



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



2023-0795

Officer Involved Critical Incident - 1433 State Route 7, Brookfield Township, Ohio 44403, Trumbull County

Investigative Activity: Vehicle Processing (Chevy 1500 pickup truck, OH-EHM9704)
 Activity Date: March 22, 2023
 Activity Location: 6844 Strimbu Drive, Brookfield, OH 44403 (Brookfield Police Department)
 Authoring Agent: Crime Scene Technician Michael Rostocil #204

SUMMARY:

On Wednesday, March 22, 2023 BCI Special Agent Daniel Boerner and Crime Scene Technician Michael Rostocil assisted Sheriff Paul Monroe and the Trumbull County Sheriff's Office with the processing of a vehicle located at 6844 Strimbu Drive, Brookfield, Ohio 44403 (Brookfield Police Department) regarding an officer involved critical incident. The vehicle was photographed as it was found and evidence was collected. The vehicle was diagrammed using a 3D scanner by Ohio State Highway Patrol Trooper Steven Tucci. The vehicle was processed with written/verbal consent by the vehicle owner.

DETAILS:

On Tuesday, March 21, 2023, SA Boerner and CST Rostocil processed a scene of an officer-involved critical incident located at 1433 State Route 7, Brookfield, OH. The vehicle within the scene had been towed to the Brookfield Police Department for further processing.

On Wednesday, March 22, 2023 at 1226 hours CST Rostocil arrived at the Brookfield Police Department and met with Detective Sergeant Aaron Kasiewicz and Ohio State Highway Patrol Trooper Steven Tucci. The vehicle, a blue 2-door Chevy 1500 pickup truck bearing Ohio registration #EHM9704 (VIN: 1GCEK14W5TZ185621), registered to a William Shafer, was located inside a locked garage at the Brookfield Police Department. CST Rostocil photographed the exterior of the vehicle and interior of the vehicle as it was found (Figures #1-9). It is important to note that the driver side door window was rolled down, the passenger side door window was reported to have been broken out or shot out by the officers, the rear middle window was reported to have been shot out, the front windshield was intact with suspected ballistic impacts. The passenger side rear window was wrapped in blue plastic at the scene by Trooper Steven Tucci to preserve the window during transport. All tires were inflated to 34psi.

Vehicle Data

MAKE	CHEVROLET
MODEL	1500
YEAR	1996
COLOR	BLUE
VIN	1GCEK14W5TZ185621
LICENSE STATE/NUMBER	OH/EHM9704
OWNER	WILLIAM SHAFER

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Figure #1 – Overall rear of vehicle



Figure #2 – Overall passenger side of vehicle

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Figure #3 – Overall front of vehicle



Figure #4 – Overall driver side of vehicle

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Figure #5 – Overall driver compartment



Figure #6 – Overall passenger compartment

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Figure #7 – Overall driver side dash area



Figure #8 – Overall passenger side dash area

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Figure #9 – Overall rear window

The vehicle was examined for suspected ballistic impacts and several suspected ballistic impacts were observed (Figures #10-19). The suspected ballistic impacts were photographed as they were found. The horizontal angle of impact and vertical angle of impact of the suspected ballistic impacts suitable for analysis were documented using an angle finder and protractor. Table 1 details each suspected ballistic impact and associated angles if applicable.



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Table 1, Suspected Ballistic Impacts

BI	Analysis	Direction of Travel	Vertical Angle (+/- 5°)	Horizontal Angle (+/- 5°)
1.0	Y	Back to front, driver side to passenger side	-3.0°	52.0°, Examiner's Back to Front
2.0	Y	Back to front, driver side to passenger side	-3.0°	52.0° Examiner's Back to Front
3.0	N	Back to front, passenger side to driver side	-	-
4.0	N	Back to front, passenger side to driver side	-	-
5.0	Y	Back to front, passenger side to driver side	-2.0°	48.0° Examiner's Back to Front
6.0	Y	Back to front, passenger side to driver side	-4.0°	46.0° Examiner's Back to Front
7.0	N	Back to front, driver side to passenger side	-	-
8.0	N	Back to front	-	-
9.0	N	Back to front, driver side to passenger side	-	-
10.0	N	Back to front, driver side to passenger side	-	-
11.0	N	Back to front, passenger side to driver side	-	-
Int. Pass. Door	N	Driver side to passenger side	-	-
Int. Pass. Floor Column	N	Driver side to passenger side	-	-
Steering Wheel	N	Unknown	-	-

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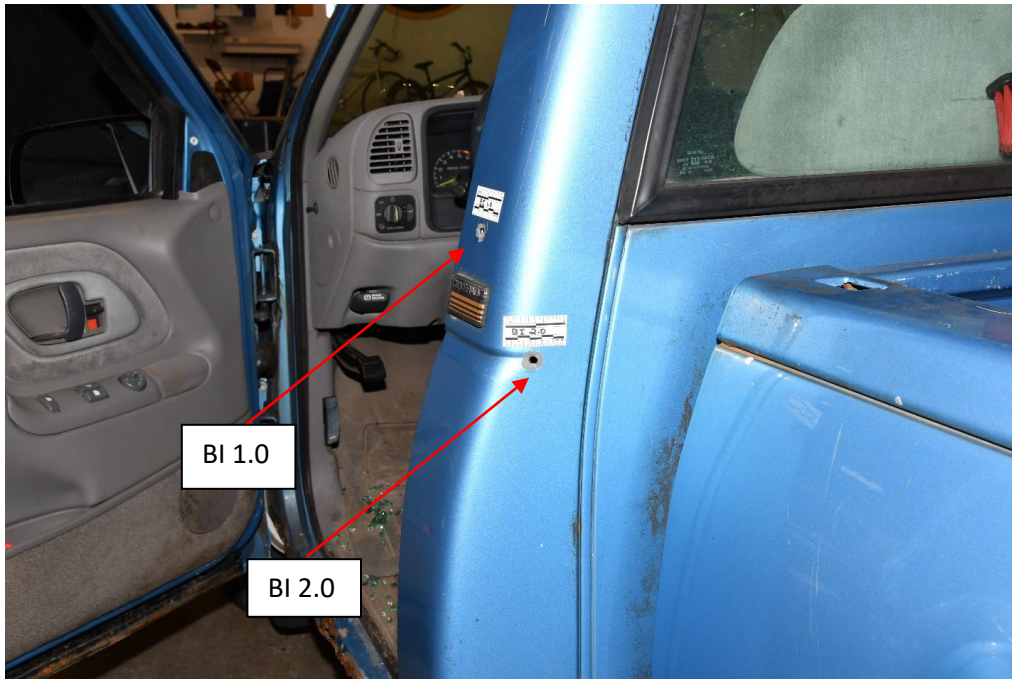


