 State of Connecticut, Department of Public Safety- Investigation Report (DPS-302-C) (Revised 06/27/05)	DPS INCIDENT NUMBER CFS12 00704597	Page 1 of 3
	INCIDENT: MASS SHOOTING / HOMICIDE	
REPORT TYPE: <input type="checkbox"/> INITIAL <input type="checkbox"/> ASSIST <input checked="" type="checkbox"/> SUPP <input type="checkbox"/> RE-OPEN <input type="checkbox"/> CLOSING	ATTACHMENTS: <input type="checkbox"/> STATEMENTS <input type="checkbox"/> TELETYPE <input type="checkbox"/> PHOTOS <input type="checkbox"/> SKETCH MAP <input type="checkbox"/> EVIDENCE <input type="checkbox"/> OTHER	

Bullet Strike Report
(SHES parking lot - Motor Vehicles)

On Friday, December 14, 2012, Connecticut State Police personnel responded to the Sandy Hook Elementary School, 12 Dickenson Drive, Sandy Hook, Connecticut, to assist the Newtown Police Department with a reported active shooting incident. Upon arrival, law enforcement personnel confirmed the active shooting incident with multiple fatalities. Connecticut State Police – Major Crime Squad personnel were subsequently assigned to assist with the investigation.


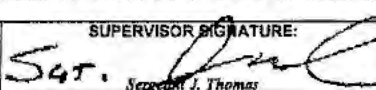
As part of the investigation into the incident, this investigator was assigned by Sergeant J. Thomas to locate suspected bullet strikes throughout the exterior portions of the school, to include strikes to vehicles located in the elementary school's parking lot. For documentation purposes of the bullet strikes, Investigators utilized alpha numeric designators to identify each strike. The designator was the letters "BS", followed by a number. The numeric designator for each strike was assigned for documentation purposes only and was not intended to be interpreted as the sequence and/or the order that the shots were fired in this incident. All suspected bullet strikes were documented with photography in digital format, as well as being located with measurements taken by CSP-CARS that could be utilized for reconstruction purposes if necessary.

From the exterior of the school, investigators observed a grouping of suspected bullet strikes within the glass and metal glass framing on the north wall of classroom 10. This wall abuts the school's parking lot. From the exterior of the school, this grouping of suspected bullet strikes were contained to within a minimum height of 53 inches and a maximum height of 59 1/2 inches. It should be noted that there are differentiating heights between the exterior ground level and the classroom's floor. Each of the suspected bullet strikes appeared consistent with originating from within the interior of school and traveling outward into the parking lot area of the school in a northeasterly direction. Refer to CSP-WDMCS supplemental reports for further findings pertaining to the suspected bullet strikes on classroom 10's north wall.

Investigators also located three unoccupied vehicles in the school's parking lot that had sustained suspected bullet strikes. It should be noted that investigators did not locate and were not advised of any obstructions between the exterior north wall of classroom 10 and each of the vehicles that had sustained suspected bullet strikes. A total of five (05) suspected strikes were located on the exterior portions of the three identified vehicles and further documentation includes:

Bullet Strike 1 (BS1)

Bullet strike 1 (BS1) was located in the lower grille of a 2005 Toyota Sienna van bearing Connecticut registration 600TVG, which was positioned in the parking lot approximately 62 feet 7 inches northeast of classroom 10's north wall, where the grouping of the previously described suspected bullet strikes were located. Upon inspection of the suspected bullet strike (BS1), investigators observed the strike first entered the lower front bumper cover in the center area, nearest the front license plate, approximately 13 1/2 inches upward from the ground. The strike traveled downward into the front driver's side portion of the vehicle's radiator. Investigators did not locate an exit point upon the vehicle's radiator concluding the projectile was likely contained within. Miscellaneous fragments were collected from the asphalt surface beneath the radiator and subsequently seized as evidentiary item 509.

