

MISSOURI STATE HIGHWAY PATROL
REPORT OF INCIDENT

OVERVIEW DATA															
REPORTING OFFICER TPR A. BUFF				BADGE [REDACTED]		INCIDENT NUMBER 160184212		REPORT TYPE ORIGINAL							
RELATED REPORT NUMBER				RELATED REPORT DESCRIPTION											
ORIGINAL INCIDENT															
TYPE OF INCIDENT/INVESTIGATION AIRPLANE ACCIDENT				DATE AND TIME OF OCCURRENCE 03/25/2016 1731			AUDIO/VIDEO OF INCIDENT NO VIDEO OR AUDIO AVAILABLE								
LOCATION RT-Y 0.25 EAST OF MEADOWVIEW RD, GALENA, MO 65656				COUNTY STONE		LATITUDE 36.70538		LONGITUDE -93.44910							
ASSISTING OFFICERS ☐ NONE															
ADDITIONAL OFFICERS INVOLVED TPR T BIBLE				AGENCY MISSOURI STATE HIGHWAY PATROL											
VICTIM ☐ NONE															
1	NAME READ, JOHN WILLIAM			DATE OF BIRTH [REDACTED]		AGE 69 YEARS		SEX Male		RACE White		ETHNICITY non Hispanic			
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	
	INJURED ☐ NONE														
	INJURIES HEAD AND INTERNAL ORGAN INJURIES DUE TO BLUNT FORCE TRAUMA						INJURY TREATMENT (WHERE AND PHYSICIAN NAME) COX SOUTH HOSPITAL IN SPRINGFIELD, MISSOURI								
DAMAGED/STOLEN/MISSING PROPERTY ITEM ☒ NONE															
DAMAGED/STOLEN/MISSING				QUANTITY		ID NUMBER				APPROXIMATE VALUE					
DESCRIPTION															
BUSINESS ☐ NONE															
1	NAME SKYVIEW AG IMAGING, LLC														
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	
	EMAIL ADDRESS						WEBSITE URL								
	DAMAGED/STOLEN/MISSING PROPERTY ITEM ☐ NONE														
DAMAGED/STOLEN/MISSING				QUANTITY		ID NUMBER				APPROXIMATE VALUE					
DESCRIPTION															
5 WITNESSES / INTERVIEWEES ☐ NONE															
1	NAME SPICER, JOHN			DATE OF BIRTH		AGE		SEX Male		RACE White		ETHNICITY non Hispanic			
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE CELL		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	
2	NAME CHASTAIN, EVERETT D JR			DATE OF BIRTH		AGE		SEX Male		RACE White		ETHNICITY non Hispanic			
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE CELL		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	
3	NAME MURPHY, MICHAEL J			DATE OF BIRTH		AGE		SEX Male		RACE White		ETHNICITY non Hispanic			
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE CELL		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	
4	NAME BRASWELL, DARLENE			DATE OF BIRTH		AGE		SEX Male		RACE White		ETHNICITY non Hispanic			
	ADDRESS [REDACTED]														
	PHONE NUMBER			TYPE CELL		PHONE NUMBER			TYPE		PHONE NUMBER			TYPE	

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NAME	OUTHOUSE, DEL R	DATE OF BIRTH	AGE	SEX	Male	RACE	White	ETHNICITY	non Hispanic
ADDRESS									
PHONE NUMBER		TYPE	CELL	PHONE NUMBER		TYPE		PHONE NUMBER	

COMPLAINANT ☒ NONE

NAME		DATE OF BIRTH	AGE	SEX		RACE		ETHNICITY	
ADDRESS									
PHONE NUMBER		TYPE		PHONE NUMBER		TYPE		PHONE NUMBER	

VEHICLE ☒ NONE ☐ UNKNOWN

YEAR	MAKE	MODEL	BODY STYLE	ORIGINAL COLOR	REPAINTED COLOR
VIN	REGISTRATION	STATE	EXPIRES	ODOMETER	RUNNING CONDITION

DRIVER ☒ NONE ☐ UNKNOWN

NAME AND ADDRESS	
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OWNER ☐ UNKNOWN

NAME AND ADDRESS	
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LIENHOLDER ☒ NONE ☐ UNKNOWN

