

STATE OF CALIFORNIA

**NARRATIVE / SUPPLEMENTAL**

DATE OF COLLISION <b>11/25/2005</b>	TIME (2400) <b>2030</b>	NCIC NUMBER <b>3700</b>	OFFICER I.D. <b>2050</b>	CASE NUMBER <b>06048959</b>
"X" ONE <input type="checkbox"/> NARRATIVE <input checked="" type="checkbox"/> SUPPLEMENT	"X" ONE <input checked="" type="checkbox"/> COLLISION REPORT <input type="checkbox"/> OTHER:	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA UPDATE <input type="checkbox"/> FATAL <input type="checkbox"/> HIT & RUN <input type="checkbox"/> HAZZARDOUS MATERIALS <input type="checkbox"/> SCHOOL BUS <input checked="" type="checkbox"/> OTHER:		
CITY / COUNTY / JUDICIAL DISTRICT <b>SAN MARCOS / NORTH COUNTY, VISTA</b>			REPORTING DISTRICT / BEAT <b>/ 356</b>	CITATION NUMBER
LOCATION / SUBJECT <b>1400 BLOCK OF WEST MISSION ROAD. SAN MARCOS / UNKNOWN</b>				STATE HIGHWAY RELATED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**NOTIFICATION:**

On 06-29-2006 at approximately 1625 hours, Sergeant Muenzer (0948) asked me to investigate a Hit & Run traffic collision that occurred on 11-25-05, near the intersection of W. Mission Road and N. Pacific Street, in the city of San Marcos. I telephoned Sharon Hoffman and set up a time when I could meet her and her husband and take photos of the damage to their vehicle. All measurements are approximate and were taken by using a rolatape and a laser measuring device. Event #5218748.

**SUMMARY:**

On 11-25-05 at approximately 2100 hours, P-2(Russell Hoffman) was driving westbound in the number one lane on W. Mission Road, approaching the intersection of Pacific Street. P-1(Unknown) was driving eastbound in the number one westbound lane of W. Mission Road, approaching P-2(Hoffman.) P-2(Hoffman) changed lanes in the westbound lanes to try and avoid P-1(Unknown) but P-1(Unknown) struck the right rear quarter panel of P-2(Hoffman's) vehicle. **P-1(Unknown)** then drove away without trying to check to see if anyone was injured or check on the damage to P-2(Hoffman's) vehicle.

On 08-26-06, I received a telephone message from Sharon L. Hoffman that was left earlier stating she and her husband, Russell David Hoffman, had received their copy of the collision report and wanted to go over the report with me because they felt there were some corrections to the report that need to be made. I telephoned Sharon L. Hoffman and she faxed over a letter she prepared on 08-25-06 with the list of corrections they felt needed to be made to the report. After I reviewed the letter, I telephoned Sharon L. Hoffman and told her I would write a supplemental report to the collision report and comment on some of the corrections she addressed in her letter. Also I told Sharon L. Hoffman, I would be attaching her letter, in its entirety to my supplemental report. Sharon L. Hoffman was satisfied knowing that all the corrections that were included in her letter would be attached to the collision report.

On page one of nine of the collision report the registered owner of V-1(2001 Chevrolet Tracker, lic # 974JWN WI) was Valerie Lynn Mauss, but the correct address should be 642 Vale View Drive, in the city of Vista, with a zip code of 92081.

On page two of nine of the collision report I did not include in my collision report any of the descriptions of the Weather, Lighting, Roadway Surface, Roadway Conditions, and Pedestrian's Actions, because I was not present at the original collision scene and could not describe them on that date and time.

