



SHEBOYGAN COUNTY SHERIFFS DEPT

Incident #: S19-00970

Reporting Officer: PATRICK L RUNGE

Report Time: 01/18/2019 15:23:12

Incident

Incident Nature
TRAUMATIC INJURY DP

Address
COUNTY ROAD S & TOWER
DR
ADELL, WISCONSIN 53001

Occurred From
01/18/2019 15:22:21

Occurred To
01/18/2019 15:23:12

Received By
SARAH L OCONNOR

How Received
CELL 911

Contact

Disposition
SITUATION RESOLVED

Miscellaneous Entry

Disposition Date
01/18/2019

Judicial Status

Clearance
CLEARED

Responding Officer(s)
PATRICK L RUNGE
AMY K GROSS
COREY S NORLANDER
TYLER R WUESTENHAGEN
MATTHEW A SPENCE

Circumstances

ACCIDENT
FIELD OR WOODS

Offenses

AIRCRAFT

Statute	Description	Category
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Persons

SAUNDERS, JOSEPH G Referenced

Address	Phone	DOB	Race
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Sex	Ethnicity	Height	Weight
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

KRUSWICK, MICHAEL W Driver

Address	Phone	DOB	Race
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Ethnicity	Height	Weight	
[REDACTED]	[REDACTED]	[REDACTED]	

MYERS AVIATION Referenced



Address [REDACTED]	Phone [REDACTED]	DOB [REDACTED]	Race UNKNOWN
Sex U	Ethnicity UNKNOWN	Height [REDACTED]	Weight 0

Vehicles

1959 PIPER

Vehicle

License N6497P	State [REDACTED]	Color WHITE	VIN [REDACTED]
Owner [REDACTED]	License Type AIRCRAFT, CIVILIAN, NON PASSEN	Value \$0.00	Amount Recovered \$0.00

Narratives

Original Narrative

01/21/2019 11:38:45

Date: 01-18-19

Time: 1523 HRS

Location: CTRD S NEAR TOWER RD

Township: SCOTT

Deputy: PATRICK L. RUNGE, S180

On the above listed date and time, I, Deputy Runge was dispatched to the above listed location in reference a reported plane crash in a field.

RESULT: The plane was located and injured pilot cared for by EMS, being transported from the scene. It was determined the aircraft would be removed the following day and the FAA did not feel a need to guard the plane.

Squad 24 video: No
Follow up to come: No
Was interview video recorded: No
Digital Photos: No
Surveillance Video: No
Phone/Computer Examination: No
Written Statements: No
Forms Distributed:
Has a suspect been arrested? No
Was the suspect armed when arrested? No
Was force needed to make the arrest: No
Were DRUGS a factor in this incident: No
Was ALCOHOL a factor in this incident: No
Was this a computer facilitated crime: No

During the course of this investigation I identified the following:

PILOT:

KRUSWICK, MICHAEL WARREN

FAA TAIL NUMBER: N5497P
OWNER: TERRANCE TAYLOR, W4020 GLEN FERN LN, LAKE GENEVA WI

NARRATIVE:

While enroute, attempting to locate the aircraft, I was advised the pilot was on the phone with dispatchers and another plane was circling over the downed aircraft.

Searching the area, the plane was located in a field, north of Tower Rd near CTRD S, with field access from Ida Ln. Using the field access, I arrived at the plane as EMS and fire personnel arrived, locating the lone occupant/pilot inside the plane. He was complaining of severe back pain.

Examining the plane it appeared to have landed in the field, gear up, suffering

damage to the propeller and front cowling area. No fluids leaks, smoke, or fire were observed.

I received the WI-DL and FAA pilot's license confirming the pilot's identity, who reported he crashed after losing engine power in flight.

I took possession of the pilot's watch, wallet, cell phone, headset, and tablet computer. These items were placed in the ambulance that transported him from the scene.

At that point Lt. Norlander, Lt. Spence, and Det. Weustenhagen arrived, taking over the investigation.

I stood by for safety and security until it was determined the plane would not be guarded until it will be removed the next day.

Supplemental Narrative

01/18/2019 16:55:19

ANTHONY A BLODGETT

Supplement #1

At approximately 1520 hours, I, Sergeant Blodgett, was at the shift commander desk. I heard a 911 call come in in regard to a plane crash. The caller, who identified himself as the pilot, expressed that he possibly had a spine injury and could not walk. The pilot gave an initial location but the GPS coordinates showed a different location.

