



Greenville Police

ASSISTED ☒

INCIDENT REPORT

OFFICER

Pomerleau, Jeff

INCIDENT # AB002665G0

INCIDENT TYPE CODE

DATE 09/17/2011 REPORTED

REPORTED 32C

TIME 08:13

ACTUAL 32C

INCIDENT

DATE 09/17/2011

TIME 08:13 08:13

TYPE OF INCIDENT ASSIST AGENCY (LAW ENFORCEMENT)

DATE CLEARED

HOW REPORTED ☒ RVEH INVOLVED ☒ NINJURIES ☒ NALL UNDER 18 ☒ NUNFOUNDED ☒ NALCH/DRUGS ☒ NHATE/BIAS ☒ NFIREARM ☒ NJUVENILE ☒ NWILL C. PROS ☒ N

ARRESTS 0

STOLEN 0

HOURS

DAMAGED 0

SUMMONSES 0

RECOVERED 0

OT HOURS

SEIZE 0

LOCATION OF INCIDENT

NO.	STREET	APT.	TOWN	ZONE	TYPE
	Eagle Stream Drive		Greenville		

STATEMENT

CONTINUED? ☒ YSUPPLEMENTAL? ☒ NDISPOSITION FOLLOW UP ☒ N

Assist to the National Transportation Safety Board (NTSB)

Plane Crash

Narrative

Incident # AB002665G0

On September 17, 2011 at approximately 0813 hours the Greenville Police (GPD) & Fire Department's (GFD) were dispatched to a report of a "plane crash" reported to be in the area of the airport. The report was said to be coming from Wilson View Drive. I arrived in the area at approximately the same time as Officer Hayes (GPD) and Chief Joey Harris (GFD). Myself, Chief Harris and Warden Sgt. Chandler (Maine Warden Service/MWS) coordinated in the effort to locate the down plane; assisting the effort was Currier's Flying Service and Chief Warden Pilot Later (MWS).

Approximately 0850 hours fire units advised being off at the crash site. 0852 hours Kevin Springer (C.A. Dean EMS) notified command that one sole was involved and deceased. The deceased, (David E Finnegan/ dob [REDACTED]) was personally known to Ranger Sgt. Bruce Reed of the Maine Forest Service; Reed made positive identification.

Operation turns from rescue to investigation/recovery. I (Chief Pomerleau/ GPD) assume command. The inner perimeter of the crash is secured (police tape) Warden Dauphine (MWS) is posted.

0925 hours Chief Warden Pilot Later disabled the Emergency Locator Transmitter (ELT). He also assisted us in identifying the aircraft as a Cessna 172, tail number of N9932V

0948 hours I notified the Office of the Medical Examiner (ME) of the fatality.

1003 hours Officer St. Laurent (GPD) tasked with locating and interviewing witnesses. She is supplemental narrative report (attached).

Next of Kin: Carole Finnegan [REDACTED] / cell, [REDACTED] / summer residence of 10 Buck

Lane, Beaver Cove. Permanent resident in Massachusetts exact address to follow. Carole was in the company of family friend Barbet Mason [REDACTED] / cell, [REDACTED] / home.

1004 authorization from the ME's office to remove the body was granted pending Federal Air Administration (FAA) approval.

1007 I was called by Mike Dillon, FAA Boston Center [REDACTED] in reference to the status of the Greenville Municipal Airport (safety concerns).

1019 I was connected with Steve McMorrow [REDACTED], investigator FAA, via State Police Orono. McMorrow stated he was coordinating with the National Transportation Safety Board (NTSB). McMorrow anticipated being in Greenville by approximately 1400 date.

1022 McMorrow authorizes the removal of the deceased.

1117 Crosby Neal contacted and requested to respond for removal.
Trooper Yanakowski, Maine State Police (MSP) photographs the scene.

1150 hours the deceased in removed from the aircraft and transported to the Eagle Stream Road. Warden Annis relieves Dauphine on the inner perimeter. Persons involved in the removal were: Kevin Springer (CA Dean/ EMS), Sgt. Reed (MFS), Sgt. Chandler, Wdn Annis & Dauphine (MWS), and myself.

