



**Ohio Attorney General's Office
Bureau of Criminal Investigation
Investigative Report**



2024-1015

Officer Involved Critical Incident - 100 Block 8th Street, N.E.
New Philadelphia, Ohio 44663

Investigative Activity: Vehicle Processing (Tuscarawas County Sheriff Vehicle # [REDACTED])
Involves: Tuscarawas County Sheriff's Office
Activity Date: 04/03/2024
Activity Location: 2295 Reiser Avenue SE, New Philadelphia, OH 44663
Authoring Agent: Crime Scene Technician Michael Rostocil #204

SUMMARY:

On Monday, April 1, 2024, BCI Special Agents Larry Hootman, Chad Doran, and Crime Scene Technician Michael Rostocil assisted the Tuscarawas County Sheriff's Department with the processing of an outdoor crime scene located at multiple locations off E High Avenue in New Philadelphia, OH regarding an officer-involved critical incident. Arrangements were made with BCI Special Agent John Tingley to process the involved vehicles: Ford F150 Raptor (OH-FOG6603) and Tuscarawas County Sheriff Ford Interceptor vehicle # [REDACTED] on Wednesday, April 3, 2024.

DETAILS:

On Wednesday, April 3, 2024, at approximately 1030 hours, BCI SA Larry Hootman, Chad Doran and CST Rostocil arrived at 2295 Reiser Avenue SE, New Philadelphia, OH 44663 (Tuscarawas County Sheriff's Department) to process the Tuscarawas County Sheriff Ford Interceptor, vehicle # [REDACTED] recovered from 850 E High Avenue, New Philadelphia, OH 44663 on April 1, 2024.

Vehicle Data

MAKE	FORD
MODEL	INTERCEPTOR
YEAR	2022
COLOR	BLACK
VIN	1FM5K8AB2NGB75147
LICENSE STATE/NUMBER	OH/[REDACTED]
OWNER	N/A

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Investigative Report**



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SA Doran photographed the exterior and interior of the vehicle as it was found in a secured sally port (Figures #1-6). The vehicle exhibited damage to the driver side front end and airbags were deployed. The vehicle was searched for items of suspected evidence and several items of suspected evidence were located, photographed, and collected (Table 1, Items of Suspected Evidence) (Figures #7-12). Evidence from the front passenger side was located as items were being removed during the search. [REDACTED] s cell phone was located on the front driver floorboard and given to Captain Adam Fisher.



Figure #1 - Overall of vehicle

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Figure #2 - Overall of vehicle



Figure #3 - Overall of vehicle

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Bureau of Criminal Investigation
Investigative Report**



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Figure #4 - Overall front driver compartment



Figure #5 - Overall front driver compartment

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Investigative Report**



2024-1015

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Figure #6 - Overall front passenger compartment

Table 1 - Items of Suspected Evidence

Item	Description	Location
1	Metal fragment	Front passenger side
2	Blue ARCTERYX jacket	Front passenger side
3	Lift Ticket card w/ "MATT" written	Jacket pocket
4	Metal fragment	Front passenger side
5	HORNADY 9MM LUGER +P fired cartridge case	Inside black duty bag from front passenger side
6	Air bag w/ suspected blood (Sample A)	Steering wheel

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Investigative Report**



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Figure #7 - Item #1, metal fragment



Figure #8 - Item #2, ARCTERYX jacket

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Bureau of Criminal Investigation
Investigative Report



2024-1015

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Figure #9 - Item #3, lift ticket card w/ "MATT" written on it

