

I went to that area, and located a white, and red colored small airplane (Cessna C180 with tail #N7620A) crashed on the parking lot next to the ball field. I saw approximately 4-5 people standing about 20 feet behind the plane. As I approached the plane I noticed a subject still partially trapped in the plane. Once at the plane I found an older W/M subject (Lorenz, Brian [REDACTED] who's head was resting on the pavement with his seatbelt holding him upside down in the plane. There was fuel leaking from the plane onto the ground in the immediate area. He was responsive but obviously injured, and disoriented. I was able to remove the subjects seatbelt, and then removed his leg's which were wrapped around twisted debris inside of the aircraft. Once on the ground I informed the subject that I had to move him away from the plane due to the fuel leaking. I moved the subject approximately 15 yards from the plane, and motioned for the others standing up the hill to come, and help me move him further up the hill in case the plane ignited. Everyone was now at a safe distance from the aircraft. I began speaking to the victim, and he was unsure of what happened or where he was at. He stated his shoulders were hurting. At this time fire, and paramedics from Metro west and Monarch started to arrive on scene. They began to provide care for the subject and transported him to Mercy Hospital.

The FAA (Ralph Erickson [REDACTED]) was notified of the crash. NTSB inspector Ed Malinowski was informed of the situation by Ralph. Ralph Erickson stated due to the fact there were no fatalities, and after viewing photos from the scene we were clear to have the aircraft removed. The aircraft was towed by D&L Towing to a secured storage lot where the FAA would send an investigator to process the aircraft on Monday morning. I took Photographs at the scene to be entered as evidence at a later time. I also seized a red flight book from the crash to be entered as evidence. Drone operator Officer Lantz [REDACTED] photographed the scene from the air. The subjects wallet was found in between the seats of the aircraft, and turned over to his brother Lorenz Michael [REDACTED]

A friend of the victim (Gregory Pochapsky [REDACTED]) showed up at the scene. Gregory informed us the plane had just left Creve Coeur Airport at 1146 hours. He did not know any further information at this time. He was able to provide us further personal information on the pilot and contact information.

The following is a list of subjects at the initial scene:

(Witness) Lilly Liang [REDACTED] was the witness who informed me of the initial plane crash. She stated she was walking in the area of the school when she saw the plane circle low in the air then from a distance could hear a crash.

(Witness) Chris Putnam [REDACTED]. Chris gave a written statement on what he observed. In his statement he said he saw the plane fly over his house, and heard a loud pop sound, and the engine shut off. He said he could hear the pilot trying to restart the engine but it would not start. The plane then circled around, and looked like it was going to attempt to land in the ball field of the school before it crashed. I will place Chris's statement into evidence at a later time.

(witness) Imral, Engin [REDACTED] Engin gave a written statement on what he observed. He stated he could see the plane fly over his house about 100 feet up in the air, and the engine cut out. He said it made a second pass over his house at about 50 feet in the air before crashing at the middle school. I will place Engin's statement into evidence at a later time.

Sharkley Dale [REDACTED] stated he called 911 when he saw the plane flying too low in the area.

Gaskill Sandra [REDACTED] saw the plane circling over her house very low in the air then heard it crash.

Nancy Gray [REDACTED] stated she was walking the track at Parkway West High school, and could see the plane circling in the area very low. She said she saw the plane bank hard sideways then lost sight of it.

Any further follow up actions in regards to this crash will be done by investigators with the FAA or NTSB

Nothing further.

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