

Narrative

BUCKEYE POLICE DEPARTMENT
INFORMATION REPORT

OFFICER: MORROW [REDACTED]
DR #: [REDACTED]
DATE/TIME: 021616/1352
REF: AIRPLANE CRASH
LOCATION: 3000 S PALO VERDE RD
CITY: BUCKEYE
ST: AZ

NARRATIVE:

ON 021616 AT APPROXIMATELY 1352 HOURS I RESPONDED TO AN EMERGENCY TRAFFIC CALL INVOLVING A PERSON THAT WAS TRAPPED INSIDE OF AN AIRPLANE. UPON ARRIVAL I BRIEFLY MET WITH CALLER/AIRPORT MANAGER JOHN MCMAHON WHO STATED THE PILOT WAS UNRESPONSIVE. I IMMEDIATELY RAN OVER TO WHERE THE PILOT WAS LOCATED AND OBSERVED NO MOVEMENT OR VERBAL RESPONSE. THE PILOT WAS IN A DILAPIDATED POSITION WITH HIS HEAD IN A VERTICAL POSITION ON THE GROUND.

OFFICERS PARSON ARRIVED MINUTES AFTER MYSELF WHOM I KNOW TO BE A MEDIC FROM PAST EMPLOYMENT. OFFICER PARSON CHECKED FOR A PULSE ON THE PILOT'S RIGHT WRIST WITH NEGATIVE RESPONSE. BUCKEYE VALLEY FIRE AND CITY OF BUCKEYE FIRE ARRIVED ON SCENE AND WANTED TO INITIALLY EXTRICATE THE PILOT; HOWEVER, DID NOT. [REDACTED]

[REDACTED]

FIRE FIGHTER JOE FRAZIER STATED THE PILOT WAS PRONOUNCED DECEASED AT 1410 HOURS. FIRE FIGHTER FRAZIER STATED HE LATER SPOKE WITH DR. NARANG OF THE BANNER ESTRELLA HOSPITAL AT 1417 AND WAS BRIEFED ON THE DECEASED PILOT. SGT. DETECTIVE BUTLER AND DETECTIVE CROTTEAU ARRIVED ON SCENE AND TOOK DISPOSITION.

THIS CONCLUDED MY INVOLVEMENT IN THIS MATTER.

Responsible LEO Signature: _____

Date

Approved by:

Supplement

ON 2-16-16, AT APPROXIMATELY 1506 HOURS, I WAS DISPATCHED TO 3000 S PALO VERDE RD, BUCKEYE AIRPORT, TO RELIEVE OFFICER MORROW AND CONDUCT SCENE SECURITY. I TOOK OVER THE CRIME SCENE LOG AS WELL. SHORTLY AFTER I WAS ADVISED TO ASSIST OFFICER BUCHANAN ON SCRIBING AS HE TOOK DIGITAL MEASUREMENTS OF THE SCENE. ONCE THE SCENE WAS CLEARED, I CLEARED THE SCENE.

MORRISON [REDACTED]

Tue Feb 16 21:27:18 MST 2016

Supplement

CAD Call info/comments

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REPORT OF A CRASHED AIRCRAFT