Figure #10 – BI 1.0 – 2.0, driver side B-pillar

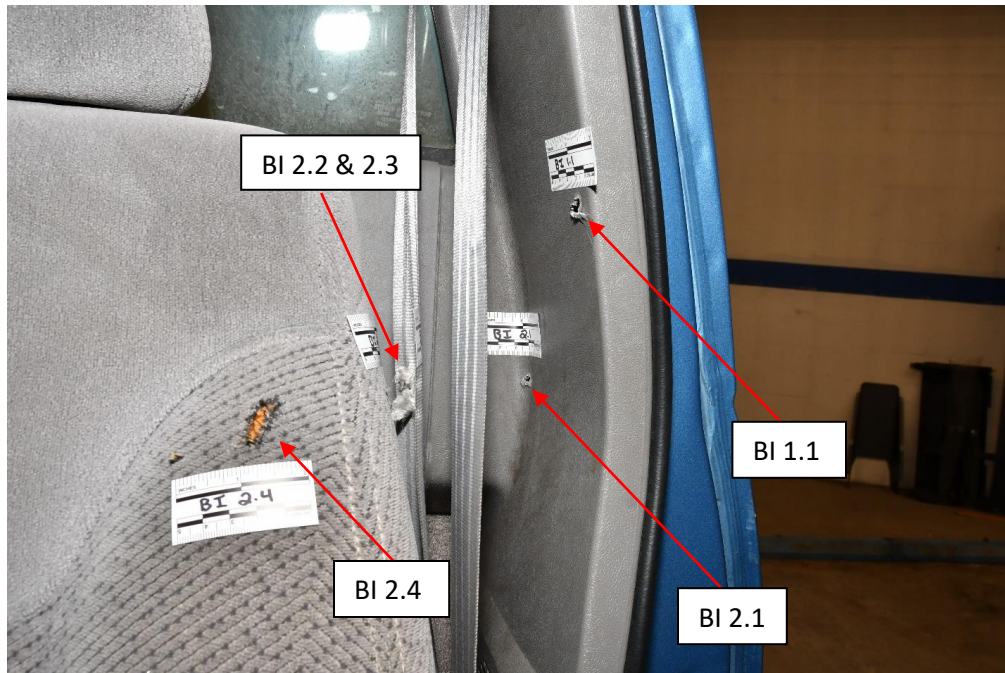


Figure #11 – BI 1.1, BI 2.1-2.4, driver side B-pillar, seatbelt strap, seat

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Figure #11 – BI 3.0-4.0, rear window and snowbrush

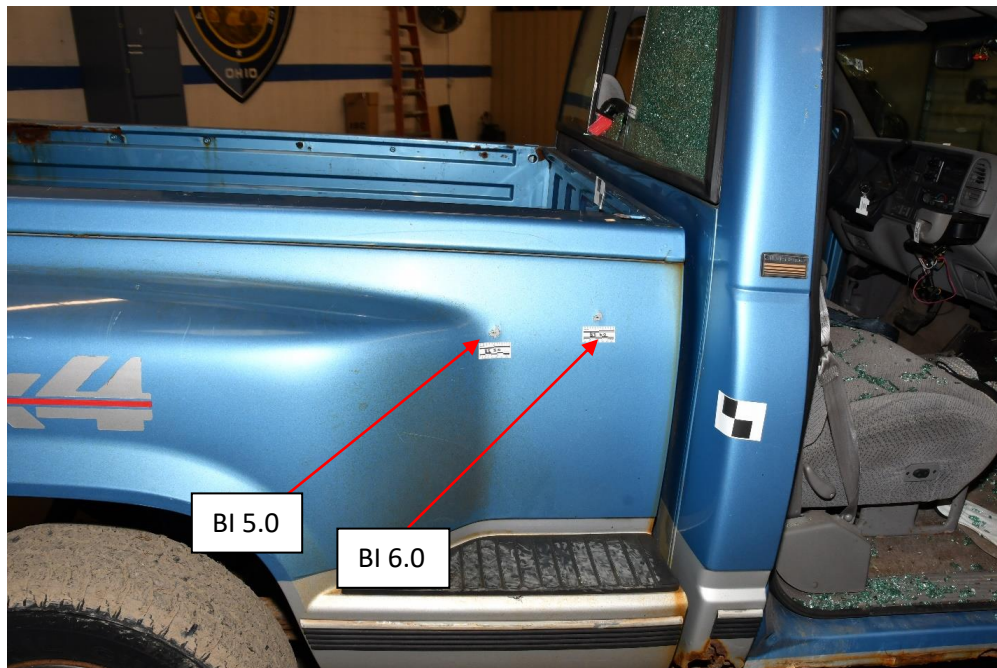


Figure #12 – BI 5.0-6.0, passenger side bed

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Figure #13 – BI 7.0-8.0, middle/passenger side dashboard

