National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

SURVIVAL FACTORS ATTACHMENT

Interview of First Responders

119 Pages

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
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FATAL SERIES OF VEHICLE CRASHES *
ALONG THE OHIO TURNPIKE NEAR SWANTON * Accident No.: HWY24MH013
TOWNSHIP, OHIO ON AUGUST 15, 2024 *
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Interviews of: JONATHON ZIEHR, Fire Chief
Springfield Township Fire Department

ANDREW SAUDER, Assistant Fire Chief
Springfield Township Fire Department

CHARLES BUTLER, Battalion Chief
Springfield Township Fire Department

BRYCE BLAIR, Deputy Chief of Operations
Toledo Fire Department

DAVID MOORE, Fire Safety Inspector
Springfield Township Fire Department

Swanton, Ohio

Monday,
August 19, 2024

APPEARANCES:

JASON ZEITLER, Survival Factors Group Chair
National Transportation Safety Board

JUSTIN SNIDER, Human Performance Group Chair
National Transportation Safety Board

DAVID INMAN, Investigator
National Transportation Safety Board

I N D E X

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I N T E R V I E W

(10:27 a.m.)

MR. ZEITLER: My name's Jason Zeitler. I'm an investigator and engineer with the NTSB and presently with me from the NTSB.

MR. INMAN: David Inman.

MR. ZEITLER: And also?

MR. SNIDER: Justin Snider, S-n-i-d-e-r.

MR. ZEITLER: And the location of the interview is the Springfield Fire Department, Station 52, and it's located at 1534 South Crissey Road, Holland, H-o-l-l-a-n-d, Ohio 43528.

Today is August 19, 2024 and the time by my watch is 10:27 a.m. Case number for NTSB is HWY24MH013, and the city and state of the crash is Swanton, Ohio.

There's four persons in this interview. I'm going to go around the room and introduce, have everyone introduce themselves.

For the record, will you state your name and spell your last name, please.

MR. ZIEHR: Jonathon Ziehr, Z-i-e-h-r, Fire Chief, Springfield Township Fire Department; cell phone number [redacted], email [redacted]

MR. ZEITLER: Thank you, Chief. And assistant chief?

MR. SAUDER: Andrew Sauder, Assistant Fire Chief, Springfield Township Fire Department; cell phone number [redacted], email address, [redacted].

MR. ZEITLER: Perfect. And, sir.

MR. BUTLER: Charles Butler, Battalion Chief, Butler, B-u-t-l-e-r; cell phone number, [redacted]. My email is [redacted].

MR. ZEITLER: And, sir?

MR. BLAIR: Bryce Blair. Last name, B-l-a-i-r; Deputy Chief of Operations for Toledo Fire. Cell phone, [redacted]; office, [redacted]. Email will be [redacted]

MR. ZEITLER: Thank you. And may I have your guy's consent to record today's conversation? Yes?

UNIDENTIFIED SPEAKERS: Yes.

MR. BUTLER: You do.

MR. ZEITLER: Thank you. The remainder of the questions will be towards our incident commander. Towards the end if there's a section that's more appropriate for one of the other persons in the room to answer, feel free to do that. We'll go ahead and get right into it.

INTERVIEW OF JONATHON ZIEHR, ANDREW SAUDER,
CHARLES BUTLER, BRYCE BLAIR AND DAVID MOORE

MR. ZEITLER: How long have you held your current position? And just remind of your position.

MR. BUTLER: Five years as battalion chief.

MR. ZEITLER: Can you describe some of your previous roles with the agency?

MR. BUTLER: Started off as a volunteer 25 years ago, worked my way up full-time life squad 10 paramedic then eventually was a

lieutenant and captain, and then promoted to my current position, battalion chief.

MR. ZEITLER: What was the total length of service that you have with the agency?

MR. BUTLER: Twenty-five years.

MR. ZEITLER: Did you have any prior agencies that you worked for in a similar role?

MR. BUTLER: No.

MR. ZEITLER: So, all 25 have been in this --

MR. BUTLER: With Springfield Township, yeah.

MR. ZEITLER: Perfect. Today, I'm going to ask you just a series of questions. First, it'll be just basic agency details then we'll get more into shift make up and things like that. And then we'll get into your agency's response to the incident that we're speaking about today.