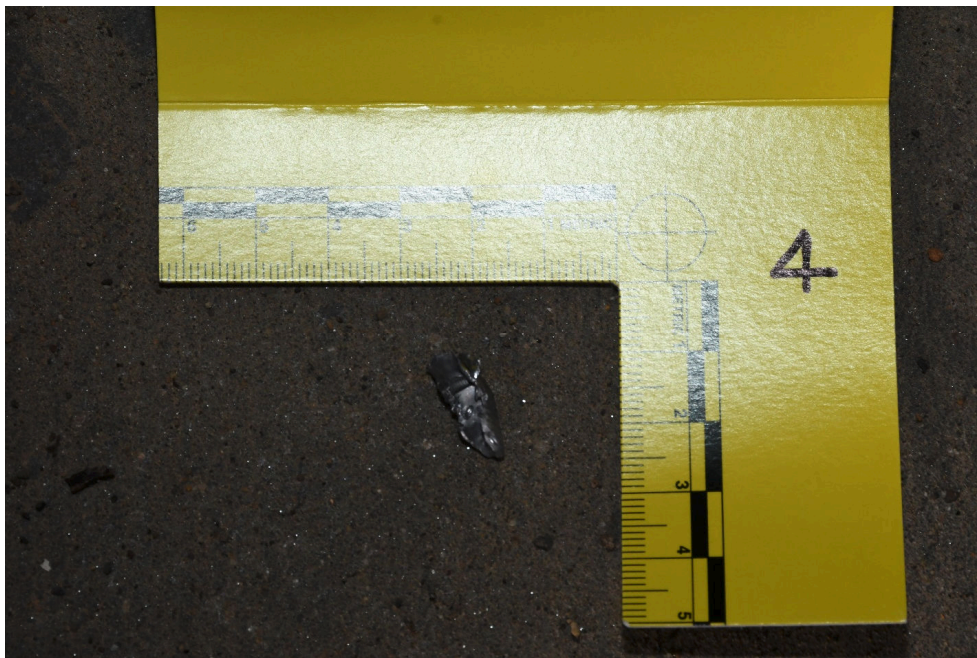


Figure #10 - Item #4, metal fragment

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Investigative Report**



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Figure #11 - Item #5, fired cartridge case



Figure #12 - Item #6, steering wheel air bag

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2024-1015

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The vehicle was examined for suspected ballistic impacts and two (2) suspected ballistic impacts were observed and photographed on the front driver door (BI 2.2 and BI2.3). This trajectory was a continuation from the defects labeled on the t-shirt (BI 2.0 & BI 2.1) the deceased subject, Matthew Flynn, was wearing at the time of the shooting (refer to IRW-3, Clothing Documentation report for details).

BI 2.2 was located on the interior front driver door (Figure #13). The defect was approximately 11.5 inches from the outer door edge and 11.5 inches from the bottom of the window. BI 2.2 was an entrance defect, circular in shape with a smooth margin. The bullet impacted the interior door traveling from passenger side to driver side. A corresponding exit defect (BI 2.3) was located on the exterior front driver door (Figure #14). The defect was approximately 11 inches from the outer door edge and 1 foot 4 inches from the bottom of the window. The defect was circular in shape with outwardly bent metal surrounding it.

A trajectory rod was placed between the impacts and the horizontal angle of impact was recorded as 92° and vertical angle of impact was recorded as 26° downward using an angle finder and protractor (Figures #15-18). The vehicle's front driver side tire was flat, and the vehicle was sloped approximately 3°. The vehicle was further documented using a Leica BLK360 3D scanner and the horizontal angle of impact was recorded as 92° and vertical angle of impact was calculated as 21° downward using the Leica Map360 Trajectory software (Figures #19-20).

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Investigative Report**



2024-1015

Officer Involved Critical Incident - 100 Block 8th Street, N.E.
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Figure #13 - Close-up of BI 2.2



Figure #14 - Close-up of BI 2.3

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Investigative Report**



2024-1015

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Figure #15 - Overall photo of trajectory



Figure #16 - Overall photo of trajectory

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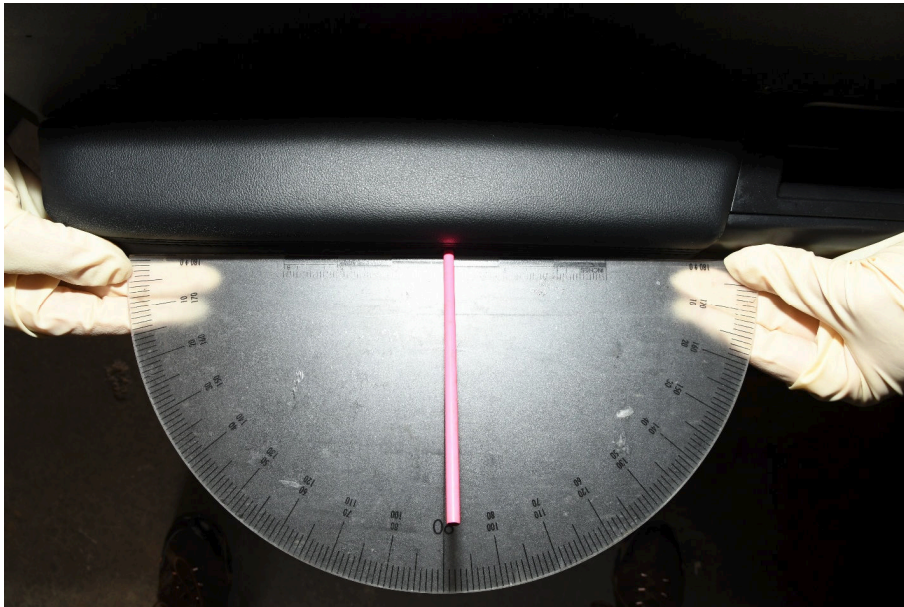