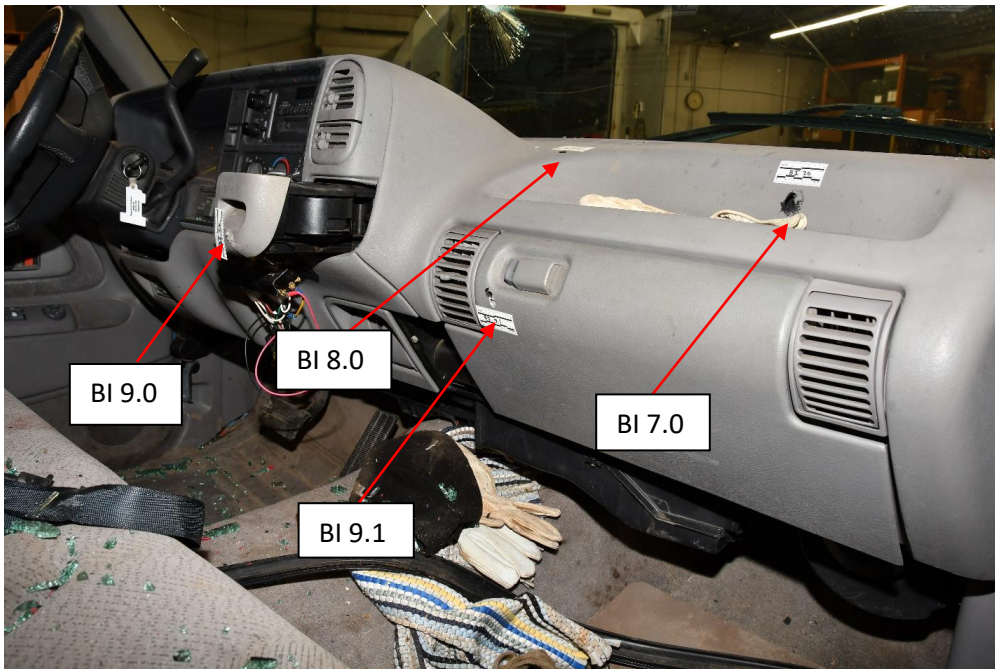


Figure #14 – BI 7.0-9.0 & 9.1, middle dashboard cupholder & glovebox

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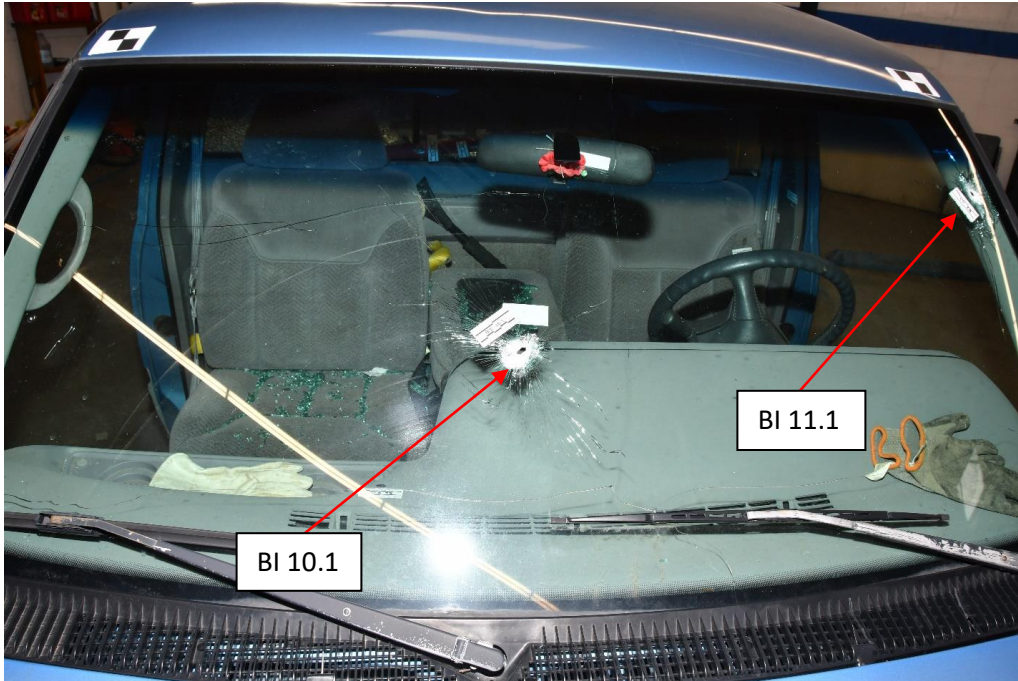


Figure #15 – BI 10.1 & 11.1, windshield



Figure #16 – Suspected ballistic impact, passenger floor column panel

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Figure #17 – Suspected ballistic impact, interior passenger door



Figure #18 – Suspected ballistic impact to steering wheel

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BI 1.0 was located on the exterior driver side B-pillar (Figure #19, BI 1.0). The ballistic impact was circular in shape. The bullet perforated the pillar (Figure #20, BI 1.1). No other ballistic impacts could be solely associated with this ballistic impact.

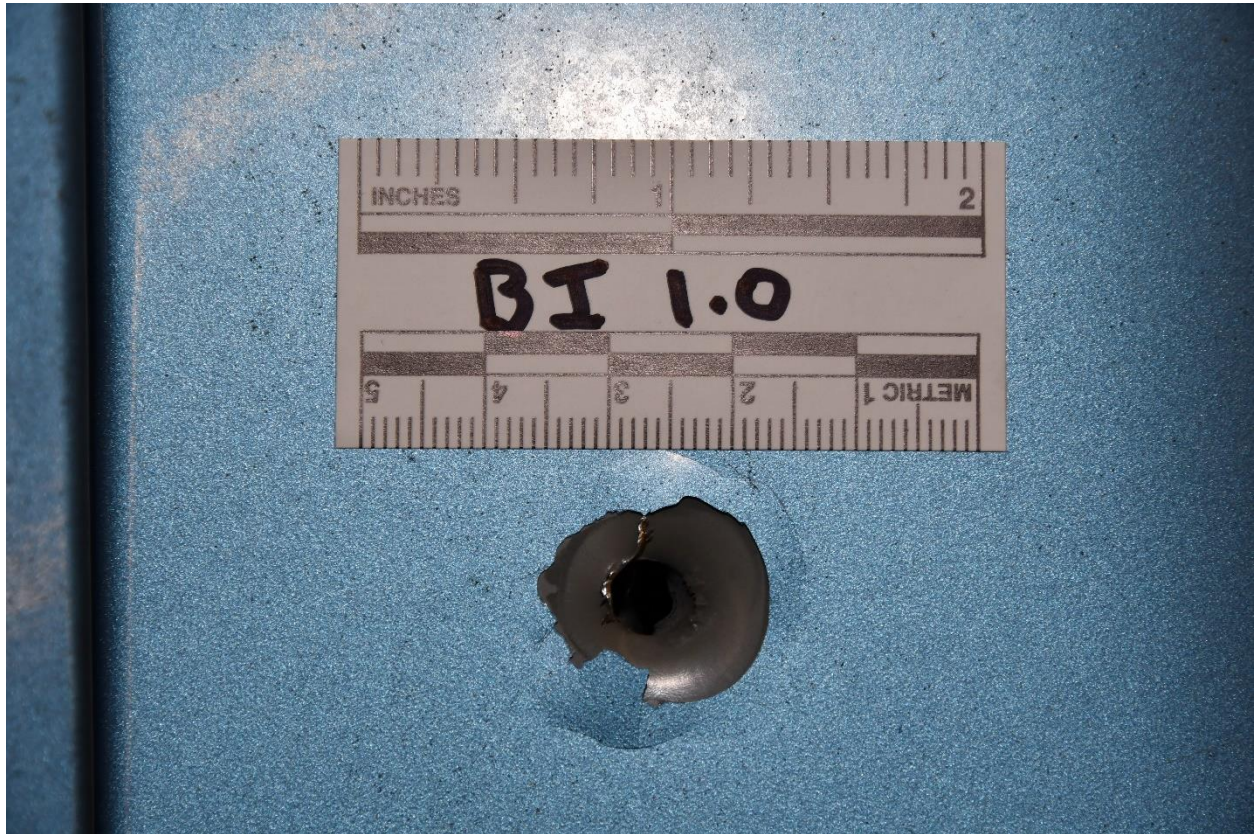


Figure #19 – BI 1.0, exterior driver side B-pillar

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Figure #20 – BI 1.1, interior driver side B-pillar