I realize that some of the questions, they're kind of tedious. If you don't know the answer, it's perfectly okay to say I don't know. The only thing I'll ask of you today is to just not guess. If you don't know the answer, it's perfectly okay. You could say I don't know, I don't remember, something like that.

So, we'll go ahead into agency details. How many employees does your agency currently employee, approximately?

MR. BUTLER: Seventy, eighty.

MR. ZEITLER: Eighty?

MR. BUTLER: (Indiscernible).

MR. ZEITLER: Does your MC employ only full-time employees, or do you also have volunteers and reserves?

MR. BUTLER: No, full time, part time and contingent.

MR. ZEITLER: To the best of your knowledge, about how many are full time versus reserve?

MR. SAUDER: Forty --

MR. BUTLER: Forty-two are full time.

MR. ZEITLER: Forty-two?

MR. BUTLER: Yeah.

MR. ZEITLER: And then the rest are volunteers or part time?

MR. BUTLER: Not volunteers, they're part paid so they work a permanent part-time shift. We have two separate ones, 10:00 a to 10:00 p and 8:00 a to 8:00 p.

MR. ZEITLER: Okay, so they're at least partially paid. There's no one working here that's purely a volunteer?

MR. BUTLER: Right.

MR. ZEITLER: How many people do you currently oversee on a shift?

MR. BUTLER: Okay. My station room where I'm at is Station 51. I have myself and five, 24 hours; then Station 53 has three, 24 hours. And then we have the 10:00 to 10:00 operation so there's two on a transport unit from 10:00 a to 10:00 p.

Then Station 52 here has two people as well, it would be 8:00 a.m. to 8:00 p.m. and then Station 56 has two full time and two part time per day. So, the two full time would do the 24-hour

shift, then we have two part time will do 12-hour shifts. So, it'd be three at Station 56.

MR. ZEITLER: As the battalion chief, you oversee all of the squads you just spoke about?

MR. BUTLER: Yeah, on the day-to-day operations, yeah.

MR. ZEITLER: For a typical shift make up of just one of those stations, about how many firefighters versus paramedics would you say make up a typical shift?

MR. BUTLER: So, every transport unit we have has at least one paramedic. Most of our shifts, we're paramedic heavy.

Let's say the response from my station on that incident, myself, I'm a paramedic. The medic unit that was responding had two paramedics and a basic. Medic 53 that was responding, they're all paramedics, all three of them are paramedics. The Station 56, they have two paramedics and a basic.

MR. ZEITLER: And then under you, how many, are there any other supervisors or anything that --

MR. BUTLER: Yes, each station has, so, we have four, well, three stations have lieutenants.

MR. ZEITLER: Okay. Is it one lieutenant per station?

MR. BUTLER: Yeah.

MR. ZEITLER: Perfect. How about the agency structure? Is it broken into sectors or districts, or anything like that?

MR. BUTLER: Well, our stations --

MR. ZEITLER: Just stations?

MR. BUTLER: Yeah.

MR. ZEITLER: And then talk to me about just a typical shift scheduling. Do you guys have fixed days off, or is it a rotating schedule?

MR. BUTLER: Yeah, so our full timers are 24/72, we work in A, B, C, D rotation. And then our part time, which I was explaining the 10:00 a to 10:00 p and 8:00 a to 8:00 p, they're on the A, B, C rotation, they work 12-hour shifts.

MR. ZEITLER: Okay, 12 hours, perfect. Now we're going to get more into, not the full response but kind of leading up to the response. Does your agency use plain English or some type of codes on the radio?

MR. BUTLER: Plain English.

MR. ZEITLER: Plain English?

MR. BUTLER: For the most part, yes.

MR. ZEITLER: Describe your typical radio channel set up. Do you guys have like a channel --

MR. BUTLER: We do.

MR. ZEITLER: -- for the incident and then maybe a channel for something else?

MR. BUTLER: The (indiscernible) as you mentioned, they do Lucas County. So, an injury accident, we're going to go to Channel 4 provided that that channel isn't already in use.

Any EMS response will be Channel 3, injury accident Channel 4, and structure fire response would be seven. And then

we have other channels that we can bounce back to.