13:52:56 02/16/2016 - L MEDINA

AT THE BUCKEYE AIRPORT

13:53:05 02/16/2016 - L MEDINA

CALLER HAS BEEN TRANSFERED TO FIRE DEPT

13:53:33 02/16/2016 - L MEDINA

AIRPLANE IS CRASHED , PILOT IS IN THE RECKAGE

13:53:38 02/16/2016 - L MEDINA

623-698-2818

13:53:50 02/16/2016 - D JOHNSON - From: M MIKLUS

CODE 3

13:54:19 02/16/2016 - D JOHNSON - From: J PRESTON

CODE 3

13:54:38 02/16/2016 - L MEDINA

WEIGHT SHIFT TRECK 1 PERSON STUCK UNDER THE WRECKAGE , SUBJ IS NOT RESPONDING ,
NOTHING IS CURRENTLY ON FIRE

13:55:02 02/16/2016 - L MEDINA

CORRECTION ON ADDR AT TEH BUCKEYE AIRPORT CHANGED FROM 3000 S APACHE TO 3000 S
PALO VERDE RD

13:55:13 02/16/2016 - L MEDINA

THE CALLER ON THE PHONE COULD NOT GET THE SUBJ OUT IS TRAPPED

13:55:16 02/16/2016 - D JOHNSON - From: L BUCHANAN

CODE 3

13:55:22 02/16/2016 - L MEDINA

CALLER HAS DISCONNECTED FIRE IS CURRENTLY 17

13:56:13 02/16/2016 - L MEDINA

CONTACTING PUBLIC WORKS TO HAVE THEM RESPOND

13:57:23 02/16/2016 - L MEDINA

LEFT VM ON PW LOUIS VOICE MAIL

13:58:35 02/16/2016 - D JOHNSON - From: K MORROW

GOING TO BE N OF AIRPORT OVER BY THE OTHER HANGER

13:59:22 02/16/2016 - D JOHNSON - From: J WEEKS

NEXT AVIL UNIT RESTRICT ACCESS TO THE AIRPORT FOR EMERGENCY ONLY

13:59:44 02/16/2016 - D JOHNSON - From: K MORROW

W GO PAST ALL THE BIG PLANES TOT HE NORTH OR GET TO IT FROM THE OTHER WAY

13:59:51 02/16/2016 - L MEDINA

GOT A HOLD OF LOUIS W/PW IS ALSO RESPONDING TO ASSIST

14:00:05 02/16/2016 - D JOHNSON - From: K MORROW

THERE IS A PLANE GETTING READY TO TAKE OFF

14:00:40 02/16/2016 - D JOHNSON - From: J PARSONS

RUNWAY IS CLEAR

14:00:50 02/16/2016 - D JOHNSON - From: C HALE

NOTIFY FIRE TO ACCESS FROM THE RUNWAY

14:00:55 02/16/2016 - D JOHNSON - From: K MORROW

GOING 903

14:01:30 02/16/2016 - D JOHNSON - From: J WEEKS

ONE TO CLOSE MAIN ENTRANCE ONE TO CLOSE NORTH ENTRANCE

14:01:35 02/16/2016 - D JOHNSON - From: L BUCHANAN

I WILL COVER THE MAIN ENTRANCE

14:01:40 02/16/2016 - D JOHNSON - From: J PARSONS

FIRE 23

14:02:03 02/16/2016 - D JOHNSON - From: M MIKLUS

NOTIFY AIRPORT MANAGER

14:02:35 02/16/2016 - D JOHNSON - From: C SURACE
LET THEM KNOW WE NEED TO SHUT DOWN THE RUNWAYS
14:03:06 02/16/2016 - D JOHNSON - From: M MIKLUS
AIRPORT MANAGER IS 23 HE IS SHUTTING DOWN THE RUNWAYS
14:03:17 02/16/2016 - D JOHNSON - From: J WEEKS
2 MINUTES OUT
14:03:34 02/16/2016 - D JOHNSON - From: J WEEKS
INCIDENT COMMAND AIRPORT MANAGERS OFFICE
14:03:43 02/16/2016 - D JOHNSON - From: J WEEKS
GET 3038 OUT TO THE AIRPORT
14:03:55 02/16/2016 - D JOHNSON - From: J WEEKS
MEDIA IS ALLOWED AT THE ENTRANCE ONLY
14:04:06 02/16/2016 - L MEDINA
CONTACTED 3038 HAS BEEN NOTIFIED
14:04:45 02/16/2016 - D JOHNSON - From: C COSGROVE