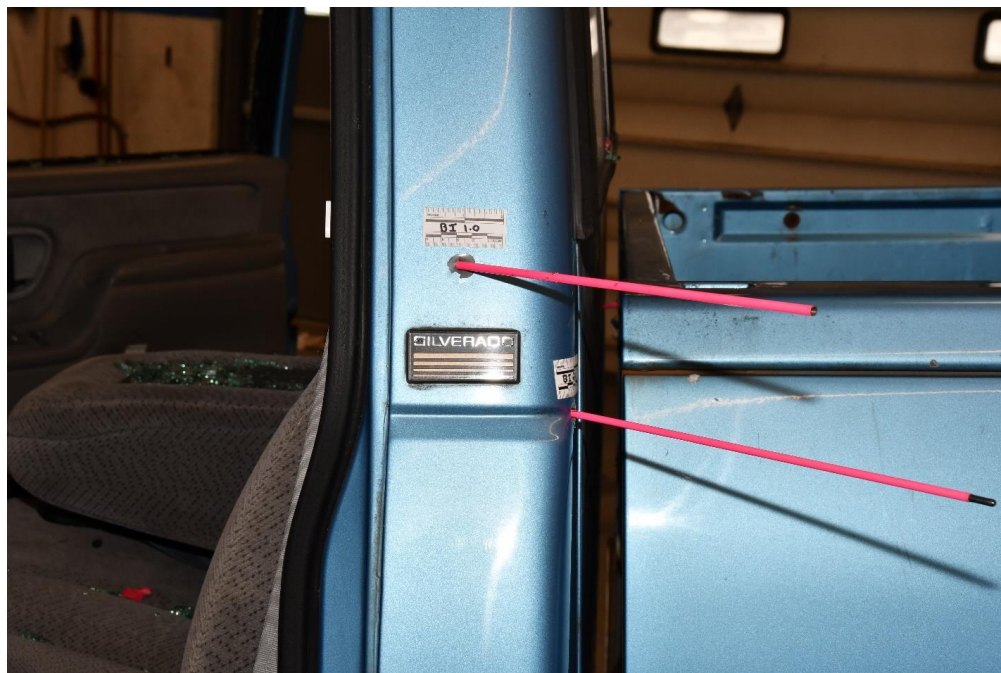


Figure #21 – Trajectory of BI 1.0-1.1

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BI 2.0 was located on the exterior driver side B-pillar (Figure #22, BI 2.0). The ballistic impact was circular in shape. The bullet perforated the pillar, the driver seatbelt strap, and the driver seat (Figures #23-26, BI 2.1-2.4). No other ballistic impacts could be solely associated with this ballistic impact.



Figure #22 – BI 2.0, exterior driver side B-pillar

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Figure #23 – BI 2.1, interior driver side B-pillar



Figure #24 – BI 2.2, driver seatbelt strap

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Figure #25 – BI 2.3, outer shoulder of driver seat



Figure #26 – BI 2.4, front driver seat back

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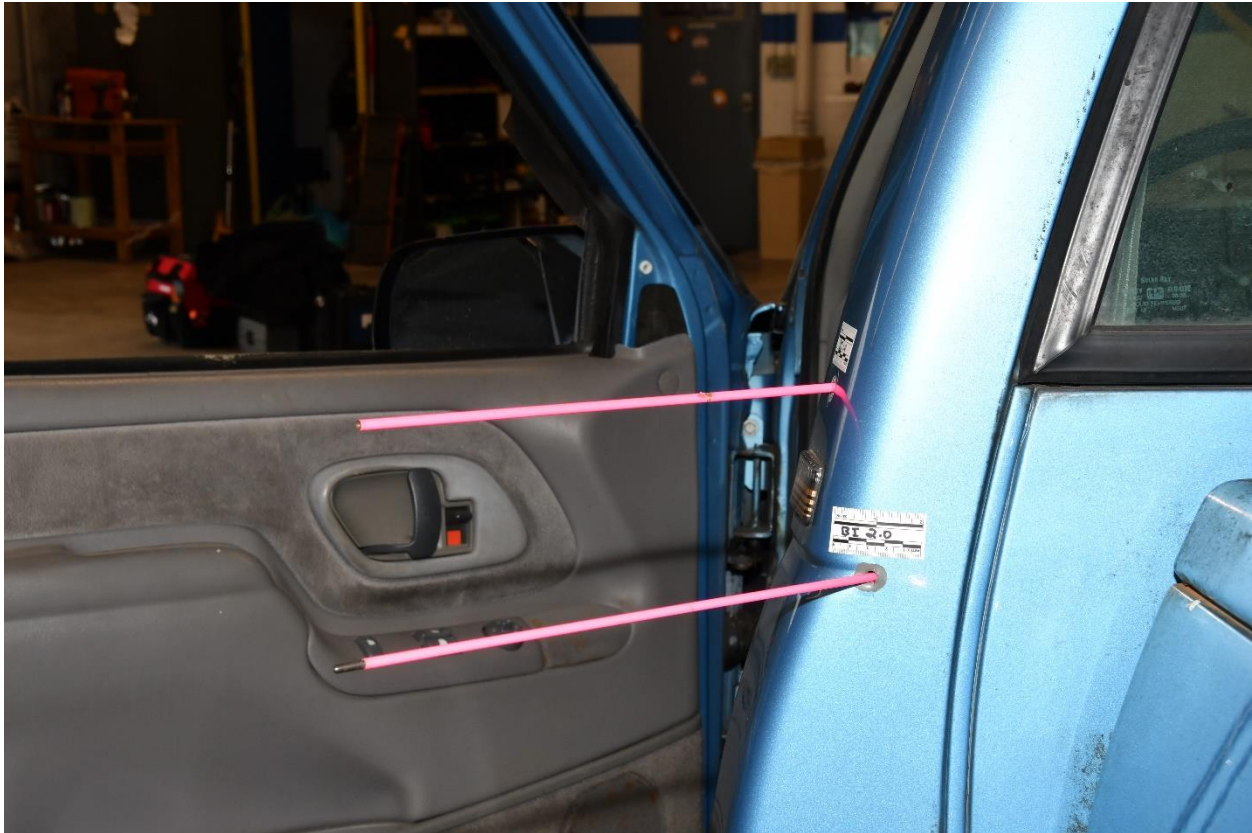


Figure #27 – Trajectory of BI 2.0 – 2.1

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BI 3.0 was located on the back side of the snowbrush along the rear window (Figure #28, BI 3.0). The ballistic impact was irregular and jagged in shape. The bullet perforated the snowbrush (Figure #29, BI 3.1). A suspected projectile perforated the rear middle window but could not be solely associated with this ballistic impact (Figure #30, rear window) No other ballistic impacts could be solely associated with BI 3.0-3.1.