REPORTING OFFICER <b>David Cheever</b>	ID # <b>2050</b>	DIVISION <b>PPS-T</b>	REVIEWED BY <i>L. Muenzer Sgt</i>	DATE REVIEWED <i>9/5/06</i>
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STATE OF CALIFORNIA

**NARRATIVE / SUPPLEMENTAL**

DATE OF COLLISION <b>11/25/2005</b>	TIME (2400) <b>2030</b>	NCIC NUMBER <b>3700</b>	OFFICER I.D. <b>2050</b>	CASE NUMBER <b>06048959</b>
"X" ONE <input type="checkbox"/> NARRATIVE <input checked="" type="checkbox"/> SUPPLEMENT	"X" ONE <input checked="" type="checkbox"/> COLLISION REPORT <input type="checkbox"/> OTHER:	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA UPDATE <input type="checkbox"/> FATAL <input type="checkbox"/> HIT & RUN <input type="checkbox"/> HAZZARDOUS MATERIALS <input type="checkbox"/> SCHOOL BUS <input checked="" type="checkbox"/> OTHER:		
CITY / COUNTY / JUDICIAL DISTRICT <b>SAN MARCOS / NORTHCOUNTY, VISTA</b>			REPORTING DISTRICT / BEAT <b>/ 356</b>	CITATION NUMBER
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On page four of nine of the collision report under the title Summary, the date and time should be corrected to 11-25-05 at approximately 2030 hours.

On page five of nine of the collision report, in the Passenger Statement of Sharon Hoffman, the vehicle that Sharon Hoffman is listed in should be corrected from V-1 to V-2, driven by her husband, Russell David Hoffman.

On page seven of nine of the collision report it should be corrected to show that Dean Albel in the Service Department of Brostrom-Kickert Chevrolet Dealership had told me V-1 had been brought in for service on 10-05-05. Based on the date of the part order listed on the part sticker of 10-12-05, the right front wheel well liner had been installed on V-1 sometime after 10-12-05.

On page eight of nine of the collision report under the title References, it should be corrected that the line-up was shown to P-2(Hoffman.)

**REFERENCES:**

Faxed copy of letter from Sharon F. Hoffman dated 08-25-06, (5 pages).

REPORTING OFFICER <b>David Cheever</b>	ID # <b>2050</b>	DIVISION <b>PPS-T</b>	REVIEWED BY  <b>0948</b>	DATE REVIEWED <b>9/5/06</b>
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**To:** Deputy David Cheever**From:** Sharon Hoffman**Fax:** 858-748-7954**Pages:** 5**Phone:** 858-513-2853**Date:** 8/26/2006**Re:** Report 06048959

Dear Deputy Cheever,

The following four pages contain some notes concerning your report covering the accident we were involved in on November 25, 2005.

I am sending you a copy of this document via U.S. mail as well.

Best regards,



Sharon L. Hoffman

Sharon L. Hoffman  
P.O. Box 1936  
Carlsbad, CA 92018-1936  
August 25, 2006

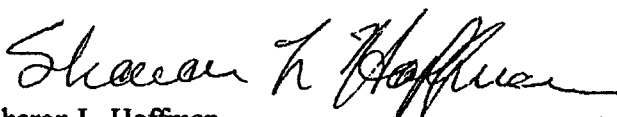
Deputy David Cheever  
San Diego Sheriffs Department  
Poway Sheriff's Station  
13100 Bowron Road  
Poway, CA 92064

Dear Deputy Cheever,

Russell and I have read your report (#06048959) of the accident that we were involved in on November 25, 2005. We want to thank you for the very professional investigation you have done, despite the handicap you faced because the case was approximately seven months old when it was handed to you.

In reading the report we came up with several minor "typographical" errors, as well as a few points that we would like to clarify. I have made a list of these items by page number (see below). I hope that you can incorporate these corrections and suggestions into your report.

Best regards,

  
Sharon L. Hoffman

**Traffic Collision Report # 06048959 page 1 of 8:**

1. Russell describes the other driver as "large for the vehicle" (see notes for page 4), but he cannot be as specific as the weight of 250 lbs listed here.
2. The address for the owner of the V-1 does not match the address given on page 3 (San Marcos rather than Vista).