NORTH FENCE SHUT DOWN
14:05:23 02/16/2016 - D JOHNSON - From: J WEEKS
NEED ANOTHER UNIT SOUTH ENTRANCE S OF T13
14:07:31 02/16/2016 - J MEDINA
L13 REQ'D FAA TO SHUT DOWN AIRPORT / S13 ADV AIRPORT MANAGER WAS DOING THAT
14:08:01 02/16/2016 - D JOHNSON - From: C SURACE
SPOKE TO AIRPORT MANAGER AIRPORT IS SHUT DOWN
14:10:03 02/16/2016 - J MEDINA
AIRPORT MANAGER OUT WITH SGT MILLER/ SGT WEEKS ENRT
14:11:38 02/16/2016 - D JOHNSON - From: K MORROW
FIRE CONFIRMED 903 AT 1410
14:12:21 02/16/2016 - J MEDINA
SGT WEEKS ADV THE MANAGER HAS NOT ADV FAA
14:12:27 02/16/2016 - D JOHNSON - From: J WEEKS
AIRPORTMANAGER CONFIRMED HE HAS NOT MADE THE CALL
14:13:00 02/16/2016 - J MEDINA
D1 ADV HE WOULD MAKE THE CALL
14:13:31 02/16/2016 - D JOHNSON - From: K MORROW
MAROON IN COLOR, N107SB
14:13:52 02/16/2016 - J MEDINA
POSS GLIDER
14:14:21 02/16/2016 - M CASTELAMARE
INCIDENT TEXT SENT OUT AT 1400
14:14:26 02/16/2016 - D JOHNSON - From: K MORROW
SER 000608 LIGHT SPORT
14:15:48 02/16/2016 - D JOHNSON - From: J VIRGADAMO
TO S13 CID WANTS TO NAJE ANYTHING INSIDE THE RESTRICTED AREA THE CRIME SCENE
14:16:13 02/16/2016 - D JOHNSON - From: K MORROW
1 OCCUPANT
14:16:41 02/16/2016 - D JOHNSON - From: K MORROW
1 SEATER GLIDER 903 AT 1410
14:19:50 02/16/2016 - L MEDINA
CALL TAKER CALLED THE PHONE NUMBER BACK TO SEE WHO MADE THE REPORT OF THIS CALL
, SPOKE WITH RP JOHN MCMAHON [REDACTED] @ OUTSIDE SPEAKING WITH SGT BUTLER
14:19:57 02/16/2016 - D JOHNSON - From: V BUTLER
FAA NOTIFIED WAITING ON TRANSFER TO NTSB
14:22:39 02/16/2016 - D JOHNSON - From: L BUCHANAN
PW IS HERE
14:25:57 02/16/2016 - D JOHNSON - From: J WEEKS
TO T13 HAVE AN OFFICER ESCORT PW IN

14:26:02 02/16/2016 - D JOHNSON - From: L BUCHANAN
THEY AREA ALREADY IN

14:26:13 02/16/2016 - D JOHNSON - From: J WEEKS
HAVE AN OFFICER INTERCEPT THEM AND BRING THEM BACK HERE

14:27:06 02/16/2016 - D JOHNSON - From: V BUTLER
NTSB NOTIFIED, GOING TO DO OUR INVESTIGATION HAVE M.E. PICK UP AND THEN THEY
WILL CONDUCT THEIRS AFTER

14:34:20 02/16/2016 - D JOHNSON - From: R DEMARO
HEADING OUT WITH PW TO PUT UP THE EXITS FOR THE RUNWAY

14:38:30 02/16/2016 - D JOHNSON - From: L BUCHANAN
COPTERS ABOVE AND MEDIA 23

14:38:40 02/16/2016 - D JOHNSON - From: J WEEKS
KEEP THEM AT THE MAIN GATE

14:38:43 02/16/2016 - D JOHNSON - From: L BUCHANAN
3038 IS HERE

15:02:51 02/16/2016 - D JOHNSON - From: R DEMARO
17 103 TO GET EQUIPMENT

15:44:18 02/16/2016 - D JOHNSON - From: C COSGROVE
RELIEVED BY BUCKEYE 1

15:46:52 02/16/2016 - D JOHNSON - From: L BUCHANAN
CLEAR THE MAIN GATE OUT AT THE COLLISION SCENE

16:11:10 02/16/2016 - L MEDINA
CONTACTED WEST FARGO , ND POLICE DEPT TO FIND ABOUT VEH REG FOR JAMES ON HOLD

16:18:01 02/16/2016 - L MEDINA
[REDACTED]

