

TRIMBLE COUNTY COURT NEWS

Items published in court news are public record. The Trimble Banner publishes all misdemeanors, felonies, and small claims judgments recorded in district court, as well as all civil suits recorded in circuit court. Juvenile court cases are not published. Crime reports are provided by local law enforcement agencies. Charges or accusations reported to The Trimble Banner do not imply guilt.

The following cases were heard on Jan. 13.

ARRAIGNMENTS

Jonathan Bray, 1964. Failure to wear seatbelts (FTA eligible). Pleaded guilty. Paid.

Kyle Fryrear, 2006. Failure to wear seatbelts (FTA eligible). Pleaded guilty. Paid.

Justin Hall, 1986. Flagrant non-support. Bond remains, 10% of \$7,000. Next appearance Jan. 20.

Richard E. King III, 1996.

Fugitive – warrant not required.

Richard E. King III, 1996.

Assault fourth degree domestic violence minor injury (Pleaded not guilty), terroristic threatening third degree (Pleaded not guilty), menacing (Pleaded not guilty). Bond remains. Next appearance Jan. 20.

Jacob Michael Layman, 1994. Failure to wear seatbelts (FTA eligible) (Pleaded guilty). Paid.

David Masterson, 1967. No/expired KY registration receipt (DMC), no/expired registration plates (DMC), failure to produce insurance card (DMV).

Donald Nowling, 1971. Failure to wear seatbelts (FTA eligible). Next appearance Jan.

27.

DIVERSIONS COMPLETED

Tyler Alan Conley, 1991. Criminal trespassing first degree (amend), criminal trespassing second degree (dismissed).

Nicholas Hamilton, 2006. Speeding 21 mph over limit (FTA eligible). Dismissed.

Will Guion Monroe, 1998. Speeding 26 mph over/greater (FTA eligible) (DIV). Dismissed.

Cheryl Dawn Shuler, 1972. Amount due \$25. Harassment (physical contact) no injury (dismissed), criminal mischief second degree (dismissed).

Cameron Whitaker, 2005. Speeding 21 mph over limit (FTA) (DIV) (dismissed), fleeing or evading police first degree (FTA eligible) (amend), menacing (dismissed), operating motor vehicle under the influence of alcohol less than 213 years of age (FTA eligible) (guilty), reckless driving (FTA eligible) (DIV) (dismissed).

Kayla M. Youngs, 1982. Amount due \$1,816.75. Criminal possession forged instrument first degree (3 counts) (amend), criminal possession of forged instrument third degree (3 counts) (dismissed). Paid.

FTA REVIEWS

Christopher Coulter, 1977. Amount due \$25. Leaving scene of accident/failure to render aid or assistance (FTA eligible), driving DUI suspended license first offense (FTA eligible), no/expired KY registration receipt, failure of non-owner operator to maintain required insurance first (FTA eligible), criminal mis-

chief first degree, wanton endangerment second degree. Bond remains. Next appearance Jan. 20.

PRELIMINARY HEARINGS

Troy Allen Murray, 1976. Driving DUI suspended license third offense (FTA eligible) (amend), operating motor vehicle under the influence of alcohol third (FTA eligible), criminal mischief first degree, disorderly conduct first degree, convicted felon in possession of a handgun (4 counts), menacing, possession of open alcohol beverage container in a motor vehicle (FTA eligible), resisting arrest, wanton endangerment first (FTA eligible). Waived to grand jury. Samantha Verner, 1974.

Amount due \$25. Convicted felon in possession of a handgun, failure to comply with sex offender registration (first offense).

PRETRIAL CONFERENCES

Devin Taylor Michael Broadus, 1995. Amount due \$25. Public intoxication-controlled substance (excludes alcohol), disorderly conduct second degree. Bench warrant \$355.

Joshua Dombey, 1973. Assault fourth degree domestic violence minor injury (Pleaded guilty). Next appearance Feb. 10.