**Traffic Collision Report # 06048959 page 2 of 8:**

1. The weather was "Clear".
2. The lighting was "Dark - Street Lights."

**Traffic Collision Report # 06048959 page 3 of 8:**

1. Based on the birth date of 12/23/1960 given for Mark Anthony Ronnenberg, he is far too young to match Russell's description of the driver as being in his sixties.

**Traffic Collision Report # 06048959 page 4 of 8:**

1. Most of the Overall Clarifications listed below relate to Russell's statement which begins on this page and continues on the following page.
2. First sentence after the Summary heading: the time of the accident was approximately 20:35 not 21:00 (this is more accurately reflected in the report's heading which lists the time as 20:30).
3. Final paragraph on this page, first line: Rather than "he thought the driver of V-1 ..." this should read "he had six or seven clues that the driver of V-1 ...".
4. Final paragraph on this page, last line: Rather than "heavysset," Russell would describe the other driver as "large for the car."

**Traffic Collision Report # 06048959 page 5 of 8:**

1. In the first paragraph on this page, we would like to clarify both that it wasn't immediately apparent that our car (V-2) was undriveable and also that it could be driven a little - after Deputy Kelleher arrived, Russell drove the car into the strip mall, although he had to remove the part impacting the right-rear wheel before we could drive home.
2. First paragraph (about mid-way through): Bert Colita did not actually give us his phone number at the accident scene. As he started to walk away, I asked him how the police could contact him, and he told me that he would be in the parking lot of the 7-11. After Deputy Kelleher had left (Deputy Kelleher refused to go talk to

Mr. Colita), we drove over to the 7-11, which is just a few hundred feet from the accident scene, and exchanged names and phone numbers with Mr. Colita.

3. Second paragraph, last sentence: Russell would like to change the word "just" to "exactly" so that the sentence reads "...Cunningham or someone who looked exactly like him."
4. Third paragraph, first sentence: I was a passenger in V-2, not V-1 as this currently reads.

**Traffic Collision Report # 06048959 page 6 of 8:**

1. No changes on this page.

**Traffic Collision Report # 06048959 page 7 of 8:**

1. First paragraph: The repair date for the Chevy Tracker should be a 2005 (not 2006) date. Also, based on the date of the sticker on the part we retrieved, it seems that the date should be on or after 10/12/2005.

**Traffic Collision Report # 06048959 page 8 of 8:**

1. In the paragraph beginning "I put together a photo line-up..." the last sentence says that "there was nothing they could do without a license plate to identify V-1." As we recall it, the actual phrase was "... without a name, a license plate, or a VIN number."
2. In the list of evidence, the line-up is identified as being shown to P-1, rather than P-2 which would be Russell.

**Overall Clarifications:**

1. Randall "Duke" Cunningham spells his first name with two Ls, but it is shown with one L throughout this report.
2. In the 911 call, Russell accurately identified V-1 as a "modern version of a Suzuki Samurai."
3. We would like to clarify that V-1 was already driving erratically as it came through the S-curve, and that while Russell's *initial* reaction was that the other driver had changed his mind at the last minute and decided to make a right turn, he later concluded that the other driver had tried to flip V-1. Also, any idea that the driver was simply driving erratically was quickly proven wrong by his aggressive and precise actions in attempting to crash V-1 into V-2.
4. In describing the evasive maneuvers he took, Russell wanted to clarify both the timing and his thought process. After approximately three seconds, P-2 stopped all evasive maneuvers for approximately three more seconds in order to surprise P-1 with a final, sudden, unmatchable move. The entire interaction from when P-2 first saw V-1 to when V-1 hit V-2 took approximately seven seconds.
5. Russell did not brake immediately after the impact. When he did brake, he did so gently both to prevent further damage to the car, and to put some additional distance between our car and V-1. Yet another reason he wanted to brake gently was to get closer to the small cluster of pedestrians who were standing at the side of the road.
6. The final recommendation on page 8 states that "no one can identify the driver of V-1 at the collision scene." We feel this fails to reflect Russell's positive identification of Randall Cunningham as the other driver.