As Deputy Runge and other responders arrived, I was asked to find the owners of the field they were in. Utilizing technology on hand, I found the owners were Mark and Patricia Weber. I provided the information to Deputy Runge.

I gave initial information to Minneapolis Air Control along with FAA who called in regard to the crash. I also received a phone call from a different FAA agent, James. I gave his information to Lt. Norlander as he was on scene and could provide up to date information.

Supplemental Narrative

01/18/2019 17:48:33

PATRICK L RUNGE

Supplement #2

On 01-18-19, at 1945 hours, I, Deputy Runge, was asked by Lt Spence to return to the crash scene and retrieve a backpack from inside the plane which contained the pilot log books.

Arriving I did open the plane door, retrieving the backpack and re-secured the airplane.

The backpack was turned over to Lt Spence at the sheriff's office at 2045 hours.

Supplemental Narrative

01/18/2019 18:18:18

AMY K GROSS

Supplement #3

On the above listed date and time, I, Deputy Gross, was dispatched to the above listed location to assist Deputy Runge with a reported plane crash.

RESULT: I took overall photos of the plane. I taped off the plane with crime scene tape. I provided scene security until all media members cleared.

Squad 38 video: Yes
Digital Photos: Yes

Supplemental Narrative

01/19/2019 10:31:42

MATTHEW A SPENCE

Supplement #4

INVESTIGATIVE REPORT

Date: Friday, January 18, 2019

Time (approximately): 1530 hours

Location: Property of [REDACTED]

Township: Scott

On the above listed date and time, I, Lieutenant Spence was dispatched to the above listed location in reference to an aircraft crash.

RESULT: Crash investigated, FAA contacted, aircraft scheduled to be removed for further investigation, pilot transferred via ambulance to St. Nicholas for non-incapacitating injuries.

Squad 49 video: Yes
 Follow up to come: Yes
 Was interview video recorded: No
 Handheld Olympus Audio Recording: No
 Digital Photos: Yes
 Surveillance Video: No
 Phone/Computer Examination: No
 Written Statements: No
 Forms Distributed: No

Has a suspect been arrested? No
 Was the suspect armed when arrested? No

Was force needed to make the arrest: No
 Were DRUGS a factor in this incident: No
 Was ALCOHOL a factor in this incident: No
 Was this a computer facilitated crime: No

During the course of this investigation I identified the following individuals verbally:

Pilot: Michael W Kruswick MW [REDACTED]

Spouse (Pilot): [REDACTED]

Neighbor: [REDACTED]

Property Owner: [REDACTED]

Property Owner Son: [REDACTED]

Contact: Federal Aviation Administration Official Joseph Saunders, work contact information: [REDACTED]

Contact: Myers Aviation, [REDACTED]

NARRATIVE: Mon Jan 21 12:34:30 CST 2019/S228LKW

On Friday, January 18, 2019, at approximately 1522 hours, I, Lieutenant Spence, was made aware of an aircraft crash in rural southwestern Sheboygan County. As a result, I contacted Lieutenant Norlander who responded to the scene as well. I enlisted the assistance of Detective Wuestenhagen, and also started responding to the scene. Given the location of the crash had not been located, I responded emergent. It was not until just prior to arrival that it was announced that the patient was being attended to by EMS staff.

Upon arrival, Detective Wuestenhagen and I moved to one vehicle and continued to the scene, as the easiest access point to the crash was traveling through the property of [REDACTED]. I drove past the southern end of the residence and into the entrance of a farm field that proceeded west through the rolling fields until the crash and remainder of First Responders were located. We met with Lieutenant Norlander, who was already on scene and issuing assignments.

Detective Wuestenhagen was assigned to start taking photographs of the scene. I proceeded to try and locate the spot in which the aircraft had initially touched down. I proceeded from the direction in which the aircraft was lying, to determine if there was any ground disturbance. I proceeded for several hundred yards to see if I could locate the point of first impact where the aircraft descended into the field. I was not able to locate any location, and there should have been some sort of ground disturbance despite the frozen field surface.

While looking for the point of first contact, a civilian approached me on his

UTV. This gentleman was identified verbally as Jim Moynihan. Jim is a neighbor and had indicated that someone had come to his house, but he was not quick enough to get to the door. He did not know what was going on, and had only learned of the crash when I told him about it. He had not yet seen or heard anything prior to the crash.

