

Fremont Police Department -- (231) 924-2100
101 E. Main St., Fremont, MI 49412

Incident No: 13-001722

Status: Closed

Date Reported: Sat 05/18/2013 14:03:00

Dispatch Time:

Arrival Time:

Clear Time:

Officers: HENDRIE, MATT

Detective:

Classification: Accident, Aircraft -- (97001)

Location: 60TH ST AT COMSTOCK AVE, FREMONT

Section / Nbh: /

Description: Plane Crash

Entered: HENDRIE

Witness: (97001 Accident, Aircraft)

GEIGER, ANGELA, MARIE

Born:

Phone:

WHITEHALL, MI 49461

Ops:

Race: White Sex: Female

Hair:

Eyes:

Height: Weight:

Notes: Original record details added from: SOS query.

Witness: (97001 Accident, Aircraft)

KAUTZ, MARLENE, ADELE

Born:

Phone:

WHITEHALL, MI 49461

Ops:

Race: White Sex: Female

Eyes:

Height: Weight:

Witness: (97001 Accident, Aircraft)

GRASLEY, JOHN

Phone:

FREMONT, MI 49412

Race: Unknown Sex: Male

INITIAL NARRATIVE

Reporting Officer: HENDRIE, MATT

05/20/13

INFORMATION: On 05/18/2013 at 1403 hours, I was dispatched by NCCD to a report of a plane crash on the west end of the Fremont Municipal Airport. I proceeded to the airport and was advised that the crash occurred west of the airport in a field, so I would need to access it from Comstock. I proceeded to Comstock and 60th and located a Cessna 182 upside-down in a freshly plowed field on the northwest corner of Comstock Ave and 60th.

There were people from the airport and Premier Sky Diving on scene and I asked if everyone was out of the plane. They stated that the pilot was the only occupant and directed me to him on the side of the road.

VENUE: Comstock Ave and 60th Street, Township of Sheridan, County of Newaygo, State of Michigan.

DATE AND TIME: 05/18/2013 1403 hours

CONTACT WITH PILOT: (Dennis Todd Swason): I made contact with the pilot, Mr. Swanson, on the side of the road while he was being looked at by the Fremont First Responders. I asked Mr. Todd if he had an ID on him and produced a Michigan Driver's License. I began writing that information down while he received the medical attention. I overheard the First Responder ask him what happened and he stated, "I am still analyzing that." I then

heard the First Responder ask if he had been drinking or taking any drugs and he said he had not. I then asked him again about drinking and taking any drugs and he said he had not again. I did not smell any alcohol on him. He didn't seem like he wanted to talk much.

SCENE OBSERVATION: Deputy Stabile arrived from the Newaygo County Sheriff's Office and I turned the pilots ID and questioning over to him, since it occurred outside of the Fremont Airport Property and in his jurisdiction. I then grabbed my camera and Deputy Stabile asked if I would photograph the scene.

I proceeded out towards the aircraft and began taking photographs from each side of the wreck. I noted a short, approx. 20-25 yards of wheel marks and then a broken front wheel in the dirt that would have put the plane heading at a northeast flight direction when the wheels touched the ground. The front wheel was broken off and there was damage to the belly area of the nose. It looked as if when the front wheel hit, it broke off and caused the plane to dig into the soft dirt and flip over.

The prop looked intact and there didn't seem to be much damage to the prop itself.

I then checked under the plane and observed a small amount of fuel dripping out of each fill cap on the top of each wing. The Fremont Fire Department had stated that there was fueling spilling out. I observed about a softball size area with a very slow drip leak out of each fill cap. Not much fuel was coming out. One of the Firemen figured maybe about 1/2 cup had dripped out of each side. The Fire Department threw some oil dry material under the wing to where the fuel drip was.

I photographed the entire scene, the registration number of the aircraft, and as much of the cockpit as I could without walking on the wing and causing more damage.

INTERVIEW WITNESS: (Angela Marie Geiger): I went to the airport to try and locate the helicopter that was in the area at the time of the crash. John Grasely advised me that the owner had parked the helicopter in the hanger and left. John said that the owner of the plane was very upset with the helicopter and was talking about causing him bodily harm, and then suing him. John then directed me to a witness that was on the deck of the airport office and witnessed some of the events.

Angela Geiger was sitting on the deck with Marlene Kautz when she said that she was watching the sky divers land. She said the parachuters were out gathering their stuff when she noticed the helicopter on a 45 degree angle to the northwest of the airport and was further out. She then saw the white plane coming down at a pretty fast pace heading towards the southwest. She said that she heard some radio traffic with the plane pilot telling the helicopter he needed to get in and land right away. She said that the helicopter then moved south and was at a much higher altitude than the airplane was and out of the way of the plane. She said that the copter gave the plane way and the plane was on a pretty sharp dive. Where the plane crashed you could not see because of the west hanger between the crash site and the deck. Her friend, Marlene Kautz, who was with her was not present anymore but I got her information and phone number in case she needed to be contacted as a witness.

INTERVIEW WITNESS: (John Grasley): I spoke to the Airport Manager through most of this and Deputy Stabile got a statement from him as well. John did state that there were no fuel sales to Premier Skydiving for this aircraft today and they usually do put 27 gallons in or 5 gallons here and there during a full day. John said that he spoke to the pilot as soon as it happened and the pilot had said he believes he ran out of gas and the engine had stopped. However, John stated that he was told that they had "sticked" the fuel and there was 15 gallons in the two tanks combined. John told me that around 2 1/2 gallons of gas in each wing is listed as unuseable fuel however. He said that they usually fly pretty light on fuel because of weight restrictions and carrying passengers up to jump. I asked

how long the useable fuel would last in this aircraft and he said around 1 hour. I asked him how long the trip is to altitude and back and he said it is usually around 14 minutes to get to 11,000 feet and then they also wait for the jumpers to land before the plane lands, so he should have had plenty of fuel if the stick was right.

We were unable to locate the helicopter pilot but I was able to get his name and phone number for Deputy Stabile.

WIND DIRECTION: I noted on scene that the wind was coming out of the east, towards the west. I found it strange that the tracks in the dirt were on a Northeast pattern when the east-west runway was due south of us and the plane was observed traveling southeast by a witness.

PHOTOGRAPHS: I took several photos to be turned over to the Newaygo County Sheriff's Office and the FAA.

STATUS: Closed

Respectfully Submitted,

Officer Matt D. Hendrie,