Let's say, the second accident went to Channel 5 and I believe the third accident went to Channel 6. But our initial response is Channel 4 for an injury accident.

MR. ZEITLER: Just one clarifying question, when they broke up the response or the channels for the different crashes, was there ever a moment where they kind of patched them together or patched a couple of them together?

MR. BUTLER: The first two incidents were patched together for a few moments and then there was just too much radio traffic and the officer did a great job by requesting a separate channel.

MR. ZEITLER: You briefly touched on this, but does your department have its own dispatch center, or is it more of a regional?

MR. BUTLER: No, it's regional.

MR. ZEITLER: Do you know how many departments this regional dispatch center dispatches for?

MR. BUTLER: Thirteen, yeah, it's 13.

MR. ZEITLER: Is it 13 fire rescue, or is it 13 --

MR. BUTLER: Yes. No police.

MR. ZEITLER: No police so it's purely regional for 13 fire rescue EMS departments?

MR. BUTLER: Fire and EMS, yeah.

MR. ZIEHR: There are two dispatching channels just to clarify. Channel 1 is the main dispatching channel.

MR. BUTLER: The main dispatching, yeah.

MR. ZIEHR: There's a Channel 2 that stays open if they have to have overflow dispatching off Channel 2.

MR. ZEITLER: I'm not going to make you off the top of your head tell me which 13, but at some point if you guys have a list of the 13, that would be helpful.

MR. BUTLER: I think he has.

MR. ZIEHR: I'll get that printed it out for you.

MR. ZEITLER: Oh, perfect.

Do you commonly respond with other fire rescue departments to large-scale incidences?

MR. BUTLER: We do. We have automatic aid with neighboring departments, Sylvania Township for structure fires and then Monclova Township for structure fires as well, and injury accidents with Sylvania on the expressway.

MR. ZEITLER: And in this particular, actually, we'll get into that later, scratch that question.

How about police departments, do you commonly, other than maybe car accidents, do you call --

MR. BUTLER: Lucas County Sheriffs and Holland P. D., depending on the area we're in, but we mainly deal with Lucas County Sheriffs.

MR. ZEITLER: Do you possess the ability to share a common radio channel with the police departments?

MR. BUTLER: We do, but they'd still have their TAC channels

that they use.

Let's say, if it was a domestic violence and there's a gun involved, they'll go to a TAC channel and we can't hear with they're doing on that TAC channel.

But we have a CAD system where they're able to type it in and we'll get a lot of the information through that in all of our vehicles.

MR. ZEITLER: Okay. Do you know if that system is real time, or as they're typing it, they could add, or you could see it within --

MR. BUTLER: Yes, it is, for the most part, if they're entering it right away.

MR. ZEITLER: Do you guys ever have one of their employees stand by with you or at your command post to share information in real time?

MR. BUTLER: Lucas County Sheriff?

MR. ZEITLER: In general (indiscernible) work together on this thing.

MR. BUTLER: Yeah. We would do a unified command of a large-scale incident.

MR. ZEITLER: Does your MC have a policy regarding mass-casualty response?

MR. BUTLER: We do. It's changed since the life squads.

MR. SAUDER: Sometimes you have (indiscernible).

MR. BUTLER: Yes, MCI.

MR. ZEITLER: If so, MCI-1 and MCI-2?

MR. BUTLER: Yeah, MCI-1 and MCI-2.

MR. ZEITLER: Okay, you have two levels?

MR. BUTLER: Right.

MR. ZEITLER: Just very briefly 'cause we could always share this information after, but very briefly, just talk to me about the differences between the Level 1 and Level 2 response, if you can?

MR. BUTLER: MCI-1, we get a response of, and forgive me, I can't think of it right now.

MR. ZIEHR: I don't know the exact number of units that we get unless you know.

MR. BUTLER: The number of engines and, Chief, do you remember what --

MR. ZEITLER: It's okay.

MR. BUTLER: You get a certain amount of engines and medic units.

MR. ZEITLER: After the interview, if you don't mind sharing just like the difference between the levels.

MR. SAUDER: We'll share it.

MR. BUTLER: Depending the scale, yeah. The MCI-1, MCI-2 will get a bigger response.