Lieutenant Norlander and I called the on-duty contact, Jim, at the FAA. We were placed on a conference call with the FAA Inspector, Joseph Saunders. After a description of the scene and what we currently had under observation, he asked for some overall photographs to be sent to him for quick review. While Lieutenant Norlander spoke with Inspector Saunders, I started taking brief photographs to send that would accurately depict our scene. I sent these photos to Inspector Saunders, and later entered them in to evidence.

Fire personnel were able to identify some ground disturbance directly west of the aircraft. Detective Wuestenhagen and I followed this trajectory up one of the hills and found the location where we believe the initial point of impact to have occurred. We later took Lieutenant Norlander to this location, where he was able to accurately access a GPS location. Returning to the aircraft, we counted approximately seven to eight possible new areas of ground disturbance where the aircraft had possibly been hovering or bouncing along the ground prior to losing enough momentum to come to rest in its final location. The debris field was small, and only small fragments of Fiberglas or paint chips were located along the flight path.

While waiting for information from Inspector Saunders, the property owner's son arrived on scene. I identified him as [REDACTED] [REDACTED] was curious as to what was occurring on the property. I briefly explained to Nicholas what had occurred, and the likely course of action for our investigation. He verbally identified his mother as [REDACTED] I did explain to [REDACTED] that I would stop at the residence prior to departing the property, to explain ultimately what would be occurring with the aircraft and our investigation. He had no pertinent questions regarding the investigation, and had not seen anything that would be helpful to the investigation.

Lieutenant Norlander was able to speak with Inspector Saunders, who would not be responding this evening. He made a recommendation that Myer Aviation from Oshkosh be called to remove the aircraft and return it to their facility. I contacted Myer Aviation and spoke with Steve. After briefing him on the situation, it was agreed that the aircraft would remain unattended the remainder of this evening in this remote field, and removed by his personnel in the morning. Steve was given explicit instructions and contact information regarding the location and a point of contact at the sheriff's office for this investigation.

After arrangements were made, we briefly met with the media that had arrived. After a brief explanation as to what had occurred, Deputy Runge agreed to remain on scene while they captured their video footage. Deputy Gross and Deputy Runge secured the scene using crime scene tape, properly blocking off the entrances to the aircraft and prohibiting individuals from approaching it. I returned to the property owner's residence and spoke with [REDACTED] I relayed to [REDACTED] that Myer Aviation would be coming in the morning to remove the aircraft. I asked her to contact the sheriff's office should she notice anyone travel towards the aircraft on her property. I also asked that she remain away from the aircraft and not approach it. [REDACTED] agreed to ask her son to escort Myer Aviation to the aircraft when they arrived in the morning, so they were able to accurately and adequately get to the aircraft in the safest manner possible. [REDACTED] had no questions, and would contact the sheriff's office should she have any questions, comments or concerns.

I learned that the pilot went to St. Nicholas Hospital via ground ambulance. I contacted the hospital and learned him to still be in the emergency room, and was likely in the position he would be able to speak with me regarding what had occurred. I responded to St. Nicholas Hospital and determined the pilot to still be in the emergency room.

I met with the pilot's wife, [REDACTED] [REDACTED] was briefed on the incident, and I had showed her several photographs of the aircraft. [REDACTED] indicated her husband, Michael Kruswick, was the pilot, and was currently being medically evaluated. We spoke briefly about what Michael had told her prior to being taken out of the room for analysis. Ultimately, Michael returned to the room a short time later, and was able to give me a statement as to what had occurred.

Michael was in some obvious pain as a result of a back injury from the crash. He had not taken any medication or been given any medication by the emergency room staff. Michael admitted that he had previous back injuries, and his legs were tingling as a result of this particular incident as well. Michael noted that it was likely as a result of the second impact, after striking the second elevation or part of the hill, that he felt his back compress and injury result.

Michael indicated that he left Oconto from Douglas-Bake Airport at approximately noon. He had traveled to Burlington Airport, KBUU. He had Eric at the aviation

repair facility replace or fix his transponder. He had also observed some oil leaking from the engine, and had [REDACTED] look at this concern as well. They also addressed some condensation that was near the breather tube that drew concern to Michael; however, was not of significant concern to [REDACTED] Michael estimated he had left at approximately 1445 hours to return back to Oconto. He had left in advance of some potential weather that was coming through the area.

