



Submitting Agency:

Sheriff Steven J. Helgeson
Attn: Captain John Zimmerman
La Crosse County Sheriff's Office
333 Vine Street, Room 1500
La Crosse WI 54601-3296

Date: November 30, 2016

Case No: M16-2809

Report No: 3

Agency No: 16-19180; 16-6090

Laboratory Analyst:

R. Nick Stahlke
R. Nick Stahlke
(Crime Scene Response) *30 Nov. 16*

Case Name: Kendhammer, Barbara Carol [V]

I do hereby certify this document, consisting of 3 page(s), to be a true and correct report of the findings of the State Crime Laboratory on the items examined as shown by this report. This report contains the conclusions of the above signed analyst.

Brad D. Schimel
ATTORNEY GENERAL

James E. Anderson
11-30-16
DESIGNEE

The following items of evidence were examined at the State Crime Laboratory in Madison in connection with the death investigation of Barbara C. Kendhammer, DOB 03/04/1970:

Item A – a steel pipe

Item D – a gray 2009 Toyota Camry SE, VIN: 4T1BE46K29U877651, bearing Wisconsin license plates 323-HUS.

Observations

The following observations reflect the conditions of items A and D when they were examined in the Crime Laboratory beginning on September 28, 2016:

Item A, the steel pipe, is a 53” section of galvanized pipe measuring 1 ½” in diameter and weighing approximately 10 pounds, 5 ounces. There was sand and an orange-colored, soil-like material adhering to one end of the pipe with the other end of the pipe exhibiting glass fragments.

The exterior surface of the vehicle, Item D, was dusty and water-spotted. Excluding the obvious damage to the windshield and some superficial scratches and a small dent on the front passenger door, the exterior of the vehicle was in good condition. There was plant material adhering to the underside of the vehicle on the driver’s side and a piece of grass was pressed between the trunk and the rubber seal on the passenger-side of the trunk opening. There were also some red stains present on the rear passenger-side wheel.



The windshield was made of laminated safety glass, which consists of two curved sheets of glass with a plastic layer laminated between them. Two areas of the windshield exhibited obvious damage:

1. One area, "Area 1", was located in the upper half of the windshield, centered directly ahead of the front passenger seat. Both pieces of glass exhibited extensive fractures surrounding a perforation measuring approximately 1 1/2" x 1 3/4" in size. A flap of the plastic layer, the size of the perforation, remained attached at the site of the perforation. The windshield bulged slightly outward in this area.
2. A second area, "Area 2", was also located in the upper half of the windshield and was directly ahead of the space between the two front seats. Both pieces of glass exhibited extensive fractures and the windshield bulged outward in this area even more so than in Area 1.

It appeared that the interior of the vehicle was well maintained. The rear passenger compartment appeared to be clean, containing no items having any apparent evidentiary value. There were, however, muddy transfer patterns present on the interior lower half of the driver's door and on the dash behind the ignition switch. The steering wheel also appeared to be dirty.

There were numerous red/brown stains present in the front passenger compartment. A separate Bloodstain Pattern Analysis report will further describe these apparent bloodstains.

Glass fragments were present on surfaces in the front seating area. These surfaces include, but are not limited to, the dash, center console, the floor, and both front seat cushions. Heavier deposits of fractured glass were observed in the front passenger compartment. Glass fragments were more heavily distributed below the fractured areas of the windshield. No glass fragments were located in the map pocket of the front passenger door.

Located on the floor of the driver's compartment was a metal and plastic drinking container. The lid to the drinking container is broken. The lid to the drinking container is blue. Two blue pieces of fractured plastic were found inside the vehicle – one piece was found near the drinking container and the other was found atop the passenger-side dash. When collected, the drinking container was partially full. It contained a clear liquid containing a white flaky substance.

The trunk was mostly clean except for two areas that exhibited apparent soil transfers. These transfers were orange in color. One transfer was on the lower molding of the trunk opening and the second was on the interior driver's-side interior wall. Two items on the floor of the trunk, a rolled pad and a cloth bag, also exhibited transfers consistent with an orange-colored, soil-like material.

Along with glass fragments, sand was also present on the right edge of the front passenger seat, between the front passenger seat and the door sill as well as on the door sill.

A water bottle and a women's Nike right athletic shoe were located on the floor of the front passenger compartment.

Conclusions

The following conclusions are based solely on this examiner's observations, training and experience.

The fracture patterns exhibited in the glass of the windshield indicate at least four points of impact to the windshield, with at least two points of impact in each of the two areas described above. The fracture patterns allow for the order in which these impacts occurred to be sequenced:

- A non-perforating impact in Area 2 occurred first
- A second non-perforating impact in Area 2 occurred subsequent to the first, but the sequence relative to the impacts in Area 1 cannot be determined
- A non-perforating impact in Area 1 occurred subsequent to the first impact in Area 2
- The perforating impact in Area 1 occurred subsequent to the non-perforating impact in Area 1.

Based on the outward bulging of the windshield in both Areas 1 and 2, it is likely that an outward force was applied to both areas during or subsequent to the fracturing of the glass.

Based on the size of the perforation in the windshield and the presence of the glass fragments on the surface of the pipe, it is likely that the steel pipe produced the perforation in the windshield.

If the observations made during this examination represent the condition of the vehicle immediately following the incident under investigation, it is the opinion of this examiner that no one was seated in the front passenger seat when the windshield was damaged. Due to the absence of glass fragments in the map pocket of the front passenger door, it is likely that the front passenger door was open when the windshield was damaged.

Disposition of the Evidence

Thirty seven items of evidence were recovered from item D. Fourteen of these items were transferred to the DNA Analysis Unit for further analysis. It is recommended that item A and the four items recovered from the trunk of item D, items D5 – D8, be transferred to the FBI lab for soil comparisons. Items D35 and D36, standard glass samples recovered from the windshield of item D, should also be transferred to the FBI lab to be compared to the glass fragments on item A. Items A, D, D5 – D8, D35 and D36 will be returned to the submitting agency. The remaining items recovered from item D will be retained for further examination, if needed.

Enclosed with this report are three sets of distribution materials. Each set includes index prints and an optical disc containing a file with all 300 images taken of item D. Original case-related materials will be retained at the State Crime Laboratory in Madison and are available should these materials be needed by the submitting agency.