CASE STATUS:					
<input checked="" type="checkbox"/> 1 ACTIVE	<input type="checkbox"/> 2 CLEARED BY ARREST	<input type="checkbox"/> 3 SUSPENDED	<input type="checkbox"/> 4 EXCEPTIONAL CLEARANCE	<input type="checkbox"/> 6 NO CRIMINAL ASPECT	<input type="checkbox"/> F FUGITIVE
TYPE OF EXCEPTIONAL CLEARANCE:					
<input type="checkbox"/> A OFFENDER DECEASED	<input type="checkbox"/> D VICTIM UNCOOPERATIVE	<input type="checkbox"/> B PROSECUTION DECLINED	<input type="checkbox"/> E JUVENILE-NO CUSTODY	<input type="checkbox"/> C EXTRADITION DENIED	
<small>THE UNDERSIGNED, AN INVESTIGATOR HAVING BEEN DULY SWORN, DEPOSES AND SAYS THAT: I AM THE WRITER OF THE ATTACHED POLICE REPORT PERTAINING TO THIS INCIDENT NUMBER. THAT THE INFORMATION CONTAINED THEREIN WAS SECURED AS A RESULT OF (1) MY PERSONAL OBSERVATION AND KNOWLEDGE; OR (2) INFORMATION RELAYED TO ME BY OTHER MEMBERS OF MY POLICE DEPARTMENT OR OF ANOTHER POLICE DEPARTMENT; OR (3) INFORMATION SECURED BY MYSELF OR ANOTHER MEMBER OF A POLICE DEPARTMENT FROM THE PERSON OR PERSONS NAMED OR IDENTIFIED THEREIN, AS INDICATED IN THE ATTACHED REPORT. THAT THE REPORT IS AN ACCURATE STATEMENT OF THE INFORMATION SO RECEIVED BY ME.</small>					
INVESTIGATOR SIGNATURE:  <small>Detective M. G. Malins #30</small>	INVESTIGATOR I.D.#: 430	REPORT DATE: 3/6/2013	SUPERVISOR SIGNATURE:  <small>Sergeant J. Thomas</small>	SUPERVISOR I.D.#: 57129	APPROVAL DATE: JUN 21 2013



REPORT TYPE:

INITIAL ASSIST SUPP RE-OPEN CLOSING

ATTACHMENTS:

STATEMENTS TELETYPE PHOTOS
 SKETCH MAP EVIDENCE OTHER

Investigators did not manipulate the vehicle's radiator at the scene in an attempt to locate/retrieve the projectile and/or fragments contained within.

Bullet Strikes 2, 3, 4 (BS2 / BS3 / BS4)

Bullet strikes 2, 3, and 4 (BS2 / BS3 / BS3) were located along the passenger side of a 2004 Honda Civic bearing Connecticut registration 144WDM, which was positioned in the parking lot approximately 118 feet 10 inches northeast of classroom 10's north wall, where the grouping of the previously described suspected bullet strikes were located.

Upon inspection of bullet strike 2 (BS2), investigators observed the strike fully penetrated the vehicle's passenger side "A" pillar nearest the passenger side exterior mirror, approximately 37 1/2 inches upward from the ground. Further inspection revealed the projectile fully penetrated the exterior side of the "A" pillar, fragmented and came to rest where the interior portion of the "A" pillar, interior "A" pillar plastic molding and the front passenger side door and door gasket all adjoin one another. Fragments from bullet strike 2 (BS2) did not penetrate into the interior passenger compartment area of the vehicle. Multiple projectile fragments were collected by investigators and seized as evidentiary item 508.

Upon inspection of bullet strike 3 (BS3), investigators observed the strike fully penetrated the vehicle's exterior portion of the front passenger side door approximately 33 3/4 inches upward from the ground and approximately 16 3/4 inches inward from the hinged portion of the door. Further inspection revealed the projectile traveled through the front passenger door nearest the interior opening handle, into the front passenger side compartment area, striking and fully penetrating the front passenger seat's seat back portion nearest the interior region of the vehicle. The projectile appeared to continue into the rear driver's side passenger compartment area, penetrating the seat's seat back portion. Investigators followed the path of travel into the trunk area of the vehicle and located a projectile along the driver's side of the trunk. The projectile was seized by investigators as evidentiary item 506.

Upon inspection of bullet strike 4 (BS4), investigators observed the strike fully penetrated the vehicle's passenger side "A" pillar approximately 47 1/2 inches upward from the ground and approximately 32 inches inward/upward along the "A" pillar from the hinged portion of the passenger side front door. The projectile did not penetrate into the passenger compartment area of the vehicle and appeared to have traveled within the void of the vehicle's pillar / framing. This void was inspected with the use of a video scope into the trunk area of the vehicle. Investigators located projectile fragments beneath the trunks carpeting along the passenger side where the passenger side pillar / framing meets the trunk. The projectile fragments were seized by investigators as evidentiary item 507.