Figure #17 - Horizontal angle



Figure #18 - Vertical angle

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Investigative Report**



2024-1015

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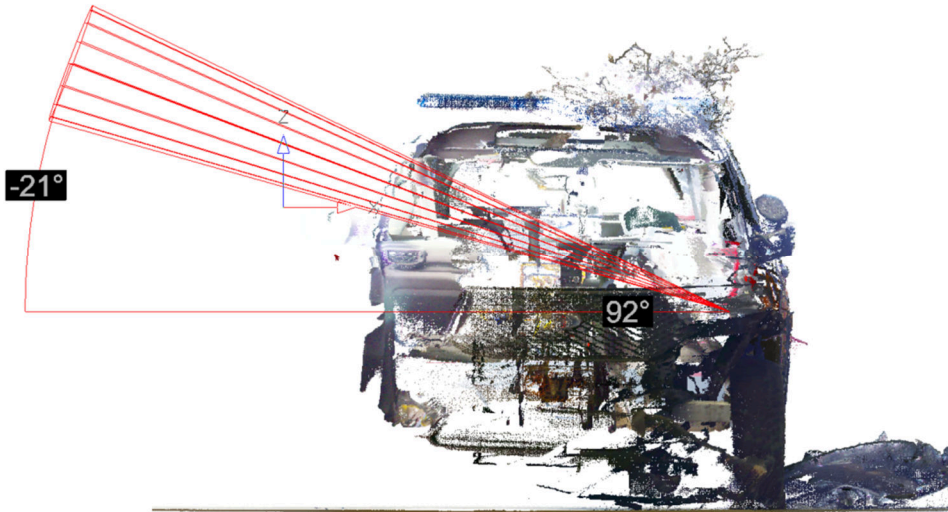


Figure #19 - Front view trajectory, Leica Map360

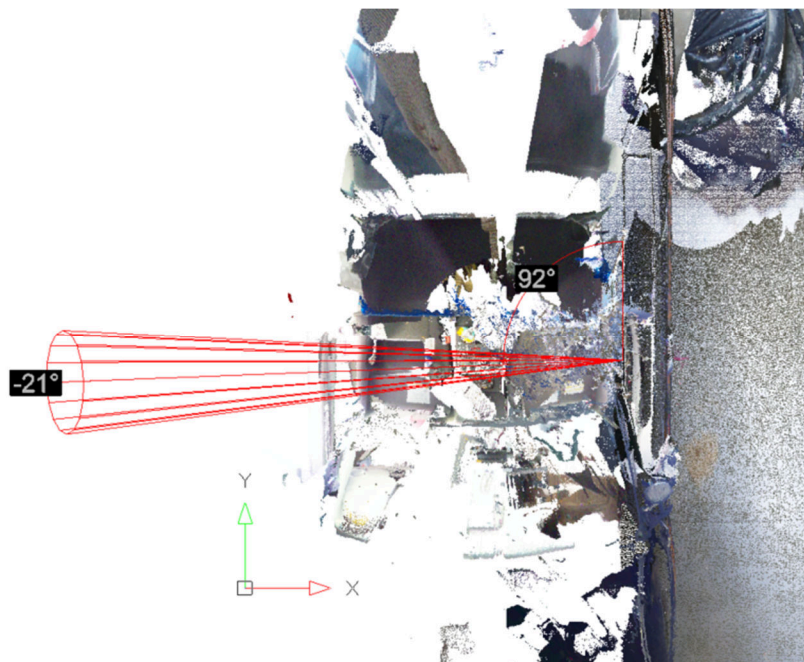


Figure #20 - Top-down view of trajectory, Leica Map360

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Investigative Report**



2024-1015

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An evidence inventory/receipt form was filled out and signed by CST Rostocil and a copy was uploaded into Matrix. CST Rostocil secured the evidence in his vehicle and transported the evidence to 4055 Highlander Pkwy, Richfield, Ohio (BCI Richfield Office). The evidence was placed into temporary evidence storage locker #4 at approximately 1420 hours and entered into Matrix. The photographs were uploaded into Matrix.

A copy of this report should be sent to:

Ohio BCI - Richfield Office
Attn: Special Agent John Tingley
Email: John.Tingley@OhioAGO.gov

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