MR. ZEITLER: MCI-2 is just a larger response than MCI-1?

MR. BUTLER: Right, and it's based on number of patients. Six to --

MR. SAUDER: Six patients.

MR. ZIEHR: Six to 15.

MR. BLAIR: Fifteen and then over 15, is Level 2.

MR. ZEITLER: Now we're getting more into the incident-specific questions. When I say incident, we'll start with Crash 1. I understand that this case involves three different crashes, three different responses that kind of all made up one relatively large response. But for the purpose of this question, regarding this incident, how'd you first learn or get notified about Crash 1?

MR. BUTLER: We were dispatched how we would normally be dispatched for an injury accident on the turnpike. And, again, I mentioned we had a CAD system and all our emails.

MR. ZEITLER: Do you recall maybe some of the verbiage that you used to describe the incident that you, I'd say the first notification that you responded to?

MR. BUTLER: Just injury accident on the turnpike.

MR. ZEITLER: Okay. At this time, nothing had come across as anything more than just a simple crash?

MR. BUTLER: Right. It was just a generic injury accident so our response is an engine from Station 56 who had two paramedics and a basic. And then medic unit from Station 51, no, excuse me, a medic unit from Station 53 who had three paramedics.

MR. ZEITLER: From the time, actually, before we get to that question, at what point did more information come in that kind of

triggered in your mind that you were dealing with something --

MR. BUTLER: Sure. As we were responding, I'm responding by myself and at the time, vehicle, it's our command vehicle, so I'm not always reading the CAD as I'm driving Code 3.

So, our officer on Medic 53 noticed there was a CAD. They said there was multiple patients, 10-year-old with severed legs.

He mentioned that to me and then I asked dispatch to please read all the text to me and that's when I realized that this is a grander scale so we requested two more medic units.

MR. ZEITLER: Is it common for a dispatch not to read the updates, or do you just --

MR. BUTLER: Right. We have to request if they're, to read it to us.

MR. ZEITLER: So, you guys realized it was something more serious than just basic crash, asked them to read the updates?

MR. BUTLER: Yeah. And then I put an air ambulance on standby.

MR. ZEITLER: Okay. And then from this moment, let's see, from the time your agency received this notification that it was a more serious incident, describe your agency's response to this incident. I understand it unfolded and it gets larger.

MR. BUTLER: Medic 57 from our Station 51, who had two paramedics and a basic, responded in the medic unit. Richfield, we have an automatic aid with them in this area, but they're a volunteer department so it's hit or miss if we get a full response

from them. They were a little bit delayed so then dispatch was asking me, hey, they're not responding so I requested the next closest medic unit.

MR. ZEITLER: Take me through your agency's response. I imagine you're receiving updates and notifications while you're responding. Did the incident kind of get updated?

MR. BUTLER: No. We just, that was, the update is when we had multiple patients on the ground and 10-year-old severed legs.

MR. ZEITLER: What was the next step in this? Did you guys arrive on scene before there was any serious updates from that point on?

MR. BUTLER: Pretty much, yeah, I arrived on scene first.

MR. ZEITLER: And what'd you guys notice when you guys arrived?

MR. BUTLER: We had to drive past the incident 'cause we're heading westbound; we get on at the airport. We had to pass the incident westbound and turn around and come back eastbound.

So, as I'm passing it westbound, I do see there was a trooper on scene and then ODOT was already on scene and traffic was stopped. And I just see the semi, kind of the cab turned upside down, but I couldn't see the vehicle. It turns out the vehicle was down in the ditch.

I go to the turnaround, come back, and I pull up to the truck and I see the cab's upside down, the driver of the semi-truck is hanging by his legs, pinned between the steering wheel and the

dash.

Talked to him briefly, he was alert and oriented. I asked him several questions, he answered them, let him know that we have an engine coming to do the extrication, and I moved on 'cause I knew there was multiple patients.

MR. ZEITLER: How would you describe him? Was he alert, conscious?

MR. BUTLER: Uh-huh, yeah, he's alert, conscious, answered questions, just that said his legs are pinned, and he mentioned to me that he hit a car.

MR. ZEITLER: Okay. And you requested an extrication unit to assist?

