

KYIBRS REPORT: NARRATIVE

COMMONWEALTH OF KENTUCKY

SYNOPSIS:

On the 27th of August 2024 at approximately 1800 hours I was notified of a powered parachute collision in the area of [REDACTED]. As a result, both operator and passenger of the powered parachute were deceased and the Jessamine County Sheriff's Office assisted federal authorities in the investigation. Federal authorities have primary jurisdiction in this matter and the investigation is being conducted by the appropriate parties.

INVESTIGATION:

On Sunday the 27th of October, 2024 at approximately 1800 hours, Detective Travis Myers outreached me advising he had been notified of an aircraft collision in the area of [REDACTED] in Jessamine County. Detective Myers did not have much information on hand, so I contacted the on-shift supervisor at the time, Sergeant Mitch Watson.

Sergeant Watson confirmed the aircraft collision, and he had assets on scene along with other first responders such as personnel from the fire district along with Emergency Medical Services (EMS). He further advised EMS had ceased life saving measures on two (2) people believed to be occupying the aircraft at the time of its apparent collision with the earth. Sergeant Watson described the aircraft as being an "ultralight" which was off the roadway located on property bearing the address of [REDACTED]. I contacted Major Purcell, informed him of all the information I had, and responded to the area.

Upon arrival at the scene, I noted a standard agricultural gate in the open position which lead into an open field which had recently been harvested for roll hay. I noticed distinct differences in the grass within the field which indicated a vehicle path which ultimately led me to the area of the scene along with a private vehicle hooked to a trailer. The private vehicle is best described as a two toned grey and black Ford F-250, approximate year of 2003, extended cab model with camper top affixed to the bed. The driver's side door to the vehicle was open and hatch to the camper top open as well. The trailer is best described as an enclosed single axel trailer with a loading ramp that also serves as the rear enclosure (door) to the trailer. The rear door was closed, however, upon a further plain view inspection I noted the side door to the trailer open.

I parked away from the scene, and procced on foot to the aircraft which I estimated to be approximately fifty (50) yards northeast from the aforementioned F-250. Once I made it to the aircraft, I discovered it to not be a "Ultralight," but instead a powered parachute. The powered parachute was designed with an apparent small engine and propeller affixed behind where the operator and passenger would ride, with the chassis bearing three (3) wheels in a tricycle fashion. The parachute appeared to still be affixed to the aircraft and was lying uphill from the machine.

The machine was in an upside-down position with both the operator and passenger pinned beneath, encapsulated in the mangled frame. [REDACTED]

One I assessed the scene, I requested collision reconstructionist respond for scene documentation. I spoke with Sergeant Watson regarding shift coverage for the rest of the County for separate calls of service and actions he had taken. (Refer to his supplement for more details to his actions) Sergeant Watson also informed me Deputy Jared Reynolds had flown the Sheriff's Office drone during the dusk hours and had taken aerial photographs of the scene.

I then spoke with Emergency Manager Johnny Adams who was on the phone with a gentleman named Tim who is employed by the National Transportation Safety Board (NTSB). The three (3) of us had a conversation regarding on next steps and ultimately settled on the Sheriff's Office reconstructionist shooting the scene utilizing the total station simply to get basic measurements of the powered parachute prior to manipulating the machine which

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was required to extricate the operator and passenger. NTSB advised they were not sending any assets to assist in this incident the night of, but instead the next day, thus the utilization of the total station. NTSB was aware and agreed to not conducting a full reconstruction of the scene and agreed to the basic measurements and photographing for documentation purposes.

I instructed my team which consisted of Sergeant Mark Mitchell, Detective Brian Hammond and Detective Travis Myers to begin documenting the scene. Detective Myers took all photographs while Sergeant Mitchell and Deputy Hammond utilized the total station. Later, both Detective Myers and I assisted in scene mapping to speed up the process. Detective Myers photographed the powered parachute with operator and passenger still underneath it, the debris field, the private vehicle believed to have transported the powered parachute and operator and passenger to the scene, along with photographs of the general area. Reconstructionist documented the powered parachute as it was prior to extraction, items within the debris field, along with an apparent runway on the property.

It was difficult to accurately measure the runway due to the low light conditions. The runway appeared to be maintained with regular mowing and presented slightly shorter, greener grass than the rest of the field. The runway was not marked by any type of lighting, marking flags, or paint. [REDACTED]

Once the aircraft was documented, first responders along with personnel from the Coroner's Office began the process of extracting the operator and passenger from beneath the powered parachute. I was not present for this, however Detective Myers documented the extraction through photographs. Once the bodies were collected, they were placed in possession of the Jessamine County Coroners Office who then later transported them to the Medical Examiner's Office in Frankfort Kentucky.

After this, Jessamine County Sheriff's Deputies collected equipment and cleared the scene leaving behind the powered parachute. It was arranged to have night shift patrol guard the scene since the powered parachute was left behind for further on scene investigation by both NTSB and the Federal Aviation Administration (FAA).