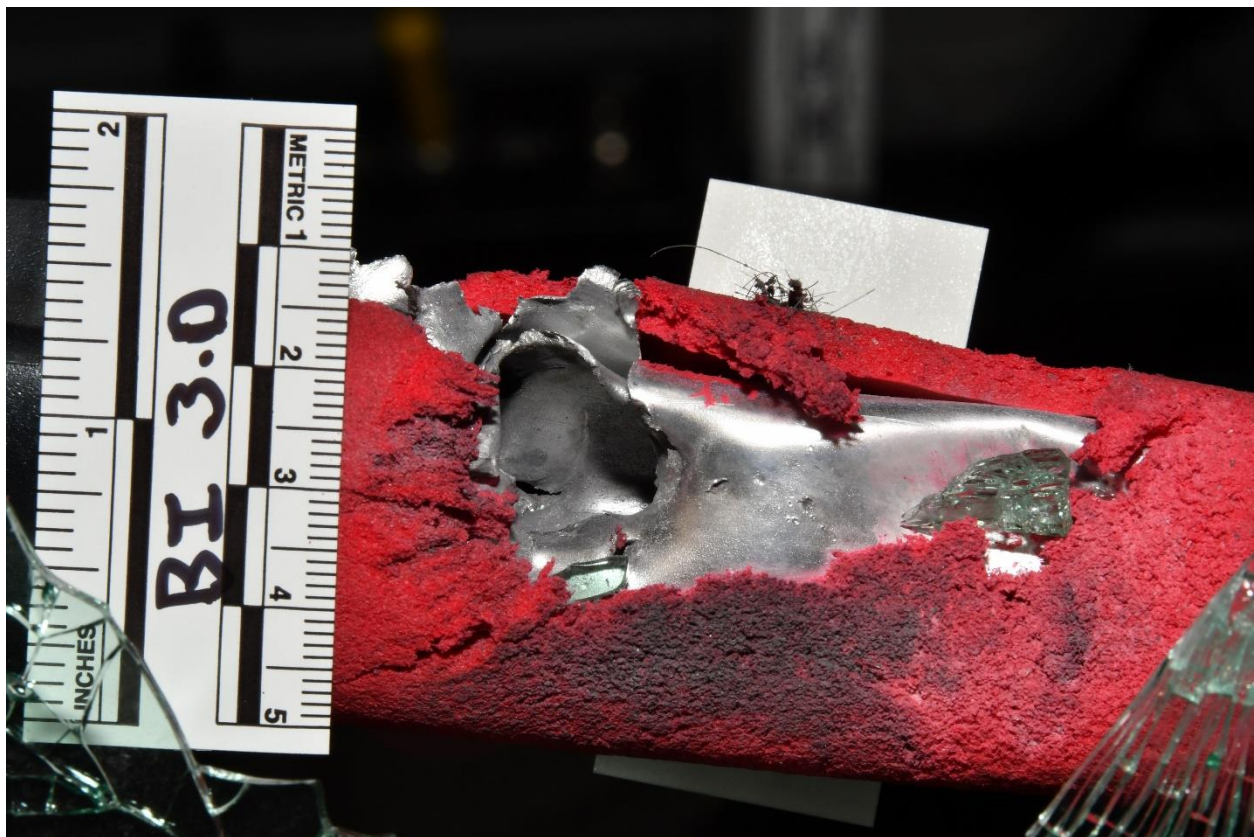


Figure #28 – BI 3.0, back side of snowbrush along rear window

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Figure #29 – BI 3.1, front side of snowbrush along rear window

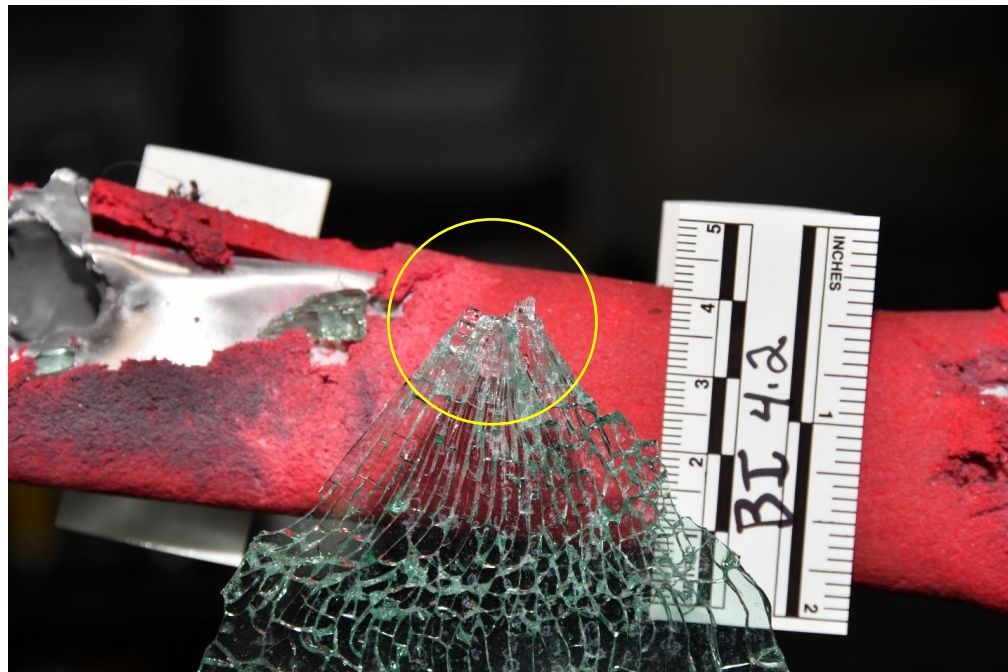


Figure #30 – suspected ballistic impact to middle rear window glass

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BI 4.0 was located on the exterior passenger side rear window (Figure #31, BI 4.0). The ballistic impact was circular in shape. The bullet perforated the window and the snowbrush along the window (Figures #32-34, BI 4.1-4.3). No other ballistic impacts could be solely associated with this ballistic impact.

