. Prater continued to explain he observed the plane begin to make a left turn, possibly a U-Turn back towards the airport, and while doing this the plane turned inverted and then he lost sight of the plane where it subsequently crashed.