The next day I arrived back on scene to find it still secured by Jessamine County Sheriff's Office personnel. I awaited for the arrival of members from both the FAA and NTSB and remained away from the powered parachute. Shortly thereafter, Nicholas Anderson of the FAA arrived on scene, and I apprised him to actions taken. This is to include the placement of needle nose vice grips which were placed a fuel line by members of the Jessamine County Fire District. It was explained to me by firefighter Nick Baldwin, that when he arrived on scene the powered parachute was leaking fuel due to its upside-down position. He stated he placed the vice grips on the fuel line in an attempt to prevent further fuel from leaking and creating a fire hazard. The vice grips were left on the powered parachute and not removed. To my knowledge, the vice grips are still on the machine at the time of writing this report, 10/30/2024.

After Anderson was walked through actions taken and the scene itself he began his investigation. Later that morning, his investigative partner arrived to assist. I departed the scene to allow the two (2) to conduct their investigation.

[REDACTED]
[REDACTED] The physical parachute to the machine was cut away from the machine itself due to the carabiners sized. Anderson himself cut the shut and placed it in the bed section of the private vehicle.

Prior to our departure, Anderson and I discussed attempting to make contact with a Paula Bartlett who is believed to be a resident of [REDACTED] sits across from the private property where the powered parachute went down [REDACTED]

[REDACTED] and Anderson and I agreed to attempt to make contact with Bartlett to secure her statement.

While departing the property to proceed to [REDACTED] the reporting party to this call met us at the gate. I

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did not secure the gentleman's name but he is believed to be Steve Ferrell. I recorded some of his statement through body worn camera and it has since been uploaded and stored. Please refer to Andersons report for the statement provided by the gentleman or the body worn camera. (I will note that the reporting party stated the agricultural gate leading to the property was closed and secured with a lock and that first responders had to cut the lock to gain entry to the property. Upon my inspection of the gate, I noticed a lock secured to a chain but not cut. The lock was only ran through one end of the chain)

After Anders concluded his conversation with reporting party, we proceeded to [REDACTED] in attempts to contact Bartlett. No contact was made and it appeared as though she was not home.

That day, Anderson provided me the contact information to a gentleman named Joshua Young who is employed by the NTSB. Young would later be my primary point of contact on the NTSB side of the investigation. Anderson also shared his email along with an information sharing site titled Huddle to which I am to share investigative reports and photographs through.

I spoke with Young and advised him that the Jessamine County Sheriff's Office had taken both the operator's and passenger's phone into our custody. The phones were stored in temporary evidence storage at [REDACTED] and connected to charging cables to ensure a powered-on state. One (1) of the phones screens was powered on and appeared to display some sort of flight data. The screen was damaged however thus I could not make out what it was displaying in its entirety. No employee of the Sheriff's Office manipulated the phone in any way as to preserve all data contained within it.

Young advised he did not wish to have the phones forensically assessed and that the phones could be returned to the next of kin. He does desire the data points collected by reconstructionist and those will be provided once the rendering is complete, and he provides a method transport. All information requested by Anderson will be shared via Huddle to include this report.

NTSB along with the FAA have primary jurisdiction in this investigation and this case will be marked as closed, transferred to federal authorities. Death certificate along with medical examiners report will not be stored with this report due to the Jessamine County Sheriff's Office *not* having jurisdiction over the investigation.

[REDACTED]

ATTACHMENTS:

METHODS OF OPERATION:

CRIME SUPPLEMENT
COMMONWEALTH OF KENTUCKY

ADMINISTRATIVE	CASE/INCIDENT NUMBER: [REDACTED]				REPORT DATE: 10/30/2024	
	REPORTING AGENCY ORI/NAME: [REDACTED] JESSAMINE COUNTY SHERIFF DEPT.					
	PRIMARY INVESTIGATING AGENCY ORI/NAME: [REDACTED] JESSAMINE COUNTY SHERIFF DEPT.					
	REPORTING OFFICER NAME: Brian Hammond				REPORTING OFFICER UNIT BADGE ID: [REDACTED]	
	PRIMARY OFFICER UNIT BADGE ID: [REDACTED]					VIDEO
	REVIEWED BY: Cecil Upton					☐ YES ☒ NO
WITNESS DATA	WITNESS SEQUENCE	WITNESS NAME				PHONE
	of					
	ADDRESS:					DATE OF BIRTH
	CITY:		STATE:	ZIP CODE:		SSN:
	WITNESS SEQUENCE	WITNESS NAME				PHONE
	of					
	ADDRESS:					DATE OF BIRTH
	CITY:		STATE:	ZIP CODE:		SSN:
	WITNESS SEQUENCE	WITNESS NAME				PHONE
	of					

NARRATIVE

On Sunday, October 27th, 2024 at approximately 1830 hours, I was called out for the documentation of a fatal aircraft collision resulting in the subsequent death of the two individuals on board. I retrieved all appropriate equipment used for the purpose of reconstruction and made my way to the scene on [REDACTED]. Upon arrival, I coordinated with Lieutenant Upton, Deputy Reynolds, Detective Myers, and Sergeant Mitchell. A plan was formulated in conjunction with what was requested by Federal entities. I was assigned to utilize the total station for the documentation of measurements as requested by the FAA and/or NTSB.