1233 hours I spoke with Todd Gunther of the NTSB, Washington Office. He states he and his team will be in Greenville this evening and will plan to be at the crash site 0800 hours on the 18th. Gunther states that he would like the scene secured until then. I advise this could cause logistical issues. Gunther states he will work on additional resources if I so request.

1258 hours Sgt. Chandler (MWS) replaces Annis on the inner perimeter.

I spoke with Col Dan LeClair of the Civil Air Patrol (CAP) he stated that he was awaiting orders but that he was making arraignments to provide overnight security for the crash site at the request of the NTSB and FAA. Col. LeClair's cell phone number is [REDACTED]. Col LeClair states he is being assisted in tasking by Col. Higgins of Beaver Cove.

1320 Todd Gunther (NTSB) calls to confirm that the CAP will be securing the crash site overnight.

1336 Custody of the deceased is turned over to Crosby Neal and is transported away by ME Coach 51.

1340 Officer St. Laurent (GPD) replaces Sgt. Chandler on the inner perimeter.

1501 Col. Higgins (CAP) states that CAP estimates to be able to take over security of the scene by approximately 1600 hours.

1541 Steve McMorrow (FAA) on scene. Cleared 1625 hours.

1633 Col Higgins on scene; 1643 Col Higgins assumes perimeter security.

Supplemental
Officer St.Laurent
09/17/2011 11:00

On September 17, 2011 at approximately 08:15 I heard the PSO dispatch Greenville Emergency Services for the report of an airplane crash in the area of Eagle Stream Drive.

When I arrived on scene I was directed by Chief Pomerleau to check various logging roads off of the Katahdin Ironworks Road. Finding nothing I returned to the command post for re-assignment. At that time the crash site was found. Chief Pomerelau instructed me to conduct interviews. They are below.

Statement of John Hall;

John Hall states that he spoke to Dave Finnegan on the evening of 09/16/2011. John and Dave discussed that John and Nathan Hall would be clearing their lot on Eagle Stream Drive. Mr. Finnegan stated that he would be flying in the morning and that he would "buzz" them.

John Hall states that on the morning of September 17, 2011 he and Nathan were working on the lot at Eagle Stream Drive. Dave Finnegan circled them twice in his airplane. John states that on the third pass the airplane was going straight, however the engine sounded funny. John Hall states that it appeared that the pilot was trying to keep the nose up. Mr. Hall said it then appeared that the plane hit stall speed and crashed.

John Hall states it had to have been mechanical because the airplane was flying straight until the engine sounded funny.

John Hall and Nathan Hall attempted to find the crash site but could not.

Statement of Nathan Hall;

Nathan Hall's statement is the same as John Hall. They were working together on the lot at Eagle Steam Drive.

Nathan Hall states that when they were looking for the crash site he thought he could smell aviation fuel.

Statement of Mark Muzzy;

Mark Muzzy states that he was working in his dump truck when he saw the airplane make a turn. Mr. Muzzy said the turned seemed awkward. Mr. Muzzy said he has never seen a plane turn like that, it was at a very steep angle. Mr. Muzzy also states that the plane was flying extremely low.

Statement of Linda Cleaves;

Mrs. Cleaves states that she was in the house and she heard the airplane flying for approximately ½ hour. She then states that she heard the airplane stall followed by the sound of the crash. Her husband Rodney Cleaves then hollered to her in the house to call 911.

Mrs. Cleaves was the original caller.

Statement of Rodney Cleaves;

Mr. Cleaves states that he saw the airplane make a couple of turns. Mr. Cleaves said that he then saw the pilot put the airplane nose up. Quickly after that the airplane went down.

Mr. Cleaves believes the plane was in the air for approximately 30 minutes.

According to Mr. Cleaves the engine sounded fine. Rodney states he has been around planes for a long time and he believes the crash was an error in judgement.

THE ABOVE IS IN ROUGH DRAFT FORM