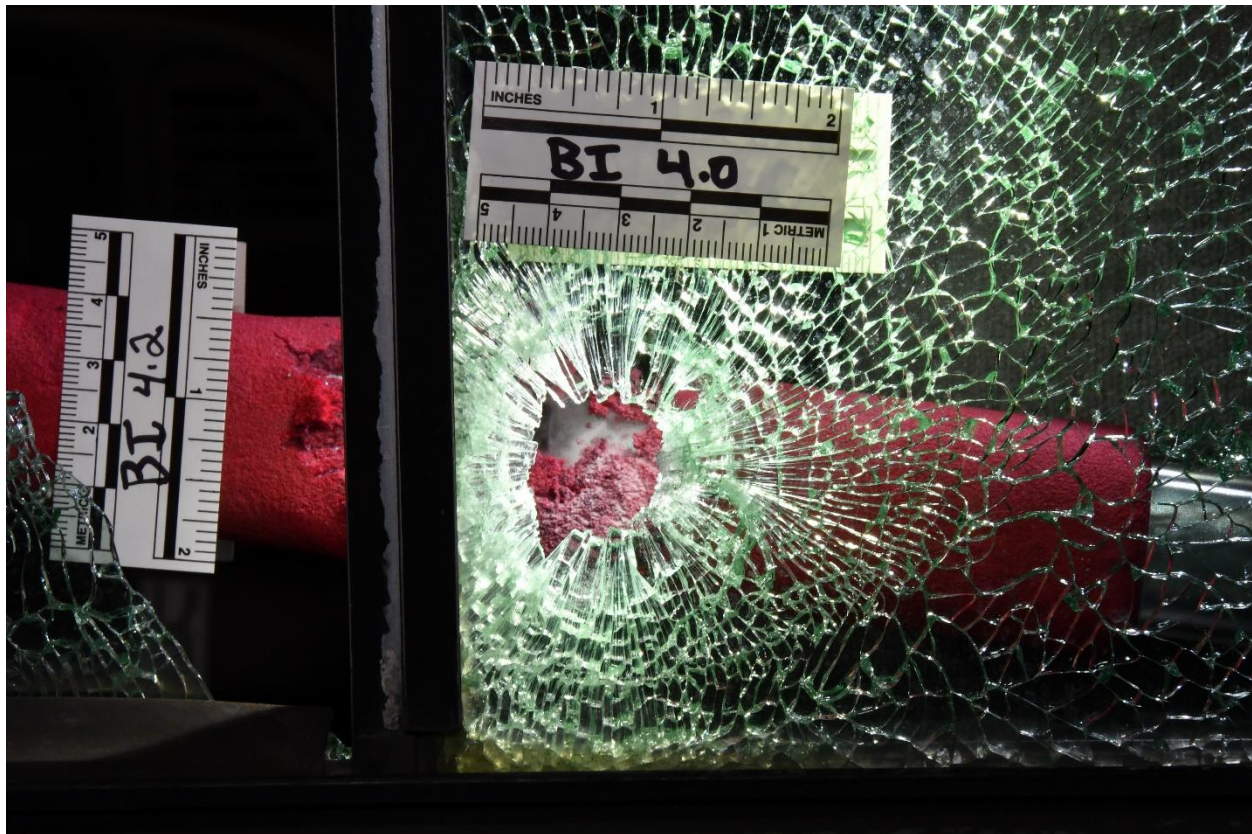


Figure #31 – BI 4.0, exterior passenger side rear window

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Figure #32 – BI 4.1, interior passenger side rear window

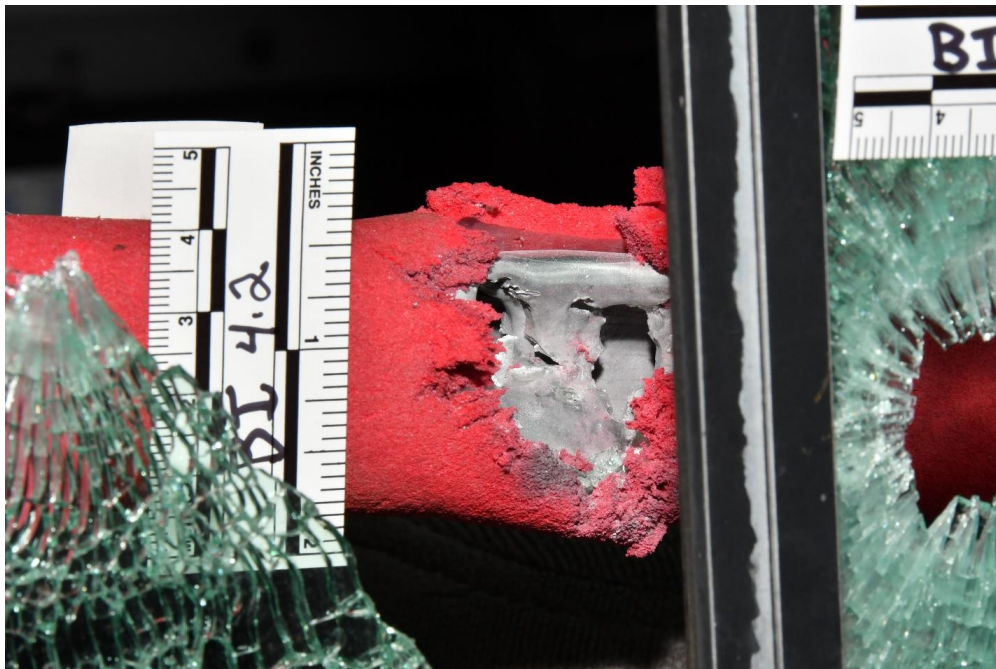


Figure #33 – BI 4.2, back side of snowbrush along rear window

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Figure #34 – BI 4.3, front side of snowbrush along rear window

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BI 5.0 was located on the exterior passenger side of the bed of the truck (Figure #35, BI 5.0). The ballistic impact was elliptical and jagged in shape. The bullet perforated the exterior wall and interior wall of the passenger side of the bed, then perforated the interior wall and exterior wall of the front of the bed (Figures #36-38, BI 5.1-5.2). The bullet terminated at the exterior wall of the back of the cab.