Michael Fletcher, 1986. No/expired KY registration receipt, no/expired registration plates, failure to produce insurance card (amend), failure of owner to maintain required insurance/security first (FTA eligible), operating on suspended/revoked opera-

tor's license (FTA eligible), failure to register transfer of motor vehicle, improper display of registration plates. Bench warrant \$655.

Stephen Fletcher, 1982. Operating vehicle with expired operator's license (FTA eligible), failure of non-owner operator to maintain required insurance first (FTA eligible), failure to wear seatbelts (FTA eligible), failure to notify address change to DOT. Bench warrant \$655.

James Hon, 1993. No tail-lamps (DMC), license to be in possession (FTA eligible) (amend), no operator's/moped license (FTA eligible) (DMC), inadequate silencer (DMM), failure to produce insurance card (dismissed).

Travis Perrion McDuffie, 2001. Amount due \$25. Failure to wear seatbelts (FTA eligible) (Pleaded guilty), operating on suspended/revoked operator's license (FTA eligible) (DMC), failure to produce insurance card (DMM), failure of owner to maintain required insurance/security first (FTA eligible) (Pleaded guilty). \$668 fine plus costs. Next appearance April 14.

David Stark, 1979. Harboring a vicious animal, dogs to be vaccinated against rabies, criminal trespassing third degree. Next appearance Jan. 27.

REVIEWS

Laurann Resendiz, 1975. Theft by unlawful taking or disposition all others more than \$500 but less than \$1,000. Dismissed.

SENTENCINGS

Richard Sullivan, 1992.

Assault second degree (amend), assault fourth degree minor injury (guilty). Next appearance Jan. 27. Show Causes Deferred

INSTALLMENT PAYMENTS

Paul Buck, 1971. Amount due \$6,150. Cruelty to animals second degree (guilty). Paid.

Seth Austyn Hicks, 1999. Resident hunting/trapping without license/permit (guilty), KY waterfowl or migratory bird permit required (dismissed), hunting with improper shotgun-plugged/etc. (dismissed). Paid.

Carroll Jennings, 1966. Speeding 15 mph over limit (FTA eligible) (dismissed), reckless driving (FTA eligible) (dismissed), possession of alcohol beverage container in a motor vehicle (FTA eligible) (dismissed), operating motor vehicle under the influence of alcohol first (FTA eligible) (guilty). Paid in full.

Ashley Kinman, 1984.

Amount due \$2,042.85. Theft by deception – include cold checks (21 counts) (Pleaded guilty). Paid January.

Kenneth W. Moore, 1990.

Amount due \$338. Operating motor vehicle under the influence of alcohol/drugs first offense (Pleaded guilty), no operator's/moped license (FTA eligible) (Pleaded guilty), attempted assault third degree (EMS, fire, rescue squad) (dismissed), unauthorized use of motor vehicle first offense (dismissed). Paid January.

Anthony Presley, 1982.

Amount due \$668. Operating motor vehicle under the influence of alcohol third (guilty),

reckless driving (FTA eligible) (dismissed), failure to produce insurance card (dismissed), possession open alcohol beverage container in a motor vehicle (FTA eligible) (dismissed). Paid January.

Joseph C. Wheeler, 1972.

Amount due \$418. No/expired registration plates (dismissed), operating vehicle with expired operator's license (FTA eligible) (guilty), failure of owner to maintain required

insurance/security first (FTA eligible) (guilty), failure to register transfer of motor vehicle (dismissed). Paid January.

SHOW CAUSE HEARINGS

Steven Allen Gribbins, 1984. Amount due \$343. Improper display of registration plates (dismissed), failure of owner to maintain required insurance/security first (FTA eligible) (guilty), no/expired KY registration receipt (dismissed).

Brittany Noel Jenkins, 1988.

Amount due \$25. Failure to wear seatbelts (FTA eligible) (guilty). Paid.