Michael identified the aircraft cruising at approximately 160 mph, and this was his first long flight with the aircraft. Michael explained to me that he had purchased the aircraft prior to Christmas 2018. The aircraft had sat for approximately two years; however, he had had a maintenance checkup completed on it prior to flying. His insurance company had wished him to have more hours in training on this aircraft, therefore he had completed an additional 15 hours of training on his new High Performance Complex airplane. Michael identified his insurance company as Aircraft & Marine Insurance. Michael noted that he also flies a Cherokee aircraft.

I asked Michael specifically what had occurred this afternoon when he was returning home. He had noticed that his engines were losing power, and he started to go through some diagnostics. In reviewing the gauges, Michael identified that his carburetor temperature was in the red. Michael quickly rattled off several other gauges in which he had reviewed, all noting that they were within normal operating range. Michael identified that he had plenty of fuel as he had started the day with a full tank, 60 gallons. Michael estimated he likely had around 40 gallons remaining, as he burns approximately 10 gallons per hour. Michael estimated that he had consumed perhaps 20 gallons, at most, of fuel. Michael made a comment that he suspected the carburetor heat may have been due to icing; however, he was not entirely confident that was the case. Michael also identified that with a high carburetor heat, the engines start to sputter. He identified that both his oil and exhaust were fine. He attempted a de-icing maneuver with the carburetor, which did not work. He then switched from his right fuel tank to his left fuel tank, which did not improve his engine power loss. Michael spoke of adjusting his fuel richness, as he typically runs at 2400 rpm's with approximately 24 pounds. Ultimately, Michael determined that his engine was starting to fail. He identified traveling at approximately 2500 feet, and estimated his rate of descent to be approximately 800 feet per minute. Michael noted that he only had several minutes to identify a location in which he was going to land the aircraft. Michael identified that he made a call and took a forceful landing in this particular field.

Michael identified that he did not lower his landing gear intentionally knowing that he was landing in what appeared to be a plowed field. He had concern of the front landing gear being compromised, and the nose of the aircraft digging into the field. This was the best recollection that Michael had in conjunction with my understanding of the situation and air crafts.

In speaking with Michael, I believed his speech to be incredibly clear, and his thought process to be adequately clear as well. Michael asked if I would be taking a blood test. I explained to Michael that I did not have any concerns regarding any sort of impairment, and did not observe any signs that would suggest otherwise. To ease Michael's mind and relieve question in terms of alcohol use, he did submit a sample of his breath for analysis using the PBT from Squad 49. This was administered at 1920 hours, and yielded a result of .000%. Michael was incredibly forthcoming with his recollection of what had occurred and the chain of events. Both Michael and Peggie had a concern regarding the aircraft being unattended and his backpack being in the rear seat of the aircraft. Michael noted that he had several valuable items in there, to include his log book. Michael knew that the FAA and the NTSB would need this log book for their investigation, and did not want it to go missing.

I requested Deputy Runge return to the aircraft and retrieve this backpack for them. Deputy Runge ultimately retrieved this backpack and handed it to me at the sheriff's office.

After returning to the emergency room, both Peggie and Michael had no questions for me. I did provide them with a business card to contact me should additional questions present.

As noted, I returned to the sheriff's office and entered the photographs in to evidence. I also retrieved the backpack from Deputy Runge. I returned the backpack to Michael at approximately 2115 hours. I will not be conducting additional investigation into this incident unless requested to do so.

Supplemental Narrative

01/21/2019 11:28:03

COREY S NORLANDER

Supplement #5

INVESTIGATIVE REPORT

Date: 01-18-19

Time (approximately): 1523 hours

Location: County Road S, near Tower Road in a farm field

Township: Scott

Lieutenant Corey Norlander

On the above listed date and time, I began responding to a plane crash reported to be in a farm field near State Highway 28 and County Road SS.

RESULT: Ultimately, the location of this plane was found to be in a farm field off County Road S near Tower Road, with access being from the farm yard off Ida Lane. My role was law enforcement command and I worked with the FAA and Myers Aviation Specialists for removal of the plane.

Squad 35 video: No
Follow up to come: Not by me
Was interview video recorded: No
Handheld Olympus Audio Recording: No
Digital Photos: No
Surveillance Video: No
Phone/Computer Examination: No
Written Statements: No
Forms Distributed: No

Has a suspect been arrested?: No
Was the suspect armed when arrested?: N/A

Was force needed to make the arrest: N/A
Were DRUGS a factor in this incident: Unknown
Was ALCOHOL a factor in this incident: Unknown
Was this a computer facilitated crime: No

During the course of this investigation, the only party I had information about that is not already identified is as follows:

National Transportation Safety Board (NTSB)
Representative David Bowling

NARRATIVE: Mon Jan 21 11:32:08 CST 2019/S131DLD

On the above date and time, I overheard officers being dispatched to a plane crash which had just occurred. The caller for this crash was the pilot, and in attempting to Geo locate the phone call, dispatch was putting the crash in the general area of State Highway 28 and County Road SS.