Figure #35 – BI 5.0, exterior passenger side bed of truck

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Figure #36 – BI 5.1, interior passenger side bed of truck



Figure #37 – BI 5.2, interior front side of bed of truck

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Figure #38 – Opposite side of BI 5.2, exterior front side of bed of truck

BI 6.0 was located on the exterior passenger side of the bed of the truck (Figure #39, BI 6.0). The ballistic impact was elliptical and jagged in shape. The bullet perforated the exterior wall, remained inside the wall, then perforated the exterior wall of the front of the bed (Figure #40). The bullet terminated at the exterior wall of the back of the cab.



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Figure #39 – BI 6.0, exterior passenger side bed of truck



Figure #40 – Exterior front side of bed of truck

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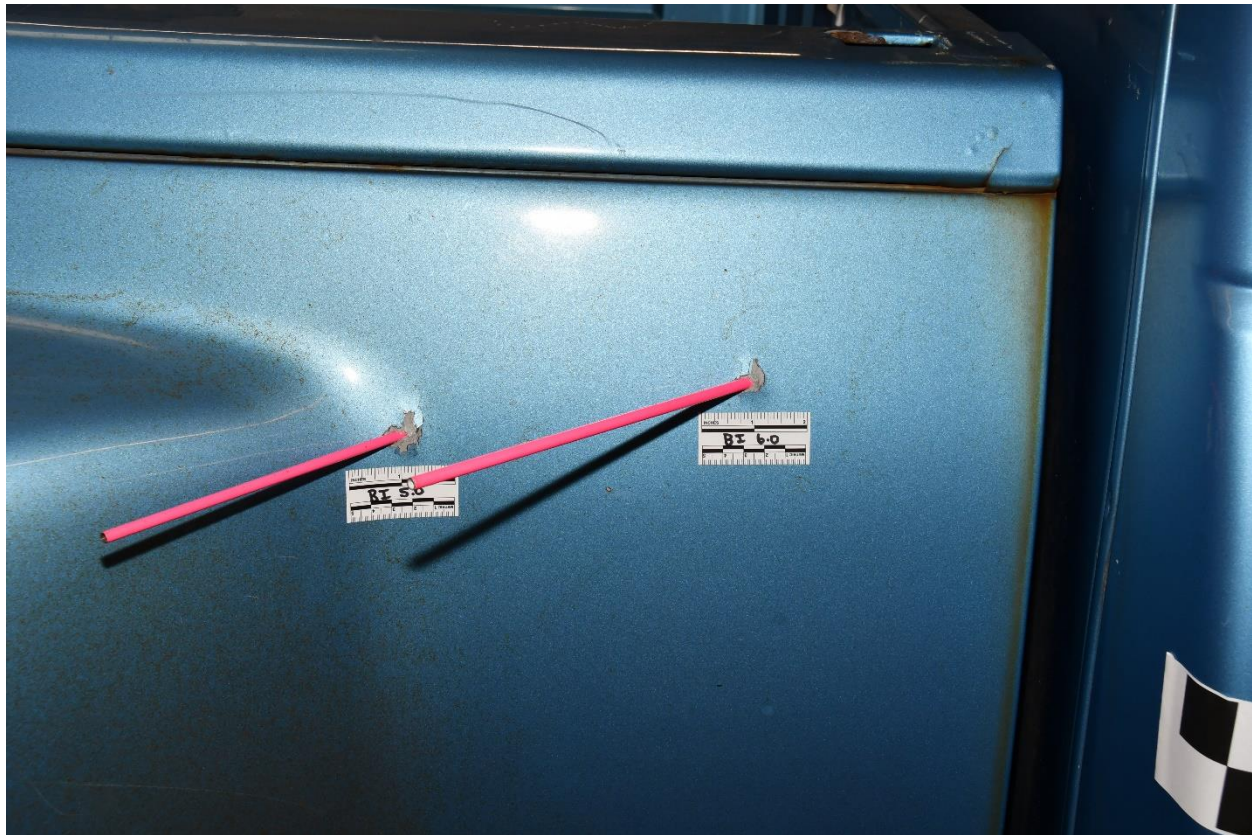


Figure #41 – Trajectory of BI 5.0-5.1 & BI 6.0

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BI 7.0 was located on the passenger side dashboard (Figure #42, BI 7.0). The ballistic impact was circular in shape. The bullet perforated the dashboard, the lower windshield, and the front of the hood, terminating in the gap between the passenger side hood and fender where a projectile was recovered (Item #20) (Figures #43-45).



Figure #42 – BI 7.0, passenger side dashboard

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Figure #43 – Ballistic impact to lower passenger side windshield

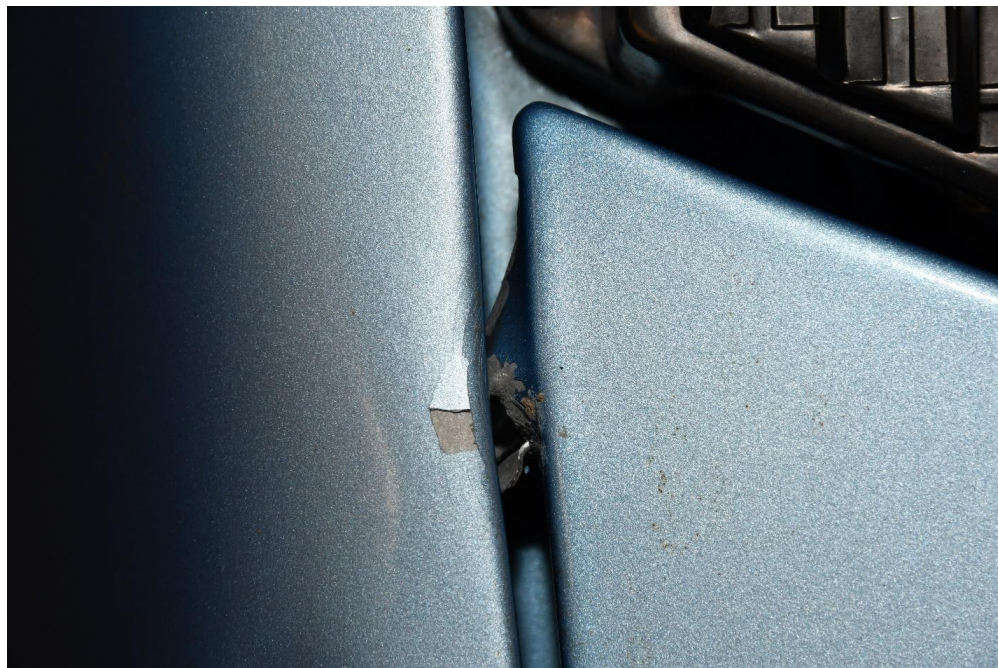


Figure #44 – Ballistic impact to passenger side hood/fender, projectile recovered (Item #20)

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Figure #45 – Ballistic impact to passenger side hood

BI 8.0 was located on the middle dashboard (Figure #46, BI 8.0). The ballistic impact was circular in shape. The bullet perforated the dashboard, traveling through a small vent (Figure #47). A suspected projectile perforated the rear middle window but could not be solely associated with this ballistic impact (Figure #30, rear window). No other ballistic impacts were solely associated with this ballistic impact.