NAME AND ADDRESS	
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AIRCRAFT ☐ NONE ☐ UNKNOWN

YEAR	1964	MAKE/MANUFACTURE	BRANTLY	MODEL	B-2B	ORIGINAL COLOR	Red	REPAINTED COLOR	
AIRCRAFT TYPE	HELICOPTER	SERIAL NUMBER	428	TAIL NUMBER/REGISTRATION	N2266U	HOURS		RUNNING CONDITION	
DRIVER	☐ NONE ☐ UNKNOWN								
NAME AND ADDRESS	1 READ, JOHN WILLIAM								
OWNER	☐ UNKNOWN								
NAME AND ADDRESS	SKYVIEW AG IMAGING, LLC								
LIENHOLDER	☒ NONE ☐ UNKNOWN								
NAME AND ADDRESS									

NARRATIVE

On March 25, 2016, at approximately 1735 hours I overheard Stone County Central Dispatch radio traffic indicating a helicopter had crashed in the area of Highway Y and Meadowview Road. I responded from Branson West and arrived on scene at approximately 1744 hours. The pilot was seriously injured and was later flown by Cox Air Care to Cox South Hospital in Springfield. I began an initial investigation to gather photos and witness information to assist the Federal Aviation Administration in their investigation.

On March 25, 2016, at approximately 1735 hours, I overheard Stone County Central Dispatch alerting Deputies of a helicopter crash on Highway Y and Meadowview Road. I notified Troop D radio of this information and responded from Branson West. While enroute, I asked Troop D radio to contact Trooper T.A. Bible, as he lives near the crash location and had gone off duty a few minutes prior to the crash. Trooper Bible responded from his residence and was the initial first responder on scene. I arrived on scene, along with a Stone County Deputy, at approximately 1744 hours. I observed a crashed red helicopter approximately 100 yards north of Highway Y and approximately one quarter of a mile east of Meadowview Road. The main fuselage was oriented in a vertical manner with the cockpit area on the ground. I also observed Trooper Bible administering first aid treatment within his level of training to a male who was laying on the ground approximately 25 feet away from the main fuselage. I later found out Trooper Bible had used his fire extinguisher to put out a small fire near the main fuselage, which was leaking 100LL aviation fuel.

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Trooper Bible's actions prevented more serious injuries or death to the pilot, a civilian assisting, and himself.

The civilian, later identified as Del R. Outhouse, had not witnessed the crash, but heard it and responded from his nearby residence. Mr. Outhouse arrived on scene shortly before Trooper Bible. Mr. Outhouse stated when he got to the crash site he observed the pilot was in the cockpit, his seat belt on, and his face into the ground. Mr. Outhouse noticed the small fire. He cut the seat belt to free the pilot and removed him from the cockpit. Mr. Outhouse was able to move the pilot approximately 25 feet away from the main fuselage.

As Trooper Bible and I waited for paramedics to arrive, we tried to keep the pilot conscious as he appeared to drift in and out. The Mercy EMS unit arrived on scene at 1751 hours according to Mercy EMS Dispatch. The first apparatus unit with Southern Stone County Fire arrived on scene at 1757 hours according to Stone County 911. Trooper Bible and I relinquished medical care to paramedics and first responders. I requested Troop D radio to run the tail number through the Federal Aviation Administration tail look up website. I also requested Troop D radio to contact the FAA in Kansas City. Troop D radio completed both tasks and also notified the FAA control tower located at the Springfield National airport. I began to take digital pictures of the scene as medical personnel continued to work on the pilot. Mercy Paramedic Sean Gasper indicated he believed the pilot might be intoxicated. Before medics arrived I was in close proximity to the pilot and had not smelled any intoxicating beverages on his breath. I did, however, smell 100LL aviation fuel on his clothing. I knew from experience that this type of fuel can sometimes give off an "alcohol" smell. To assist the FAA in their investigation I asked Paramedic Gasper to obtain a sample of the pilot's blood. I knew this would either confirm or exclude alcohol from being a contributing factor in the crash and allow the FAA to make a more complete investigation. Paramedic Gasper obtained a blood sample for me at approximately 1817 hours. I took possession of the sample. The blood sample was later packaged in accordance with established evidence handling procedures and placed into Troop D evidence for testing by laboratory personnel. The pilot was taken to a landing zone north of the crash scene. He was loaded into Cox Air Care and flown to Cox South Hospital in Springfield.

