

UNIVERSITY *of* INDIANAPOLIS®

Archeology and Forensics Laboratory

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Indianapolis, Indiana 46227

Fax

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4-24-15

To: Coroner Shon Hough, Boone County Coroner's Office, Zionsville, IN

RE: Forensic archeology report regarding assistance in processing a small aircraft crash scene in Boone County, IN

On 4-19-15, we conducted an archeological search and survey of scattered aircraft wreckage near ██████████ Lebanon, IN 46052. Our work at the scene was conducted at the request of Coroner Shon Hough of the Boone County Coroner's Office. ██████████, ██████████, all advanced Human Biology graduate students at the University of Indianapolis, assisted with the investigation. Dr. Krista Latham of the University of Indianapolis Archeology & Forensics Laboratory directed the field examination. Our associated case number is UI-13-15.

Upon arrival, we noted the wreckage of a small aircraft in a corn field and a widely scattered debris field. Pieces of the aircraft, but no human remains, were observed on the ground surface. The majority of the aircraft appeared to be encased in a large crater in the ground. We were asked to assist in locating and mapping the scattered aircraft debris visible on the ground surface for the Boone County Coroner. We began by conducting a systematic shoulder to shoulder search to determine the extent of the debris scatter. We marked each element using an orange survey flag. The Federal Aviation Administration (FAA) requested we only document debris larger than the palm of a hand, so our observations were limited to the larger aircraft parts. Once the search was complete we constructed a 48 meter x 44 meter grid surrounding the debris and wreckage. This area was subdivided into 4 meter x 4 meter squares to facilitate documenting and mapping the debris (Figure 1). Each orange flag associated with evidence from the crash was numbered. The items associated with each number were photographed and measured. The items were not collected by our laboratory and were left in place for members of the FAA and the National Transportation Safety Board (NTSB) to identify.

We did not participate in the recovery of the aircraft from the crater in the ground. That work was conducted by members of the Boone County Coroner's Office, FAA, NTSB and other agencies. We did take measurements of the aircraft before it was removed from the crater to incorporate into our overall map of the crash scene (Figure 1). An additional area measuring 48 meters x 28 meters to the south of the aircraft wreckage was searched and debris flagged (Figure 1). However, the use of large mechanical equipment during the recovery of the aircraft prevented us from taking measurements and photographs of these pieces. Additionally the movement and weight of the machinery moved the items from their original locations.

On 4-19-15 we were asked by Coroner Hough to analyze the fuselage of the aircraft removed from the crash site and relocated to building [REDACTED] at Eagle Creek Airpark. [REDACTED], all advanced Human Biology graduate students at the University of Indianapolis, assisted with the investigation. Dr. Krista Latham of the University of Indianapolis Archeology & Forensics Laboratory directed the examination. [REDACTED] were removed from the remnants of the fuselage. The remains were not transported to our laboratory for further scientific analysis and were left with Coroner Hough.

Please let me know if we can be of any further assistance or if you have questions regarding our findings and interpretations.

Sincerely,

[REDACTED]

Krista E. Latham, PhD, D-ABFA

Associate Professor of Biology & Anthropology
Director, Molecular Anthropology Laboratory
Director of Osteology, Archeology & Forensics Laboratory

[REDACTED]
[REDACTED]