Frank James Linde III, 1973.

Operating motor vehicle under the influence of alcohol first (FTA eligible) (amend), operating motor vehicle under the influence of alcohol first (FTA eligible) (Pleaded guilty), terroristic threatening third degree (dismissed), disorderly conduct first degree (dismissed). Paid.

Crystal Lee Wynn, 1980.

Amount due \$25. Failure to wear seatbelts (FTA eligible) (guilty). Paid.

OTHER CASES

Midland Credit Management Inc. vs. Angela Robinson, motion hour. Order signed.

A part that broke on a UPS plane that crashed in Kentucky failed 4 times on other planes years ago

BY JOSH FUNK
AP TRANSPORTATION WRITER

Boeing warned plane owners in 2011 about a broken part that contributed to a UPS plane crash that killed 15 last year but at that point the plane manufacturer didn't believe it threatened safety, the National Transportation Safety Board said Wednesday.

The UPS plane crashed in November 2025 shortly after taking off in Louisville, Kentucky, when the left engine flew off the wing as the plane rolled down the runway. Three pilots on the plane that was headed for Hawaii were killed along with 12 more people on the ground near Louisville's Muhammad Ali International Airport.

The NTSB said Wednesday

that Boeing had documented in 2011 there were four previous failures of a part that helps secure the MD-11's engines to the wings on three different planes, but at that point the plane manufacturer "determined it would not result in a safety of flight condition." These planes were actually built by McDonnell Douglas, which was later bought by Boeing.

The NTSB previously said

investigators found cracks in some of the parts that held the engine to the wing. Those cracks hadn't been caught in regular maintenance done on the plane, which raised questions about the adequacy of the maintenance schedule. The last time those key engine mount parts were

examined closely was in October 2021, and the plane wasn't due for another detailed inspection for roughly 7,000 more takeoffs and landings.

2025 CRASH **BRINGS UP ISSUES**

FROM 1979 CRASH

It's not clear when the cracks started to develop in the parts that helped hold the engine on the wing, but this crash is reminiscent of a 1979 crash in

Chicago when the left engine flew off an American Airlines DC-10 during takeoff, killing 273 people. The DC-10 was the predecessor of the MD-11.

That previous crash led to the worldwide grounding of 274 DC-10s. The airline workhorse was allowed to return to the skies because the NTSB determined that maintenance workers damaged the plane that crashed while improperly using a forklift to reattach the engine. That meant the crash wasn't caused by a fatal design flaw even though there had already been a number of accidents involving DC-10s.

But former FAA and NTSB crash investigator Jeff Guzzetti said that a service bulletin McDonnell Douglas issued in 1980 did identify failures of the spherical bearing race as a "safety of flight condition" so it's surprising that Boeing didn't call it in 2011. He said that American had removed the engine of that plane so it could inspect that bearing.

"I just think it raises questions regarding the adequacy of the severity of the 2011 service letter, and it also raises questions about how UPS incorporated that information and acted upon it," Guzzetti said.

REPAIRS WEREN'T REQUIRED BY FAA

The service bulletin that Boeing issued didn't require plane owners to make repairs like an FAA airworthiness directive would, and the agency didn't issue such a directive.

Former federal crash investigator Alan Diehl said the notice from Boeing recommended replacing the bearings with a redesigned part that was less likely to fail, but it still allowed operators to replace defective bearings with another older bearing that had demonstrated it was prone to failing.

"As the investigation continues, the NTSB will have to address whether this service bulletin was an adequate solution

to a known problem which could have had catastrophic results," Diehl said. "The UPS crash highlights the need for increased maintenance measures on older airframes."

NTSB didn't say whether there had been additional documented failures of the spherical bearing race since 2011. Investigators found that part broken into two pieces after the UPS crash, and the lugs that held that part were cracked.