MR. BUTLER: They were already coming so our engine has extrication equipment on it and that's why they come to the turnpike as well, to help block traffic and any extrication or fire needs.

MR. ZEITLER: For this particular Crash 1, you speak to the driver. Was there anything else going on, on scene that required additional resources or your command or anything like that?

MR. BUTLER: I saw the containers laying about there but I didn't know exactly what they were at first so I just continued on to see where my next patients were.

So, where he was, he was on the right-side of the Jersey barrier where you go to, off to get the ticket side. I had to walk around the Jersey barrier. As I'm walking around the Jersey

barrier, that's when I start to see human debris, let's just say, and that was from the 10-year-old that was deceased on scene.

MR. ZEITLER: You're talking about now the passenger vehicle that was involved in this?

MR. BUTLER: The passenger vehicle, yeah. I walk around the Jersey barrier and I passed parts of the 10-year-old, and I see the other 10-year-old female, she was ejected, multi-system trauma.

And then which, I don't know if it's her boyfriend, brother, she kind of told us brother on scene, but it doesn't matter, about a 42-year-old male, multi-system trauma as well. And she was sitting right next to him, who was the driver.

MR. ZEITLER: She was the driver?

MR. BUTLER: She was, yeah.

MR. ZEITLER: Where was the adult male at this point that you're speaking of?

MR. BUTLER: Okay. So, looking at the crash scene, we're on the right side of the Jersey barrier, the semi is up against a Jersey barrier, so they're just to the right of the Jersey barrier and kind of parallel to each other. The 10-year-old female and the male, adult male, and then the 10-year-old male was probably 30 feet up in front of them, close to the Jersey barrier.

MR. ZEITLER: Was the adult male, was he ejected from the vehicle?

MR. BUTLER: Yeah. Three of them were ejected. I right away

assume she was the only that had her seat belt on because she had a broken arm.

MR. ZEITLER: And you're referring to the driver?

MR. BUTLER: Uh-huh, yes.

MR. ZEITLER: She, to your knowledge, remained in the vehicle and the other three were ejected?

MR. BUTLER: Yes, that's what it, it was pretty obvious when I walked up. So, then I recognize we have two very multi-system trauma so I requested another air ambulance.

MR. ZEITLER: The air ambulance was, you requested them to be enroute, not to stage or anything like that?

MR. BUTLER: Right, enroute, yeah. As I'm assessing all of that, my first engine and medic unit were arriving on scene. The medic unit, I sent to them, and they had, actually, they had four people that night because they had Brian.

So, through a military thing, we have a guy that's kind of shadowing our department.

MR. ZIEHR: I can answer that if you want me to explain a bit.

MR. BUTLER: Yeah.

MR. ZIEHR: We have an individual that is doing a re-entry to civilian life that did a long stint overseas in the military so his re-entry into civilian life and possible civilian work force going into fire and EMS. He was a firefighter in the military so some of his re-entry training, we're working with the military and

we've offered him to be with us for three months to kind of re-entry into civilian life and possibly go into fire and EMS.

He was with our individuals, he's actually running 24-hour shifts per his military command staff, they were okay with that. So, he was riding with us.

MR. BUTLER: He did EMS in the military so he is a basic.

He was on scene as well so we at least had four on that particular day, but typically, we would have three. So, we had three paramedics and a basic with two critical patients. I split them up to handle the critical patients then my engine, I sent them forward to do the extrication.

So, while we're doing that, Medic 57, my second medic unit I had requested, was going to the turnaround. They passed the scene, they get on the radio, Chief, I see an accident, there is a semi, it's on fire. I look over my shoulder and I can see the big, all the fire and I'm like, great.

He said I'm going to try to get around it, I don't know if I can get around it. I said, no, you're going to take command of that scene.

MR. ZEITLER: Before we get to the second crash, you know, I know a lot's going on, it sounds like it's a very fluid situation. Talk to me about kind of when you sized up the scene, you're looking around and you're sizing it up, you needed a unit for extrication, you need more medics, you requested air support. Is there anything else that you're seeing, talk me through that?

MR. BUTLER: Just debris everywhere.