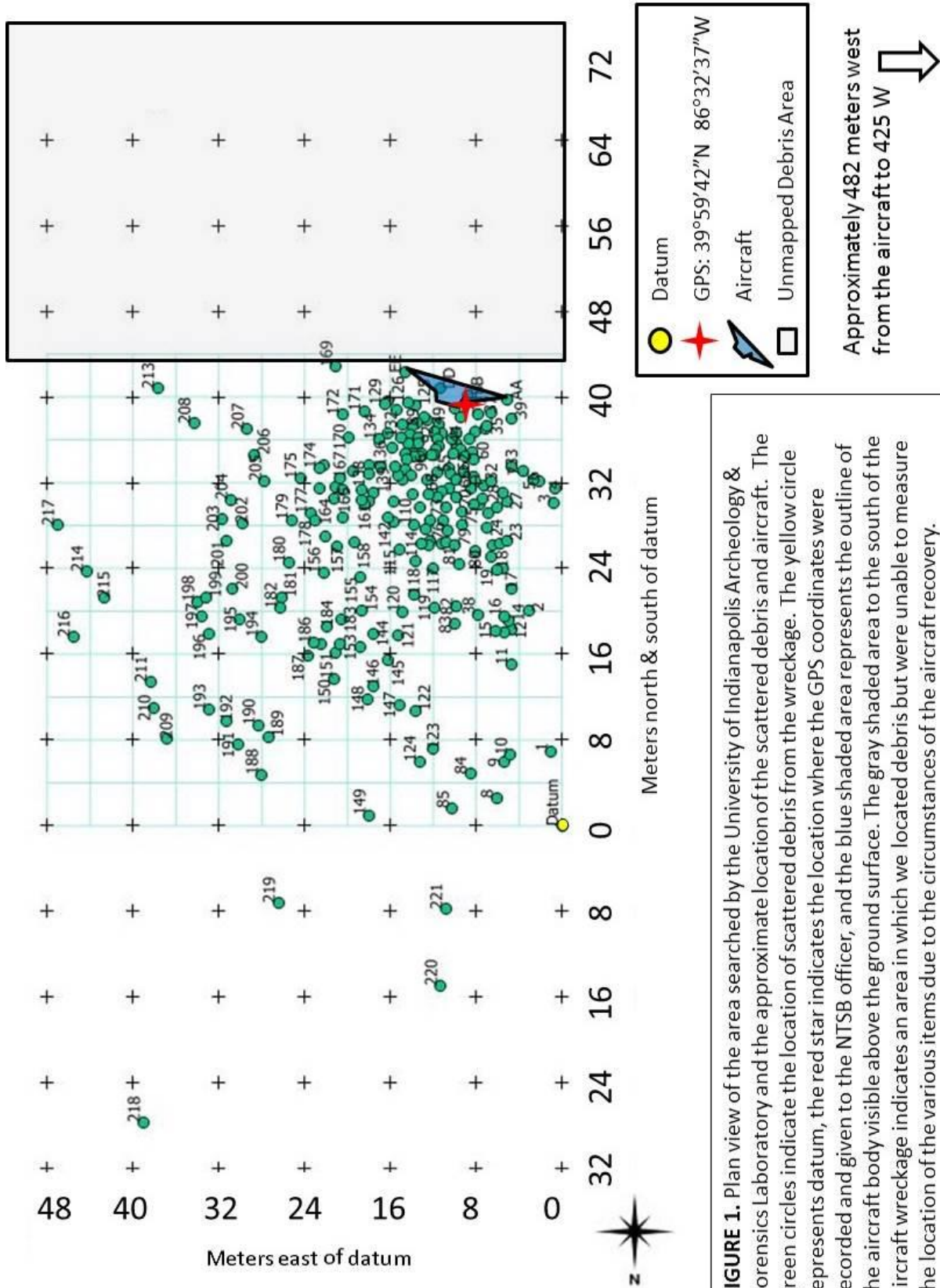


FIGURE 1. Plan view of the area searched by the University of Indianapolis Archeology & Forensics Laboratory and the approximate location of the scattered debris and aircraft. The green circles indicate the location of scattered debris from the wreckage. The yellow circle represents datum, the red star indicates the location where the GPS coordinates were recorded and given to the NTSB officer, and the blue shaded area represents the outline of the aircraft body visible above the ground surface. The gray shaded area to the south of the aircraft wreckage indicates an area in which we located debris but were unable to measure the location of the various items due to the circumstances of the aircraft recovery.