Bullet Strike 5 (BS5)

Bullet strike 5 (BS5) was located on the exterior portion of the passenger side rear door of a 2006 Toyota Camry bearing Connecticut registration 913UNY, which was positioned in the parking lot approximately 126 feet 8 inches northeast of classroom 10's north wall, where the grouping of the previously described suspected bullet strikes were located. Upon inspection of bullet strike 5 (BS5), investigators observed the strike first entered the passenger side rear door approximately 36 1/2 inches upward from the ground and approximately 5 3/4 inches inward from the hinged portion of the door. Further inspection revealed the projectile fully penetrated the door entering the rear passenger compartment area of the vehicle directly beneath the door's interior opening handle. The projectile partially penetrated the passenger side rear seat's seat back portion and projectile fragments

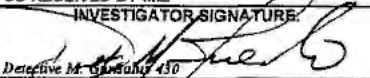
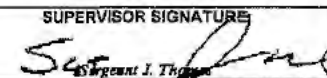
CASE STATUS:

1 ACTIVE 2 CLEARED BY ARREST 3 SUSPENDED 4 EXCEPTIONAL CLEARANCE 6 NO CRIMINAL ASPECT F FUGITIVE

TYPE OF EXCEPTIONAL CLEARANCE:

A OFFENDER DECEASED D VICTIM UNCOOPERATIVE B PROSECUTION DECLINED E JUVENILE-NO CUSTODY C EXTRADITION DENIED

THE UNDERSIGNED, AN INVESTIGATOR HAVING BEEN DULY SWORN, DEPOSES AND SAYS THAT: I AM THE WRITER OF THE ATTACHED POLICE REPORT PERTAINING TO THIS INCIDENT NUMBER. THAT THE INFORMATION CONTAINED THEREIN WAS SECURED AS A RESULT OF (1) MY PERSONAL OBSERVATION AND KNOWLEDGE; OR (2) INFORMATION RELAYED TO ME BY OTHER MEMBERS OF MY POLICE DEPARTMENT OR OF ANOTHER POLICE DEPARTMENT; OR (3) INFORMATION SECURED BY MYSELF OR ANOTHER MEMBER OF A POLICE DEPARTMENT FROM THE PERSON OR PERSONS NAMED OR IDENTIFIED THEREIN, AS INDICATED IN THE ATTACHED REPORT. THAT THE REPORT IS AN ACCURATE STATEMENT OF THE INFORMATION SO RECEIVED BY ME.

INVESTIGATOR SIGNATURE: 	INVESTIGATOR I.D.#: 430	REPORT DATE: 3/6/2013	SUPERVISOR SIGNATURE: 	SUPERVISOR I.D.#: 1292729	APPROVAL DATE: JUN 1 2013
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INITIAL ASSIST SUPP RE-OPEN CLOSING

ATTACHMENTS:

STATEMENTS TELETYPE PHOTOS
 SKETCH MAP EVIDENCE OTHER

deflected, coming to rest on the rear driver's side seat's sitting surface. Investigators seized the projectile fragments as evidentiary item 510.

Investigators utilized a laser pointer affixed to the end of a protrusion rod on bullet strikes 1, 3, 4, and 5, in an attempt to determine a more precise originating point. For bullet strikes 1, 3, 4, and 5, the laser pointer targeted in a southwesterly direction to the north wall of room 10 and in the general vicinity of the bullet strikes located on classroom 10's north wall. Precise trajectory angles/measurements were not obtained due to the confined grouping of bullet strikes on classroom 10's north wall in relation to the distance between each involved vehicle and the unconfirmed certainty of each projectiles path of travel following its initial contact through the classroom's north wall. Bullet strike 2's initial strike to the "A" pillar was too distorted to secure the protrusion rod and no further analysis was performed. However, the location of bullet strike 2 in relation to the other bullet strikes on the involved vehicles appears consistent that it too originated from the vicinity of classroom 10's north wall.

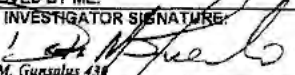
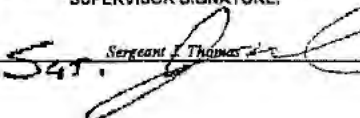
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A OFFENDER DECEASED D VICTIM UNCOOPERATIVE B PROSECUTION DECLINED E JUVENILE-NO CUSTODY C EXTRADITION DENIED

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INVESTIGATOR SIGNATURE:  Detective M. Gunsalus 438	INVESTIGATOR I.D.#: 430	REPORT DATE: 3/6/2013	SUPERVISOR SIGNATURE:  Sgt. J. Thomas	SUPERVISOR I.D.#: 129 2/25	APPROVAL DATE: JUN 21 2013
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