Photos released by the NTSB of the Nov. 4 crash show flames erupting as the rear of the engine starting to detach before it flew up and over the wing. Then the wing was engulfed by fire as the burning engine flew above it.

INVESTIGATORS SEARCH FOR REASON WHY ENGINE FLEW OFF

The factual report released Wednesday doesn't state what caused the engine to fly off, but it's clear that investigators are focused on the failure of this bearing. The ultimate conclusion won't come though until the NTSB's final report, which usually doesn't come until more than a year after a crash.

But the report will undoubtedly be cited in the first lawsuit over the crash, filed last month, and subsequent ones. They will be investigating what Boeing knew at the time and what UPS did in response to this 2011 bulletin.

"I think that this even further

demonstrates that there was warning signs that predated the crash that any reasonable organization should have utilized to make sure that the Louisville crash didn't happen," said attorney Brad Cosgrove of the Clifford Law firm, which filed the first lawsuit.

The report does make clear that neither of the plane's two other engines were on fire before the crash. Some experts had previously speculated that debris from the left engine might have damaged the engine on the tail.

Boeing, UPS and the Federal Aviation Administration are limited on what they can say while the NTSB investigation is ongoing, so they all declined to comment on Wednesday's report. Boeing and UPS both expressed condolences to the families that lost loved ones in the crash.

"We remain profoundly saddened by the Flight 2976 accident," UPS spokesperson Jim Mayer said. "Our thoughts continue to be with the families and Louisville community who are grieving, and we remain focused on the recovery effort," Mayer said.

PLANE INVOLVED IN THE CRASH WAS AN OLDER MODEL

The 34-year-old MD-11 plane only got 30 feet off the ground before crashing into several industrial buildings just past the runway and generating a massive fireball that could be

seen for miles. Dramatic videos of the crash showed the plane on fire as it plowed into buildings and released a massive plume of smoke.

Airlines quit flying this type of plane commercially years ago because it isn't as efficient as newer models, but they had continued to fly for cargo carriers like UPS and FedEx and a few of these planes were also modified for use in firefighting.

All the MD-11s that had been in use and 10 related DC-10s have been grounded since the crash.

Cosgrove said he thinks it will eventually become clear that these MD-11s "probably should have been retired and that they had exceeded their shelf life."

LEGAL NOTICE

ADVERTISEMENT FOR BIDS

Carrollton Utilities Commission

(Owner)

Carrollton Utilities Office

P.O. Box 269, 900 Clay Street

Carrollton, Kentucky 41008

Sealed Bids for the Kings Ridge Water Line Replacement – Phase 1 – Contract 1 Project will be received by Carrollton Utilities at the Carrollton Utilities Office, 900 Clay Street, Carrollton, Kentucky, until 2:00 p.m. (E.S.T.), February 6th, 2026, and then at said office publicly opened and read aloud. Proposals should be labeled with the name of the proposer and Kings Ridge Water Line Replacement – Phase 1 – Contract 1 on the outside of the proposal envelope.

Project overview: Carrollton Utilities is seeking Bids to replace 2,000 feet of 3" water main in Carrollton Utilities Office, 900 Clay Street, Carrollton, Kentucky, until 2:00PM on February 6th, 2026. The project scope involves the furnishing and installation of 2,080 feet of 3" HDPE water main installed via open cut, three 3" gate valves, and reconnecting five water meter service lines to the new water main.

Carrollton Utilities will award the project based on the lowest and most qualified bid.

The Contract Documents, consisting of the bid Form, Plans, and Addenda (if any), may be examined, or picked up at the following locations:

Carrollton Utilities Office

900 Clay Street

Carrollton, Kentucky 41008

The OWNER reserves the right to waive any informality or to reject any or all proposals. No BIDDER may withdraw his proposal within thirty (30) consecutive calendar days after the actual date of the opening thereof.

Federal law prohibits discrimination on the grounds of race, color, national origin, religion, age, handicap, and sex.