The pilot was identified as John William Read, date of birth January 22, 1947. He was identified by a valid Class E Missouri driver's license. Mr. Read also had a FAA pilot's certificate in his possession. The pilot certificate number listed was [REDACTED]. I had taken possession of Mr. Read's wallet on scene. It was later turned over to Stone County Sheriff Doug Rader, who personally knows Mr. Read's family.

The helicopter involved in the crash is a 1964 Brantly B-2B Rotorcraft. The serial number of the helicopter is #428. The helicopter has a valid airworthiness certificate that was issued on December 31, 2013. The certificate expires on December 31, 2016. The owner of the helicopter is Skyview AG Imaging, LLC. The owner's address is [REDACTED]. The tail number on the helicopter is N2266U. This information was gathered from the FAA's tail number registry website. The helicopter was secured at the scene by reserve Stone County deputies until the arrival of FAA investigators from Kansas City on March 26, 2016. After an on scene investigation, the FAA had the helicopter removed and transported to a secure hanger at the Branson West Municipal Airport (FWB).

During the course of the initial investigation I was able to identify four witnesses who had observed the helicopter in flight before the crash. The first witness is the next door neighbor of Mr. Read. The witness was identified as John Spicer of Lampe, Missouri. Mr. Spicer stated he had observed Mr. Read take off from his residence at approximately 1550 hours. Mr. Spicer stated he's watched Mr. Read take off many times. Mr. Spicer said everything appeared and sounded normal when he took off. By combined witness statements it appears Mr. Read's intention was to fly to Cape Fair, Missouri to land and eat at a local cafe. If Mr. Read flew directly from his residence to Cape Fair, the flight would have been approximately 11 miles in a north-northwest direction.

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The next witness to observe the helicopter in flight was identified as Everett Chastain of Shell Knob, Missouri. Mr. Chastain stated he had observed Mr. Read eating in the cafe. Mr. Chastain stated as Mr. Read was warming up the helicopter he heard a back fire. He also stated as Mr. Read was taking flight the engine didn't sound right to him. He said it appeared the helicopter was going to strike a tree before gaining enough altitude. Mr. Chastain stated Mr. Read took off approximately 1715 to 1720 hours. This would have been approximately 10 minutes before the crash. If Mr. Read flew directly to the area of the crash this flight would have been approximately four miles in a southeast direction.

The next witness to see Mr. Read in the helicopter was Michael Murphy of Galena. Mr. Murphy stated he observed a red helicopter pass over his house approximately three times. Mr. Murphy said the helicopter was "unusually low to the ground". He said he waved at the pilot and took some photos. These photos were emailed to me, which I later forwarded to investigators with the FAA. Mr. Murphy said he noticed the sound or pitch of the engine seemed to change. Mr. Murphy said he observed the tail dip and it appeared the helicopter was about to spin. He said he lost sight of the helicopter over the trees across the highway and within seconds heard the crash. He said he immediately called 911. He stated his phone showed this call made at 1731 hours.

The final witness was identified as Darlene Braswell. Her residence is next to Mr. Murphy's. Mrs. Braswell stated she heard a helicopter and went outside to look. She said it appeared he was going to land three times. She said the helicopter began to spin and crashed. She too called 911.

I met with FAA Investigator Gary S. Schuster at the Branson West Airport on March 26, 2016. I observed him and another unidentified FAA investigator looking over the remnants of the helicopter in a hanger. In talking with the investigators, their initial conclusion was the crash was caused by mechanical issues. They said they wouldn't be able to make a final conclusion until an engine expert was able to tear down and do a forensic inspection of the engine and its components. I informed Mr. Schuster I had obtained a blood sample as a paramedic had believed Mr. Read might have been intoxicated. I told Mr. Schuster I didn't believe that was the case based on my observations, but took the sample to either confirm or exclude alcohol as being a factor. I informed Mr. Schuster I would inform him of the results when tests came back from the lab.

Highway Patrol involvement in this incident is inactive until results a blood alcohol test are received from the Crime Lab.

A.K. Buff, Trooper

TPR A. BUFF # [REDACTED]