16:52:25 02/16/2016 - L MEDINA
[REDACTED]

17:24:10 02/16/2016 - C ARLAK
M.E OFFICE ARRIVED

18:37:40 02/16/2016 - D TUCEK - From: W CROTTEAU
[REDACTED]

19:10:22 02/16/2016 - B MARRS - From: W CROTTEAU
NOTIFY PHX CRISIS UNIT AND LET THEM KNOW THAT THE 101 DID NOT WANT TO STAY AND
SHE HAS LEFT, THEY ARE NOT HERE YET

Supplement

Buckeye Police Department
Incident Report

OFC: COSGROVE [REDACTED]
DATE/TIME: 02/17/2016 0745 HOURS
DR#: [REDACTED]
ADDRESS: 3000 S PALO VERDE ROAD
CITY: BUCKEYE
ST: ARIZONA

NARRATIVE:

ON February 16, 2016 AT 1352 HOURS I RESPONDED TO THE BUCKEYE MUNICIPAL AIRPORT LOCATED AT 3000 S PALO VERDE ROAD IN REFERENCE TO AN AIRCRAFT CRASH.

BUCKEYE POLICE COMMUNICATIONS STATED THE PILOT WAS STILL IN THE WRECKAGE AND WAS NOT RESPONDING.

I RESPONDED FROM THE FESTIVAL RANCH COMMUNITY WITH MY EMERGENCY LIGHTS AND SIRENS ACTIVATED.

AT 1404 HOURS I ARRIVED ON SCENE AND CLOSED THE NORTH ENTRANCE INTO THE AIRPORT LOCATED JUST WEST OF PALO VERDE ROAD JUST SOUTH OF PIMA STREET.

ONLY PERSONNEL I LET ENTER THE AIRPORT FROM THIS ENTRANCE WERE BUCKEYE FIRE DEPARTMENT EMPLOYEES RESPONDING TO THE CRASH SCENE.

AT 1544 HOURS I WAS RELIEVED BY BUCKEYE POLICE VOLUNTEER UNIT 'BUCKEYE 1'.

THIS CONCLUDES MY INVOLVEMENT IN THIS INCIDENT.

NO FURTHER INFORMATION AT THIS TIME.

COSGROVE [REDACTED]

Supplement

Buckeye Police Department
Incident Report

DET: A. Delgado [REDACTED]
DATE/TIME: 2/16/16 -
DR#: [REDACTED]
ADDRESS: 3000 South Palo Verde Road
CITY: Buckeye
ST: Arizona

SUPPLEMENT:

On 2/16/16 at 1518 hours, I arrived at the Buckeye Municipal Airport, 3000 South Palo Verde Road, Buckeye, Arizona, to assist with this investigation. I assisted Officer L. Buchanan #3188 with digital measurements of the scene.

During the search for additional aircraft debris I located a scan disc (SD) memory card on the ground near the downed aircraft. The location of the SD card was documented with the digital measurements and photographs.

Nothing Further

SupplementBUCKEYE POLICE DEPARTMENT
INVESTIGATION DIVISION

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OFC: L. BUCHANAN [REDACTED]
DATE/TIME: 02/16/16 1352 HOURS
DR#: [REDACTED]
REF: AIRCRAFT CRASH
ADDRESS: 3000 SOUTH PALO VERDE ROAD
CITY: BUCKEYE
ST: ARIZONA

NARRATIVE:

ON 02/16/16 AT APPROXIMATELY 1352 HOURS, I RESPONDED TO THE BUCKEYE AIRPORT LOCATED AT 3000 SOUTH PALO VERDE ROAD IN BUCKEYE, ARIZONA REFERENCE A AIRCRAFT CRASH. UPON MY ARRIVAL, I SHUT DOWN THE MAIN ENTRANCE TO THE AIRPORT AT THE REQUEST OF SGT. WEEKS. I REMAINED AT THIS LOCATION ONLY ALLOWING EMERGENCY VEHICLES TO ENTER THE AIRPORT. SGT. WEEKS LATER ADVISED ME THAT DETECTIVES ON SCENE REQUESTED THAT I OBTAIN THE TRAFFIC UNITS TOTAL STATION (SOKKIA EQUIPMENT) TO SHOOT THE SCENE OF THE CRASH AND CONSTRUCT A DIAGRAM FROM THE MEASUREMENTS.

