

On 09.08.12 at 1735 hours, I was dispatched to report of a plane crash near [REDACTED] and [REDACTED] Saddle Ridge Road, Latah County, Idaho. Dispatch reported a plane had crashed and started a grass fire in a field. Deputy Tyler Bollman and I responded to the scene for north U.S. 95. At 1743 hours, I arrived at the crash site at the end of a long gravel driveway. The access to the field was through a gate and over a small rise. When I arrived at the end of the driveway, I saw dark black smoke off to the east of my location. I contacted Deputy Bollman by radio and checked if there were injuries or fatalities involved in the crash. Deputy Bollman said there was one fatality. I walked into the crash scene which was on the side of grass covered hill. I saw an area had been burned approximately one hundred yards in diameter around the crashed plane. In the center of the burn area, I saw the remnants of an airplane that was on fire. I saw a wing, twisted metal, wires, and other airplane parts. I saw several people at the crash scene including Sheriff Rausch. The information I received at the scene was the plane was doing some aerobatic maneuvers and crashed into the side of the hill. The plane apparently spiraled into the side of the hill at a high rate of speed. I activated my vidmic and walked around the crash area documenting the scene before the Moscow Fire Department arrived to extinguish the flames.

[REDACTED]

[REDACTED] At approximately 1756 hours, the first fire apparatus from the Moscow Fire Department at the scene and started extinguishing the fire. I conferred with Sheriff Rausch and decided to request the Idaho State Police take over the scene and assist the Federal Aviation Administration (FAA) with the investigation. I had dispatch contact both agencies. Dispatch advised ISP was enroute and the FAA would be enroute after getting a team together in Spokane.

I spoke with Debbie Carscallen who is a Paramedic and member of the Moscow Fire Department. She asked whether the coroner had been advised of the plane crash and I told her no. Debbie contacted the

Deputy Coroner Carey Howe and advised her of the fatality. Carey later advised she was in contact with the FAA and they weren't immediately responding to the scene. I spoke with Sgt. Adamson of the Idaho State Police and he said they only had two troopers on for Region 2. [REDACTED]

[REDACTED] I had dispatch contact the FAA and they requested we set up a crime scene until morning when an investigator could respond to the scene. At that time, we set up crime scene security and called out deputies to assist with watching the scene throughout the night. [REDACTED]

[REDACTED] I returned to the Sheriff's Office and started an incident report. I did not have the name of the pilot at that time.

On 09.09.12, I learned the name of the pilot was William Randolph Humble [REDACTED] from media reports. On 09.12.12, I downloaded my vidmic onto disc and entered it into evidence at the Sheriff's Office.

Gregory E. Pannell #322

Deputy Signature

Date

Supervisor Approval: _____

Date

On 9/8/2012, at approximately 1741 hours, I responded approximately .4 miles south of 4 Mile Road on Saddle Ridge Road Viola, Latah County, Idaho for a report of an aircraft crash. The crash occurred above the residence of [REDACTED] Saddle Ridge Road in a horse pasture owned by Robert Larson who lives at [REDACTED] Saddle Ridge Road, Viola, Idaho. When I arrived I could see smoke coming from the east. I parked my patrol vehicle in the field access road just before the gate of the field entrance. I got my fire extinguisher from my patrol vehicle and walked east through the gate of the field. I walked over the grass hill and saw approximately 15 people; some were just watching and others trying to extinguish the flames of the fire. Robert Larson was on a tractor going around the fire to prevent it from spreading further. I continued to walk towards the plane crash because the plane still had 3-4 foot flames coming from it. I gave my fire extinguisher to Sheriff Wayne Rausch, who attempted to extinguish the flames but was unable to do so.

[REDACTED]

When Sergeant Greg Pannell arrived on scene I attempted to identify the pilot of the aircraft. I spoke with Walter R. Walker about his involvement. Walker said he was attending a Republican Party event at the residence of [REDACTED] Saddle Ridge Road, Viola, Idaho when two aircraft started to put on an aerial show for the attendants of the party. Walker said he witnessed the aircraft start to spiral out of control then he lost sight of it but he heard the aircraft hit the ground. Walker said he did not know the pilot but Gerald E. Weitz would know the pilot because Weitz hired him to do these maneuvers for the party. I also spoke with William M. Greene who was also in attendance at the party. Greene said the aircraft was attempting to do a maneuver that the plane was not capable of doing and started to spiral. Greene said he saw the plane spiraling toward the ground but didn't see the impact because it was out of his line of sight. I also spoke with Thomas W. Lawford who gave the same report as Walker and Greene. Lawford said once he saw the aircraft go down he grabbed a fire extinguisher and went to the aircraft. Lawford attempted to put the fire out with the extinguisher. Walker, Greene and Lawford all said they did not know the pilot in the aircraft.

The wing closes to the body on the east side was intact but did have dents and metal damage. The wing on the west side was not recognizable as an airplane wing. I could see the engine located in the middle of the two wings and next to the engine was a propeller with only one propeller still attached.

At approximately 1814 hours, I made contact with Weitz at his residence of [REDACTED] Saddle Ridge Road, Viola, Idaho to attempt to identify the pilot of the aircraft [REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The Federal Aviation Administration (FAA) was unable to arrive on scene to investigate but said they would be there in the morning to conduct there investigation. I stayed on scene until approximately 0038 hours to keep the scene secure. I was relieved from the scene by Deputy Justin Anderson who kept the scene secure until the FAA arrived.