MR. ZEITLER: How did that, did that at all require additional units in your mind, or did you request additional units?

MR. BUTLER: No. And then once Engine 56 crew started extrication, the driver said, I have sulfuric acid so that's --

MR. ZEITLER: Is that the first moment that you learned of any hazardous materials?

MR. BUTLER: Yes.

MR. ZEITLER: About how far into the response, let's call it, how far after you arrived on scene did he mention that he had sulfuric acid?

MR. BUTLER: Five to 10 minutes.

MR. ZEITLER: Five, 10 minutes, okay. Did you see at this point if any of the sulfuric acid had spilled?

MR. BUTLER: That's when I went around to the cab and I grabbed his Material Safety Data Sheet and was reading through it. It had alkali and sulfuric acid. And then, yeah, I peeked around and I saw there were several totes that were leaking. I called it a hazards incident. You, I believe, were listening and mentioned, hey, I can send my Toledo units. Yes, absolutely please.

MR. ZEITLER: Now, talk to me about this spillage. If you had to estimate how much was spilled at this point when you first got eyes on it?

MR. BUTLER: When I first got eyes on it, maybe, 30 gallons

which was leaking out at that point.

MR. ZEITLER: Did it spill into the roadway or like the grass?

MR. BUTLER: The roadway and then into the grass and down into a ditch.

MR. ZEITLER: And talk to me, if you remember, wind conditions at this point. Was it blowing into your guy's faces?

MR. BUTLER: Three miles per hour to the south.

MR. ZEITLER: To the south.

MR. BUTLER: I asked for the wind direction.

MR. ZEITLER: Where were you, what direction were you located?

MR. BUTLER: We were to the north.

MR. ZEITLER: To the north, okay. At this point, did it irritate you or anything like that?

MR. BUTLER: No.

MR. ZEITLER: Up until he mentioned the words sulfuric acid, you hadn't even --

MR. BUTLER: No.

MR. ZEITLER: -- been affected by that?

MR. BUTLER: Correct.

MR. ZEITLER: Up until this point, to the best of your knowledge, do you know if any other personnel, whether fire rescue or law enforcement, were affected?

MR. BUTLER: Once I went around, I did notice some state

troopers were milling about over in that area, and I hollered at them to get away from it.

MR. ZEITLER: Did you notify on the radio that we have hazardous materials at this point?

MR. BUTLER: I did, and I requested EPA.

MR. ZEITLER: Okay. Do you know if dispatch center shared that information with OSP or any other agencies?

MR. BUTLER: It should be somewhat fluid 'cause there is Lucas County Sheriff on scene as well. They will notify Lucas County Sheriff and then it should all, they were kind of on scene so word of, I was talking to the troopers that were on scene so I let them know that as well because they were kind of walking about in the area.

MR. ZEITLER: As soon as the sulfuric acid was brought to your attention, you checked it out and you notified everyone on scene to make sure everyone was safe?

MR. BUTLER: Yes.

MR. ZIEHR: They did put hazardous material in the CAD data and shared data to the right, to the law enforcement. It was, that's how our CAD data works. It will shared right next to it.

MR. ZEITLER: To the best of your knowledge, do you know if sulfuric acid was the only hazardous material that they were calling?

MR. BUTLER: There's alkaline that, I think that was leaking as well and then it was just the saddles leaking diesel and oil,

just your general fluids from a semi.

MR. ZEITLER: We'll get into more of the hazmat stuff in just a little bit.

We talked about some of the resources you deployed to Crash 1. As far as mutual aid, were there other fire rescue departments on scene at this point during Crash 1?

MR. BUTLER: No. So, the second, the first bird landed and they went with the 10-year-old which we felt was a little more critical at that point. And then the other bird was getting ready to land, and the adult male arrested. He was alive on scene; they were working him and then he arrested.

The Life Flight team assisted our crews with going through our protocol, our trauma arrest protocol. So, they went through that protocol.

And then Swanton's engine, Engine 71, did arrive on scene shortly after that, and they went to assist with extrication. But then once I realized that it was CPR in progress, I diverted them over to assisting with EMS care at that point 'cause we had enough people doing the extrication.

MR. ZEITLER: This scene, I realize that when we identify Crash 1 in and of itself, it's not a tremendous amount of patients that are requiring type of triage or anything like that.