UPON THE ARRIVAL OF THE EQUIPMENT, I RESPONDED TO THE CRASH SITE AND MET WITH CASE DETECTIVE B. CROTTEAU. DETECTIVE CROTTEAU WALKED ME AROUND THE CRASH SITE AND SHOWED ME ITEMS THAT HE WANTED DOCUMENTED. I LATER USED THE TOTAL STATION (SOKKIA) AND TOOK MEASUREMENTS OF THE CRASH SITE WITH THE ASSISTANCE OF SEVERAL DETECTIVES. THESE MEASUREMENTS WILL BE USED TO CONSTRUCT A DIAGRAM OF THE CRASH SITE.

NOTHING FURTHER.

L. BUCHANAN [REDACTED]

SupplementBUCKEYE POLICE DEPARTMENT
INVESTIGATION DIVISION

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OFC: Sgt. V. Butler [REDACTED]
DATE/TIME: 02-16-16
DR#: [REDACTED]
REF: Aircraft Crash - Fatal
ADDRESS: 3000 S. Palo Verde
CITY: Buckeye
ST: AZ

NARRATIVE:

On February 16, 2016, at approximately 1352 hours, I heard radio traffic of an airplane crash at the Buckeye Municipal Airport. I responded to the airport with Lt. Arlak. Preliminary information indicated that the aircraft, a small weigh shift powered glider, crashed on takeoff and was occupied solely by the pilot. Prior to my arrival, it was confirmed that the pilot's injuries were fatal. I arrived on scene and notified the FAA Operations Center at approximately 1412 hours. I provided the aircraft tail number and brief details of the incident. I was transferred to the NTSB and provided details of the incident. At approximately 1510 hours, I received a call back from Mike Huhn with NTSB. I provided the pilots name, date of birth and pilots license information. Huhn also spoke with Airport Manager John McMahon.

Det. Crotteau and I responded to the scene of the crash which was located in the northwest section of the airport. The aircraft, identified as a REVO Revolution, was on its top with the pilot still in the front seat. The pilot was wearing a helmet and was secured by a seatbelt prior to fire personnel cutting the belt. CSM Siefferman photographed the scene and aircraft. At approximately 1532 hours, I contacted the Office of the Medical Examiner and requested an investigator for the scene. At approximately 1614 hours, a representative from FAA arrived on scene and met with Det. Crotteau.

At approximately 1700 hours, I departed the scene with Det. Demaro.

Nothing Further.

Det. Sgt. V. Butler [REDACTED]
Buckeye Police Department

Supplement

BUCKEYE POLICE DEPARTMENT

CRIME SCENE INVESTIGATION NARRATIVE

CSM: JOE SIEFFERMAN [REDACTED]

DR#: [REDACTED]

DATE: 02/16/16

LOCATION: CITY OF BUCKEYE AIRPORT, 3000 SOUTH PALO VERDE ROAD

CITY: BUCKEYE

ST: ARIZONA

Deceased Pilot: James George III Aircraft: 2015, Evolution Revo

#N107SB
[REDACTED]

On Tuesday, 02/16/16 at approximately 14:15, Crime Scene Manager (CSM) Joe Siefferman arrived at the above location and met with Detective W. Crotteau and Officers assigned to the accident. CSM Siefferman was informed that the pilot was taking off in the above listed aircraft when the crash occurred. Emergency medical personnel responded to the scene and declared the pilot deceased.

CSM Siefferman photographed the scene. Officer L. Buchanan diagramed the scene and will be the subject of a separate report.

[REDACTED]

During the examination of the scene the following observations were made: Runway #17 is in a north south direction and is approximately seventy five feet wide (75'). Runway #17 is the western most runway. The aircraft was taking off from runway #17 in a southerly direction. The aircraft was located in the edge of the brush line west of runway #17 and south of the "E" crossover.