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Figure #46 – BI 8.0, middle dashboard



Figure #47 – Suspected ballistic impact to vent area next to BI 8.0

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BI 9.0 was located on the cupholder of the center dashboard (Figure #48, BI 9.0). The ballistic impact was irregular and jagged in shape. The bullet perforated the cupholder, the front of the glovebox, the back of the glovebox, and finally penetrating the wall behind the glovebox (Figures #49-52). No other ballistic impacts were solely associated with this ballistic impact.



Figure #48 – BI 9.0, cupholder protruding from center dashboard

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Figure #49 – BI 9.1, exterior glovebox



Figure #50 – Suspected ballistic impact to interior back of glovebox

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Figure #51 – Suspected ballistic impact to exterior back of glovebox



Figure #52 – Suspected ballistic impact to wall behind glovebox

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BI 10.0 was located on the interior center windshield (Figure #53, BI 10.0). The ballistic impact was elliptical in shape, with beveling on the exterior windshield. The bullet perforated the windshield (Figure #54, BI 10.1). The bullet was traveling from back to front, driver side to passenger side (Figure #55). No other ballistic impacts were solely associated with this ballistic impact.



Figure #53 – BI 10.0, interior windshield

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Figure #54 – BI 10.1, exterior windshield



Figure #55 – Approximate pathway of BI 10.0-10.1

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BI 11.0 was located on the interior driver side windshield (Figure #56, BI 10.0). The ballistic impact was elliptical in shape, with beveling on the exterior side. The bullet perforated the windshield (Figure #57, BI 11.1). The bullet was traveling from back to front, passenger side to driver side (Figure #58). No other ballistic impacts were solely associated with this ballistic impact.



Figure #56 – BI 11.0, interior windshield

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Figure #57 – BI 11.1, exterior windshield



Figure #58 – Approximate pathway of BI 11.0-11.1

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2023-0795

Officer Involved Critical Incident - 1433 State Route 7, Brookfield Township, Ohio 44403, Trumbull County

An unlabeled ballistic impact was located on the interior passenger door (Figure #59). The ballistic impact was semi-circular and jagged in shape. The bullet perforated the passenger door panel and plastic behind it, terminating inside door (Figures #60-61). No projectile or fragments were recovered from inside the door. No other ballistic impacts were solely associated with this ballistic impact.



Figure #59 – Suspected ballistic impact, interior passenger door

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Figure #60 – Suspected ballistic impact to plastic behind passenger door panel

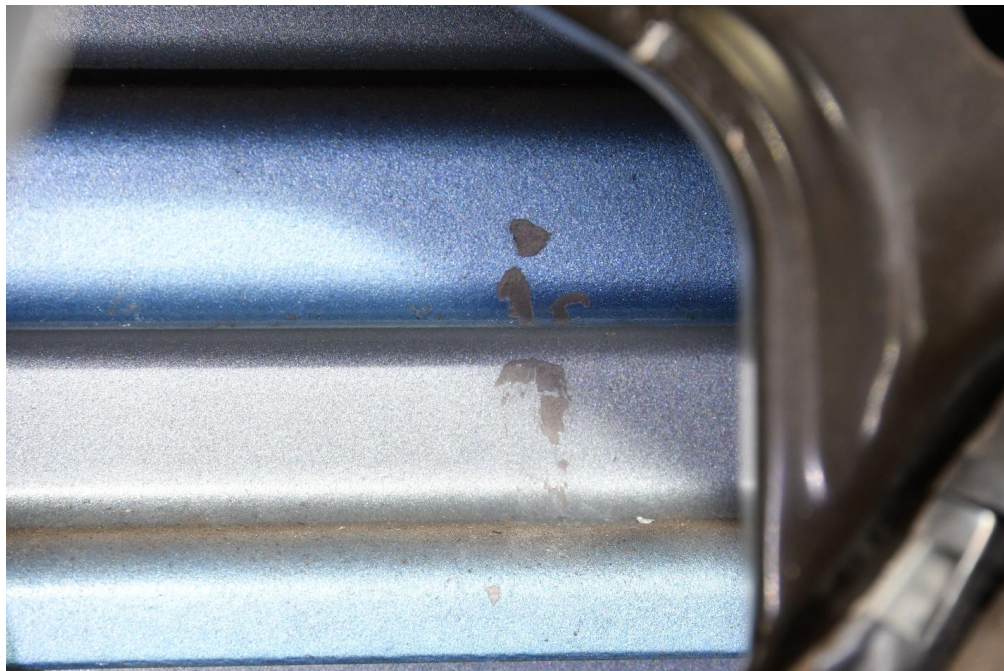


Figure #61 – Suspected ballistic impact to interior passenger door

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An unlabeled ballistic impact was located on the interior passenger side floor column panel (Figure #62). The ballistic impact was irregular in shape. The bullet perforated the passenger side column panel, terminating inside against the frame of the vehicle (Figures #63). No projectile or fragments were recovered from inside the column. No other ballistic impacts were solely associated with this ballistic impact.



Figure #62 – Suspected ballistic impact to passenger floor column panel

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Figure #63 – Suspected ballistic impact to vehicle frame behind passenger floor column panel

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An unlabeled ballistic impact was located on the steering wheel (Figure #64). The ballistic impact was linear and jagged in shape. The bullet grazed the material of the steering wheel. No other ballistic impacts were solely associated with this ballistic impact.



Figure #64 – Suspected ballistic impact to steering wheel

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The red snowbrush along the rear window was collected by CST Rostocil, transported to the BCI office in Richfield and placed into temporary evidence (Locker #20) at 1910 hours.

The photographs were uploaded into Matrix. An Inventory / Receipt Attachment form was filled out and signed by CST Rostocil; a copy of the form was uploaded into Matrix. A copy of the consent form was uploaded into Matrix.

A copy of this report should be sent to:

Ohio BCI – Richfield Office
Attn: Special Agent Charles Moran
Email: Charles.Moran@OhioAGO.gov