

ALCOHOL INFLUENCE REPORT NARRATIVE

REPORTING OFFICER: CPL A. ENGELHART BADGE [REDACTED] INCIDENT NO: 220375412
 SUBJECT: SEESING, JOHN TLAPEK OCCURRENCE DATE: 07/15/2022 COUNTY: Jackson

CLOTHING/FOOTWEAR OBSERVATIONS

Shorts, shirt, shoes

UNUSUAL ACTIONS OBSERVATIONS

Drowsy

ATTITUDE OBSERVATIONS

Argumentative, agitated, irritated

MIRANDA RIGHTS - DO YOU UNDERSTAND THE RIGHTS I'VE EXPLAINED TO YOU?

Nodded head up and down

OFFICER'S NARRATIVE

1. On July 15, 2022, at approximately 0259 hours, I arrested John T. Seesing, [REDACTED] for driving while intoxicated and operating an aircraft while intoxicated. The arrest was the result of a plane crash on westbound Interstate 70, east of Route BB in Jackson County, Missouri. Seesing was processed and released for medical treatment at St. Mary's Medical Center.
2. On July 15, 2022, at approximately 0242 hours, I was notified by Troop A Radio of a plane that crash landed on Interstate 70, east of Route BB in Jackson County, Missouri. While I was enroute, Troop A Radio advised me westbound Interstate 70 was completely blocked and to approach the scene by driving the wrong direction on Interstate 70 from Grain Valley. I arrived on scene at 0251 hours. I noticed a plane that was perpendicular to the roadway, with the nose against the guardrail on the left shoulder. The plane struck the guardrail and trees as it was attempting to land. Central Jackson County (CJC) Fire and EMS were on scene. Officers Hutchens and Thompson, of the Grain Valley Police Department were also on scene. As I approached the ambulance, I was notified the pilot was in the ambulance. I entered the ambulance and contacted the pilot. The pilot said he hit his head and nose. The pilot said he was coming from Ocala, Florida and was headed to Charles B. Wheeler Downtown Airport. The pilot said, "I told the tower I was winchester on fuel." I asked the pilot to clarify what he said. The pilot replied, "Winchester on fuel, out of fuel, I ran out of gas." I asked the pilot for his driver license. The pilot asked to just provide his information. The pilot identified himself as John T. Seesing, [REDACTED]. Seesing said he was the only one on the plane at the time of the crash. Seesing said it was a private plane that was empty. Seesing's speech was slurred. Seesing was drowsy. I noticed a strong odor of intoxicants upon his breath as he spoke. I left Seesing in the ambulance to continue to be evaluated.
3. I proceeded to the plane and contacted Crystal Y. Lipham, [REDACTED]. Lipham said she had the pilot's personal belongings in the cab of her truck. Lipham said she didn't know if I wanted them or not with the pilot being a little tipsy. Lipham said she was the first one to contact the pilot after he exited the plane. Lipham showed me a blue backpack and said it was the driver's belongings. I asked Lipham how the pilot seemed after exiting the plane. Lipham said, "Drunk." Lipham said the pilot came over and gave her a hug and thanked her. Lipham said she smelled the liquor on him. Lipham was driving a tractor-trailer and blocked the roadway after the plane crashed. Lipham said she witnessed the crash and had dash camera footage from her truck. I provided Troop A Radio with tail number N2945Q. The plane was a white 1977 Piper PA-28-161, serial number 28-7716128.
4. I returned to the ambulance and was informed by a CJC medial professional that Seesing requested to be transported. I was also informed Seesing seemed intoxicated and smelled like it. I entered the ambulance and contacted Seesing again. I questioned Seesing about alcohol or drug consumption. Seesing denied consuming alcohol or using drugs. Seesing had a glazed look about him. I performed a quick check of Seesing's eyes, looking for nystagmus at maximum deviation. Nystagmus at maximum deviation was detected in both of Seesing's eyes. Seesing's eyes were bloodshot. Seesing's face was red and flushed. Seesing refused to provide a sample of his breath for my preliminary test instrument. Seesing refused to perform any field sobriety tests.
5. Based on my observations and experience, I arrested Seesing at 0259 hours, for driving while intoxicated and operating an aircraft while intoxicated. Seesing said he would just go with me. I informed Seesing he could be transported for medical treatment if he wanted to be. Seesing said he would just go with me. I asked Seesing if he had any form of identification on him. Seesing said he did not. I asked Seesing how he could get in and out of airports without a form of identification. Seesing was irritated and said it was because they are private airports. I searched Seesing's person, incident to arrest, and located a container of marijuana in his right shorts pocket. I also located a Kansas driver license in a wallet in his back pocket. The pilot's identity was confirmed as John T. Seesing [REDACTED]. Unprompted, Seesing said, "My Glock is in the airplane." I handcuffed Seesing, checked the handcuffs for tightness, and double-locked them. Seesing was secured in the back of Officer Thompson's patrol vehicle.
6. I returned to my patrol car and contacted the Federal Aviation Administration Regional Operation Center. I spoke with Michelle K. in Operations. Michelle informed me Seesing contacted the tower approximately forty miles east of Kansas City and said he was running low on fuel. Michelle said Seesing was given headings to an airport and he did not follow the headings. Michelle said Seesing was given instructions to change to an approach frequency to get better vectors to get him to an airport.