The aircraft was positioned on its left side with the front facing in a northern direction. The deceased was located in the front seat. The deceased was wearing tennis shoes, socks, blue jeans, underwear, polo shirt, a T-shirt and helmet. During the examination of the scene a "SD" compact disc was located on the ground in the path of the debris northeast of the airplane. The disc was collected for potential information for the FAA and NTSB investigation.

FAA Inspector Hansen responded to the scene to assist with the crash investigation. Inspector Hansen made arrangements for an airplane crash recovery company to respond to the scene to remove the airplane and debris.

At approximately 17:30 the Maricopa County Medical Examiner's Investigator arrived at the scene, case # 16 1310. The recovery personnel lifted the airplane from the ground allowing the deceased to be released from the airplane. Additional photographs were taken of the deceased pilot. The body of the deceased pilot was placed in a body bag and sealed with tag #3405445.

The following items were collected from the scene:

Items: 2JWS Aircraft documents from the plane.
3JWS ID cards from the pilot.
4JWS "Samsung" cell phone from the pilot.
5JWS Personal items from the pilot.
6JWS "Verbatim" 4GB, SD memory card, from the ground.

At approximately 19:50 the Maricopa County Medical Examiner's Investigator departed the scene and United Transport Service transported the body of the pilot from the scene.

At approximately 20:36 CSM Siefferman departed the scene. At approximately 21:00 CSM Siefferman secured the above listed items in the Crime Scene Processing room.

On Wednesday, 02/17/16 at approximately 10:45 the above listed items were secured [REDACTED] with Property and Evidence.

The digital images were downloaded to the Digital Imaging Management System (DIMS) and Evidence.com.

CSM Joe Siefferman [REDACTED]

SupplementBuckeye Police Department
Incident Report

OFC: MIKLUS [REDACTED]
DATE/TIME: 02/18/16 AT 1447 HOURS
DR#: [REDACTED]
ADDRESS: 3000 S PALO VERDE RD
CITY: BUCKEYE
ST: AZ

NARRATIVE:

ON 02/16/16 AT APPROXIMATELY 1352 HOURS WHILE ON PATROL IN A MARKED BUCKEYE POLICE VEHICLE I RESPONDED TO EMERGENCY TRAFFIC AT 3000 S PALO VERDE RD FOR AN AIRCRAFT CRASH. I RESPONDED WITH MY OVERHEAD LIGHTS AND SIREN.

I ARRIVED ON SCENE PARKED ON A RUNWAY AND TURNED ON MY BODY CAMERA. I MADE CONTACT WITH JOHN MCMAHON WHO ADVISED HE WAS BUCKEYE AIRPORT COORDINATOR. JOHN ADVISED HE HAD CLOSED THE AIRPORT AND NO OTHER PLANES SHOULD BE TAKING OFF OR LANDING.

I THEN MADE CONTACT WITH A MALE WHO ADVISED HE WAS THE OWNER OF THE PLANE. OFFICER PARSONS CAME OVER AND CONTACTED THE OWNER OF THE PLANE WHO WAS LATER IDENTIFIED AS STEPHEN BOHUS. I CONTACTED A FEMALE WHO WAS NEXT TO HIM. THE FEMALE ADVISED SHE WAS A STUDENT AND WITNESSED THE CRASH. SHE WAS IDENTIFIED AS NICOLE DE LUCA.

NICOLE ADVISED SHE OBSERVED JAMES GREEN THE PILOT ATTEMPT TO TAKE OFF WHERE THE VEHICLE WENT LEFT AND BACK RIGHT WHERE IT EVENTUALLY ROLLED OVER TO WHERE IT CRASHED. SHE PROVIDED ME WITH HER CONTACT INFORMATION AND ADDITIONAL INFORMATION ON THE PILOT.