Sergeant Mitchell and I conducted a scene walk through and assembled the total station. The measurements collected include the circumference/ location of the parachute, the three points of the aircraft, a small debris field, the mowed runway in the field, and a very large sycamore tree as a reference point to the North-Northeast. I operated the total station and Sergeant Mitchell, Detective Myers and Lieutenant Upton navigated the target poles used in conjunction with the Total Station. After the data was recorded, we collected our equipment and cleared the scene to off load equipment at the Sheriff's Office.

CRIME SUPPLEMENT
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ADMINISTRATIVE	CASE/INCIDENT NUMBER: [REDACTED]				REPORT DATE: 10/30/2024	
	REPORTING AGENCY ORI/NAME: [REDACTED] JESSAMINE COUNTY SHERIFF DEPT.					
	PRIMARY INVESTIGATING AGENCY ORI/NAME: [REDACTED] JESSAMINE COUNTY SHERIFF DEPT.					
	REPORTING OFFICER NAME: Mitch Watson				REPORTING OFFICER UNIT BADGE ID: [REDACTED]	
	PRIMARY OFFICER UNIT BADGE ID: [REDACTED]				VIDEO	
	REVIEWED BY: AUTO ACCEPTED				☒ YES ☐ NO	
WITNESS DATA	WITNESS SEQUENCE		WITNESS NAME			PHONE
	of					
	ADDRESS:					DATE OF BIRTH
	CITY:		STATE:	ZIP CODE:	SSN:	
	WITNESS SEQUENCE		WITNESS NAME			PHONE
	of					
	ADDRESS:					DATE OF BIRTH
	CITY:		STATE:	ZIP CODE:	SSN:	
	WITNESS SEQUENCE		WITNESS NAME			PHONE
	of					

NARRATIVE

10-27-24 at approximately 1830 HRS:

This deputy responded to [REDACTED] in reference to a motorized para glider crash in a field at the aforementioned location. Once I heard the call, I advised dispatch to make contact with the FAA and advise them of the incident. While en route with Deputy Reynolds, Gentry and Jarboe, Central Dispatch updated deputies, advising that the caller stated the pilot and passenger were cold to the touch and not breathing (leading emergency personnel to believe they were deceased on scene).

Once we arrived, Jessamine County Fire Department, EMS and Nicholasville Fire Department were already on scene assessing the patients in the field. Observing the scene, the apparatus was flipped over on top of two individuals, a male and female that were advised by EMS to be deceased. I made contact with Detective Meyers of this agency to which he advised to make sure the scene is contained and start an entry/exit log. Deputy Reynolds made contact with the original reporting party after shutting down one lane of [REDACTED] while Deputy Gentry shut down the other lane of travel on [REDACTED].

I made contact with Lieutenant Schlernitzauer and advised him of the situation. I then had units start a perimeter with caution tape and Deputy Mansur completed a entry exit log on scene. I then made contact with Jessamine County Emergency Management, Johnny Adams. We completed a conference call with the FAA as well as the NTSB, corroborating / disseminating information and figuring out which agency is to take over the scene. The representative of FAA (Louisville), Ben Mayberry, advised that they would take over the scene but not until they would be able to send someone next date around approximately 0900 hours. Further, they stated that once the coroner arrived, they could extract the bodies from the apparatus.

Soon after, I observed the criminal investigations division arrived and accident reconstruction arrived on scene to fulfill their needs within the investigation. I was told by the FAA/NTSB to try and have a deputy stay on scene over night until they could get an investigator on scene.

After all emergency personnel on scene were complete with their investigation(s), I stayed on scene to

provide over watch until 0000 hours, then, Deputy Mansur took over until approximately 0400 hours, then, Deputy Jarboe relived him until he was relieved by day shift around approximately 0600 hours. After I cleared the scene, I booked in property belonging to the deceased pilot of the para glider [REDACTED] provided to me by Lance (Jessamine County Coroner's Office). The property I booked into evidence was a wallet, a \$5.00 bill in U.S. currency and a contacts case. I was told by admin that it would be picked up by the daughter the following day. As requested to me by the FAA, they wanted [REDACTED] pilot's certificate which I located within the wallet. I provided them to Detective Meyers for the report.

The news attempted to call in and / or drive with their car on the scene to obtain information during my tour of duty but were told to leave the scene and / or call next date during business hours to speak with someone.

Nothing further to add at this time.

Body worn camera activated.