As I was enroute, the crash was located in a farm field near County Road S and Tower Road. Deputy Runge later advised the best access was on a field lane from the farm at the end of Ida Lane. The owner of this farm and the address is listed in other narratives for this report.

Upon my arrival, Deputies Runge and Gross were already on scene, and Deputy Gross was taking photos. Several fire departments were on scene, with Beechwood Fire Department in command. EMS was also on scene with first responders and Orange Cross Ambulance. Orange Cross was in EMS command, but was providing patient care. The patient was being removed from the plane, and was on the right wing when I arrived on scene.

I located and met with the Beechwood Fire Chief advising I would provide law enforcement command as necessary. That chief advised there was no need for unified command based on the scene we had, and I went back to other tasks.

A short time later, Lieutenant Spence and Detective Wuestenhagen arrived together, and initially they began looking for a landing path the plane may have traveled on. They did later locate points of impact with the ground where this plane had initially touched down, and Detective Wuestenhagen photographed that path, as well as taking additional photos of the plane.

Sergeant Blodgett provided me the contact information for a Federal Aviation Administration (FAA) Representative, identified as [REDACTED]. Lieutenant Spence and I made phone contact with [REDACTED] who then also included Joe Saunders who is from the FAA out of Milwaukee. Ultimately, we provided them information regarding the plane, the pilot, the pilot's condition, and the plane's condition. Lieutenant Spence also texted photos to Saunders regarding this. Mr. Saunders advised he was going to provide all of this information to his management and determine what their response was going to be.

I then used a GPS coordinates App on my phone and took position locations of the

tail, the nose, and the first point of impact for the plane. The GPS coordinates for the tail were 43.605322, -88.109211. The GPS coordinates for the nose were 43.605320, -88.109293. The GPS coordinates for the initial point of impact were 43.605296, -88.106445.

As we were finishing the GPS coordinates, we received a call back from Joseph Saunders regarding the FAA's plan. Mr. Saunders advised they were not going to respond to the scene, but would like to examine the plane after it was removed. Mr. Saunders recommended Myers Aviation Specialists out of Oshkosh for the plane's removal, indicating they would store it within their facility where the FAA could examine it. Mr. Saunders and I also discussed guarding the plane overnight, and agreed we would not be doing that.

Lieutenant Spence made phone contact with Myers Aviation Specialists, and ultimately I joined that conversation with him. It was determined Myers would come out the next morning, in spite of significant snow expected overnight. Myers was provided the phone number for the shift commanders desk, as well as my cell phone number, and we asked they notify us when they arrived and when they departed the property. At this point we were not intending to have an officer even meet them there unless they had trouble locating the plane. I provided the GPS coordinates for the plane to Myers. Lieutenant Spence spoke with the property owner who agreed to escort them to the scene so they could find it easier.

At that point, Deputies Runge and Gross notified Lieutenant Spence and I that two television stations from Milwaukee were on scene, and Lieutenant Spence and I met with them, providing basic information about the incident.

I had officers put crime scene tape around the plane in an effort to keep people out of the plane itself, but we did not have any ability to secure the tape off the plane. Based on this, we decided to go from wing tip, to tail, to wing tip, to propeller with the tape, which would at least keep people out of the cockpit.

Lieutenant Spence volunteered to see if the pilot was available for an interview, and if so would conduct that interview. Detective Wuestenhagen, Lieutenant Spence, and I, all left the scene. Deputies Runge and Gross were going to clear the scene after the media cleared the scene.

This ended my involvement in this incident for the evening.

On Saturday, 01-19-19, at 0832 hours, I received a phone call from Myers indicating they had arrived at the scene of the crash. They advised the GPS coordinates were accurate, as they led them directly to the plane site.

At 1636 hours, I received a phone call from Myers Aviation, indicating they were just leaving the scene. They advised the plane was a slightly different model then they were anticipating and disassembly of the plane took longer than was expected.

Mr. Saunders had texted me the contact information for the NTSB representative that was assisting on this investigation, but we never had any contact with that person.

This ends my involvement in this incident.