I MADE CONTACT WITH NICOLE'S UNCLE WHO CAME TO WATCH HER AND WAS IDENTIFIED AS PETER FAHEY. I BRIEFLY SPOKE WITH PETER ABOUT THE INCIDENT. I BRIEFLY SPOKE WITH STEPHEN AND OFFICERS ADVISED THEM TO MOVE OFF THE RUNAWAY AND OVER TO THE COMMAND POST.

I DROVE OFF THE RUNWAY TO THE AREA OF THE COMMAND POST. I SPOKE WITH DETECTIVE CROTTEAU AND SGT DETECTIVE BUTLER WHERE I PROVIDED THEM WITH THE INFORMATION I HAD OBTAINED. I LATER WENT BACK INTO SERVICE.

THE BODY CAMERA FOOTAGE WAS UPLOADED TO EVIDENCE.COM

THIS CONCLUDES MY INVOLVEMENT.

SupplementBUCKEYE POLICE DEPARTMENT
INVESTIGATION DIVISION
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Det: Crotteau

DATE/TIME: 02/16/16 approximately 1355 hrs.

REF: Airplane Crash
-----**NARRATIVE:**

On 02/16/16 at approximately 1355 hrs. Sgt. Butler asked that I respond to the Buckeye airport for a plane crash. While responding I monitored the radio traffic for this call. There was only one occupant of the aircraft and he was pronounced deceased.

At approximately 1415 hrs. I arrived on scene. At this time I met the owner of the aircraft, Stephen Walter Bohus [REDACTED]. Bohus advised that the person flying the aircraft was James George, a person he recently met. Bohus advised that George received certification for this type of aircraft last week. Bohus advised that he was out on the tarmac watching the aircraft take off, that this was George's initial flight. Bohus advised that the aircraft appeared to stall on take off. Bohus advised that George had a lot of pilot endorsements however, this may have been George's seventh time flying this type of aircraft. Bohus advised that he had flown with George yesterday, that yesterday he (Bohus) was the pilot in command, that the aircraft was fine, there was a pre-flight inspection of the aircraft before George took off and they agreed that the aircraft was fine today. Bohus advised that he and the occupants of his vehicle, witnessed this incident. Bohus advised that most of the paperwork for the aircraft was under the rear seat.

At this time Ofc. Miklus advised that he had interviewed the people in this vehicle. Ofc. Miklus described the aircraft as going left then right and crashing. (see Ofc. Miklus's report and body camera video)

Myself and Sgt. Butler drive out to the crash site which was on the northwest side of the airport. I talked with Ofc. Morrow who advised that her and Ofc. Parson's found the pilot pulse less on arrival. Ofc. Morrow advised that Paramedic Joe Frasier had pronounced the pilot deceased at approximately 1417 hrs. Frasier confirmed that he cut the seatbelt shoulder strap and the jeans to get the leads on the pilot.

I walked up to the wreckage. I observed that the wing was upside down and the aircraft was upside down with the pilot pinned between the ground and his seat. I noticed that a lever on the right side of the aircraft marked "throttle" was in the "idle" position. I also saw on the dash another throttle knob that appeared to be pushed in. I am not sure that these two locations are connected.

I removed items from the left back pocket of the pilot. Included in these items were several pilot organizations, credit cards, CCW permits, pilot certifications and a North Dakota drivers license. All of these items identified James George.

At approximately 1510 hrs. I lifted the back seat and removed the aircraft information package. There was gasoline leaking in to this area. At

approximately 1555 hrs. I removed the cell phone from the victim while Sgt. Butler notified the Office of the Medical Examiner, FAA and NTSB. We were checking the cell phone for any contact information for next of kin.

At approximately 1615 hrs. Jacob Hansen, the FAA Investigator, arrived on scene. I provided Hansen the information that witnesses had provided. Hansen conducted his on-scene investigation.

Ofc. Buchanan and Det. Delgado located debris. Ofc. Buchanan and Det. Delgado documented and diagramed the scene.