All photos of the crash scene have been booked into evidence.

Deputy Tyler Bollman 323

Deputy Signature

Date

Supervisor Approval: _____

Date

On September 8, 2012, at about 2045 hours, I checked on duty and was asked to go to the Sheriff's Office. At the Sheriff's Office I was advised that swing shift deputies were on scene of a sea plane crash. The crash was in a field near [REDACTED] Saddle Ridge Road, Viola, Latah County, Idaho.

When I arrived at the Sheriff's Office, I was instructed to start calling deputies for scene security. I contacted Sgt. Damon Carpenter and Deputy Justin Anderson, to serve as security for the scene until 0800 hours.

I was also instructed to find Gerald Weitz who had hired the plane pilot to perform an aerial stunt show for a BBQ he was hosting at the time of the crash. It seemed that Gerald was the only person that could confirm the name of the pilot. I attempted to make contact with Gerald at his residence at [REDACTED] Saddle Ridge Road, and at his son's (Dustin Weitz) residence at [REDACTED] Four Mile Road. I was unable to locate Gerald at either residence. A message was also left at Dustin's work place in an attempt to get him to call the Sheriff's Office to see where his father was located.

I met with Deputy Tyler Bollman at the crash scene. I was checking to see if Bollman had received food or if he needed a break from the crash scene. Deputy Bollman stated he did not need a break and his wife was bringing him lunch. From Deputy Bollman's position, he was able to look down at the crash scene. In the headlight of the vehicle I saw the remnants of the airplane. I noticed the wreckage had a red and silver colored stripe on it.

Lieutenant Brannon Jordan asked if I would keep trying to get a hold of Gerald and find out the pilot's name. The possible name we had for the pilot was William (AKA: Randy) Humble. Randy lived at [REDACTED] Courtney Street in Moscow. I went to Randy's residence and knocked on the door. After nobody came to the door, I looked inside and saw a picture of a sea plane with red and silver stripes hanging on the south entry hall wall.

As I was leaving the residence, I noticed the side door to the garage was open. I entered the garage to see if I could find the last known vehicles we had in our computer system that Randy owned. Randy owned a 2006 red Dodge Dakota car with Idaho license plate [REDACTED] and a 1995 blue Dodge pickup with Idaho license plate [REDACTED]. While in the garage I located a photograph of a small red, white, and silver sea plane. I recorded the tail number and I provided that information to dispatch when I got back to the Sheriff's Office.

I called and asked Whitcom dispatch to have a Washington police officer drive by the Pullman-Moscow Regional Airport to see if they could locate one of Randy's vehicles at the airplane hangers. I was contacted by a Pullman Police Officer who said they did not see a vehicle in plain view matching the description I gave Whitcom, but suggested that the vehicle could be inside one of the hangers.

Latah County Sheriff's Office

Cpl. Mike Neelon #336

Report # 1204606

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At about 0700 hours, while ending my shift, I relayed the request for day shift deputies to continue looking for Gerald and to get the name of the pilot.

Deputy Signature

Date

Supervisor Approval: _____

Date

At 0732 hours on 9/9/12, I arrived in the area of Four Mile Road and Saddle Ridge Road, near Viola, Latah County, Idaho, to relieve Sgt. Carpenter for security at a plane crash site. Rob Larson, the property owner, was on scene with Carpenter and said he'd witnessed the crash. Before he left, I had him complete a written statement. While I was on scene waiting for the arrival of an FAA representative, Gerald and Consuelo Weitz drove to the fence bordering the crash site from their property. They also told me they'd witnessed the crash and Gerald completed a written statement before leaving. Gerald and Consuelo are pilots and were very familiar with the Lake aircraft, as they had previously owned one. Gerald told me the pilot of the plane, Randy Humble, was supposed to just do a fly by while there was a gathering of Republicans at the Weitz residence. For unknown reasons, Humble started circling and was dropping streamers from the plane. The plane stalled, went into a spin and crashed into a field. Weitz told me Humble was a very experienced pilot and also a close friend. He said Humble's ex-wife had been notified and she was going to notify his two grown children, who were camping in Yellowstone.

A KLEW reporter arrived at the gate to take photographs of the crash scene at about 0930 hours. I directed her to the Larson residence and told her that was probably the best location to take pictures from. Amy Larson was on scene on a four-wheeler and the reporter was given the okay by her to take pictures from their property.

At 1017 hours, FAA representative John Bianco arrived on scene with Gerald and Consuelo. Bianco was very surprised when he discovered the type of plane that had crashed. He told me he had been given very little information and thought it was possibly an ultra-light type aircraft. He was also pleased that Gerald and Consuelo were experienced pilots and witnesses to the crash. I gave Bianco Larson and Gerald's written statement for his investigation. While there, Bianco spoke by phone to Tealeye Cornejo of the NTSB. He told me the clean-up was the responsibility of the plane's insurance company or the pilot's family. Bianco left the scene at about 1200 hours. Before leaving, he told me there was no reason for anyone to remain at the crash site. Before clearing the area, I contacted Amy Larson and passed on the information Bianco had told me.

I spoke by phone to Rob Larson the morning of 9/14/12. He told me Don Morris of Don's Discount Airplane Salvage out of Deer Park, Washington, was coming out today at about 0900 hours to clean-up the crash site.

Deputy Signature

Date

Supervisor Approval: _____

Date