

Newaygo Sheriff Department -- (231) 689-7303  
1035 James Street, White Cloud, MI 49349

Incident No: 13-001985

Status: OPEN

Date Reported: Sat 05/18/2013 16:36:00 Occurred Between: Sat 05/18/2013 14:03:00

Dispatch Time:

Arrival Time:

Clear Time:

Officers: STABILE, FRANK

Detective:

Classification: ACCIDENT NON-TRAFFIC -- (93002)

Location: (WEST SIDE OF COMSTOCK SOUTH OF)

Section / Nbh: /

Description: AIR PLANE CRASH

Entered: STABILE

Driver: (93002 ACCIDENT NON-TRAFFIC)

SWANSON, DENNIS, TODD

Born: [REDACTED]

Phone: [REDACTED]

WYOMING, MI 49509

Ops: [REDACTED]

Race: White Sex: Male

Owner: (93002 ACCIDENT NON-TRAFFIC)

SCHRAM, WILLIAM, ARTHUR

Born: [REDACTED]

Phone: [REDACTED]

HUDSONVILLE, MI 49426

Race: White Sex: Male

Witness: (93002 ACCIDENT NON-TRAFFIC)

GRASLEY, JOHN, SCOTT

Born: [REDACTED]

Phone: [REDACTED]

FREMONT, MI 49412

Race: White Sex: Male

Notes: AIRPORT MANAGER

Driver: (93002 ACCIDENT NON-TRAFFIC)

SELRNO, GARY

Phone: [REDACTED]

Notes: HELI PILOT

Passenger: (93002 ACCIDENT NON-TRAFFIC)

, LOUANNE

Phone: [REDACTED]

Notes: HELI PASSANGER

Officer: (93002 ACCIDENT NON-TRAFFIC)

FARNHAM, JOHN, FAA

Notes: FAA AGENT

EMAIL [REDACTED]

INITIAL INCIDENT

Reporting Officer: STABILE, FRANK

05/18/13

## INFORMATION:

On 05-18-13 at approximately 1403 hours I was dispatched to assist FPD-Hendrie on an aircraft crash at the Fremont Airport. While enroute FPD-Hendrie advised that the plane actually went down outside of the city's jurisdiction into a farmer's field on the west side of Comstock Ave. in the curve at 60th St.

**EMS RESPONSE:**

Fremont First Responders and LIFE EMS responded to the scene.

**OTHER RESPONDING OFFICERS:**

FPD-Hendrie  
MSP-Cannon

Hart Post

**AIRCRAFT INFORMATION:**

Tail Number N9075T  
1960 fixed wing single cessna  
model 182c  
ser: 52975  
engine: reciprocating

**COLOR: WHITE WITH RED & BLUE STRIPES****INTERVIEW (PILOT) SWANSON:**

I spoke with the pilot, Dennis Swanson, who advised me that he was okay. He agreed to be checked out by the First Responders and EMS and he was checked out and declined further medical attention.

I asked Mr. Swanson what had happened and he advised me that he prefer not to talk to me without legal representation present. At this point I concluded my interview with Mr. Swanson. I left Mr. Swanson sitting in the back of my patrol car while I spoke with other subjects at the scene.

**INTERVIEW (WITNESS & AIRCRAFT OWNER) SCHRAM:**

I spoke with William Schram who advised that he is the owner of a parachute company at the Fremont Airport. He advised that Mr. Swanson is his pilot for his company. He advised that he just dropped off some parachute jumpers and was making his approach back when he ran out of fuel. Mr. Schram advised that he observed from the airport area that a helicopter was coming in from a 45 degree angle. He advised that the helicopter got in the way of the aircraft that was trying to make it back to the airport and the pilot had to put the plane down in the field and the plane flipped over.

**INTERVIEW (AIRPORT MANAGER) GRASLEY:**

I spoke with the airport manager, John Grasley, to see if he had observed any of the events that took place. Mr. Grasley states that he did not observe the crash but he heard about it and he did respond to the scene. He states that he spoke with the pilot, Dennis Swanson, as he was climbing out of the plane. He advised that Mr. Swanson said to him that he had ran out of fuel. He was trying to make it back and he had to put the plane down in the field as he wasn't going to make it. Mr. Grasley also advised that Mr. Swanson told him that he "stuck the tank" and it had 15 gallons in it when he left. He stated that he had only gone up to drop the parachutes and then come back.

I asked what "sticking the tank was" and Mr. Grasley stated that it is a stick that is actually put into the tank to measure the fuel as they do not fully trust the instrument panels. He stated that by using a stick they know the

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exact amount of gallons that are in the tank.

Mr. Grasley overheard my initial contact with the pilot, Dennis Swanson, and he also advised that it is normal for pilots to respond in such a manner because of the FAA rules and regulations concerning the commercial pilot license. He advised that they are instructed to request legal representation before they make statements.

#### **CONTACT FAA:**

I had NCCD contact the FAA and I later spoke with Agent John Farnham, Grand Rapids office. I advised Agent Farnham of the situation and he spoke with pilot, Dennis Swanson, and the plane's owner as well.

Agent Farnham advised me that he would not be out to the scene until Monday and to leave the plane where it was. He advised that we would have to guard it until then.

#### **CONTACT COMMAND:**

I contacted Lt. Palmiter and advised of the situation.

#### **OTHER WITNESSES NOT AT THE SCENE:**

FPD-Hendrie advised that the helicopter pilot was a Gary Selerno. He advised that Mr. Selerno was told that the plane's owner was very upset and he should probably leave the area until things cooled down. He stated that Mr. Selerno was not available to be interviewed.

FPD-Hendrie also advised of a female by the name of Louanne, [REDACTED] who was a passenger in the helicopter.

FPD-Hendrie had also interviewed a number of other subjects and he will be doing a report to be forwarded to our office.

#### **PHOTOGRAPHS:**

FPD-Hendrie took photographs of the scene and of the plane itself. (see attached)

#### **ACTION TAKEN:**

I was relieved by Deputy Bailey for watching over the plane. It was advised that the aircraft was not to be touched and no one was to go near it until the FAA agent arrived on Monday.

**STATUS:** Open

[REDACTED]  
05-20-13

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