At approximately 1725 hrs. I was able to contact Brenda Rorvig-George DOB: [REDACTED] Sgt. Butler had sent Tempe P.D. to an address in an attempt to notify James George's family of his death. Brenda advised that she was James George's ex-wife and that George had a girlfriend named Peggy that was staying with James in an RV Park in Mesa. Brenda advised that her children, Jessica and Cheyenne George were surviving children of James George. Brenda advised that she would notify her children and try to make contact with Peggy.

At approximately 1807 hrs. and 1816 hrs. I tried calling the cell phone number provided for Peggy. I received a message that indicated that the person was not able to answer the phone and the mailbox was full. I was disconnected. At approximately 1818 hrs. I sent a text message to the telephone number for Peggy.

At approximately 1835 hrs. I received a call from Peggy Sorge. I found that she had just completed a meeting at [REDACTED] I had dispatch send a Phoenix Fire Crisis Unit to her location. Peggy and I talked. She advised that they were staying at [REDACTED] in Mesa. The location is [REDACTED] RV Park.

Peggy advised that James had been in Boulder City Nevada last week and was certified by a Rebel Wallace in a similar model aircraft. Peggy advised that James George was going to Train Steve Bohus to fly this type of aircraft. Peggy advised that James George did not want to take anyone up with him until he felt safe in the aircraft.

Peggy advised that James was in a airplane crash in Fargo North Dakota in 2005. This accident caused James back pain and headaches. Peggy advised that James was taking no medications, no drugs and he was not a drinker. Peggy advised that James had been flying for a long time, was a corporate pilot flying large and small planes. When asked about a flight physical, Peggy advised that it was complicated and James has not had one since the 2005 accident.

Peggy advised that she last talked with James at approximately 0800 hrs. today when she left for work. Peggy advised that James told her he was going to be flying this plane today and that he was going to be training the owner in it. Peggy advised that James and Steve were introduced to each other by someone who knew Steve had an ultra light, Peggy thought they met around the 26th of January.

At this time I called Brenda Rorvig-George. I notified her that I had made contact with Peggy. Brenda advised that she had not been able to make contact with her oldest daughter or James daughter in North Dakota yet. She advised she would keep trying.

At approximately 1725 hrs. the Medical Examiners Office arrived on scene. Investigator Lyon #54 advised that this would be [REDACTED] and the autopsy would be on 02/20/16 with Dr. Hu. The seal used was [REDACTED]

There had been some delay in removing the body from the wreckage when the FAA Investigator found that the aircraft had a parachute recovery system which if launched could cause injury to anyone in the area. Investigator Hansen advised that NTSB had made arrangements for a tow company to remove the aircraft. The tow company employee would be able to disarm the parachute device.

At approximately 2030 hrs. Brenda Rorvig-George called me. She advised that all of the children and the mothers had been notified of the death. The vehicle James George had driven to the Buckeye Airport was placed in the BPD hanger for safe keeping.

At approximately 2100 hrs. this scene was clear.

Det. Crotteau [REDACTED]

Supplement

BUCKEYE POLICE DEPARTMENT
INVESTIGATION DIVISION

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Det: Crotteau

DATE/TIME:02/17/16 approximately 1120 hrs.

REF:Next of Kin

NARRATIVE:

On 02/17/16 at approximately 1120 hrs. I received a telephone call from Jennifer Beach. Jennifer advised that she is James George's oldest daughter and she would like to come out and pick up her fathers personal possessions. I told Jennifer that she could come out and the items would be released to her.

At approximately 1330 hrs. Jennifer Beach signed for the items of personal property and they were released to her by K. Winger.

Jennifer advised that since she was the oldest daughter she would be the point of contact for her sisters. This information was provided to the Office of the Medical Examiner.

Nothing further.

Det. Crotteau [REDACTED]

Supplement

BUCKEYE POLICE DEPARTMENT
INVESTIGATION DIVISION

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Det: Crotteau

DATE/TIME: 02/18/16 approximately 1435 hrs.

DR#: [REDACTED]

REF: Release of Sorge vehicle

NARRATIVE:

On 02/1/16 at approximately 1435 hrs. I received a telephone call from Peggy Sorge. She advised that her son was at the Buckeye Airport to pick up her vehicle.

I responded to the airport and released the vehicle.