MR. BUTLER: No.

MR. ZEITLER: And at this point, had we declared mass casualty unit in (indiscernible)?

MR. BUTLER: I had not, no.

MR. ZEITLER: And that's because not enough patients?

MR. BUTLER: I think we were, I probably could have 'cause we were overwhelmed at that point just because --

MR. ZEITLER: You don't have to second guess. I'm just saying like patient lives.

MR. BUTLER: No, I did not declare it because all of our responding crews were, nobody could get to us basically because of that second accident. But once we had the eastbound lanes completely shut off, they could come against traffic to get to us.

MR. ZEITLER: So, traffic was backed up at this point?

MR. BUTLER: Yes, it was.

MR. ZEITLER: And now, Crash 2 happens, you hear or see it the distance?

MR. BUTLER: Uh-huh.

MR. ZEITLER: Talk to me about what you're seeing at this point.

MR. BUTLER: So, yeah, I'm dealing with the critical incident I have there and then my lieutenant who was on Medic 57 reported to me that we came upon a multi-semi accident, one of them is on fire. And that's when I looked over my shoulder, and I could see the big ball of fire.

At that point, yeah, I just said well, it sounds like you're in charge of that one.

MR. ZEITLER: Who's in charge of that one?

MR. BUTLER: Drew Pearson which is the lieutenant on Medic 57.

MR. ZEITLER: As a battalion chief, you delegate it to the lieutenant?

MR. BUTLER: I did delegate, yeah, 'cause I can't, there's no way I could run, and I was trying to listen to, he initially was on Channel 4 and then changed to Channel 5 and trying to listen and help, but it just got to be, I'm missing radio traffic on my end too.

MR. ZEITLER: So, lieutenant took command of Crash 2?

MR. BUTLER: Uh-huh.

MR. ZEITLER: Your hands are completely tied with Crash 1, you're heavily involved. At any point did you have more involvement with Crash 2 as things kind of settled down with Crash 1?

MR. BUTLER: I started diverting some of the units that were coming to us once I could, and having all the engine responses go the second.

MR. ZEITLER: Are you familiar at this point with the response at Crash 2? If I asked you to describe it briefly, would you be able to?

MR. BUTLER: I couldn't.

MR. ZEITLER: Okay, no problem. And we can --

MR. BUTLER: I honestly couldn't.

MR. ZEITLER: We can always refer to the CAD reports later so

that's not a big deal.

For this incident, for Crash 1, it didn't rise to the level of a mass-casualty response. Any sort of command post needed for this incident?

MR. BUTLER: No, I was just, no, didn't have a command post.

MR. ZEITLER: And then Crash 2 is unfolding at this point and at some point Crash 3 happens?

MR. BUTLER: Uh-huh.

MR. ZEITLER: Did you have any involvement with Crash 3?

MR. BUTLER: Shortly after that, Unit 114's his unit number and he's enroute with a hazmat response. As he's responding, he comes upon another accident. He asks, okay, where's that second at this moment, west of us. He's like, well, I think I got a new one. I said, yeah, it's definitely another accident.

Then at that point, we're trying to get resources to him because traffic is just, it's kind of chaotic now. Everything's blocked and stopped.

Our Engine 56 was close to finishing their extrication, and you were calling for extrication, he needed extrication right away. So, once they were complete, throw their equipment on and they left the scene to go to the third incident to help with extrication.

MR. ZEITLER: Some of the resources from Crash 1 when they were no longer needed, they were reassigned to Crash 3?

MR. BUTLER: Reassigned to three, yes.

MR. ZEITLER: And then did you take command of Crash 3?

MR. BUTLER: No.

MR. ZEITLER: It is Deputy Pearson?

MR. BUTLER: He took command of, yeah, three.

MR. ZEITLER: Deputy, can you talk to me a little bit about the response to Crash 3?

MR. BLAIR: I can. I and two other Tahoes from Toledo were westbound on the turnpike. We reached the point at which traffic was backed up so we had to go between the traffic and the Jersey barrier.

We passed the cut through at 50.9. I was hoping that there would be a place closer up not knowing the eastbound lanes were closed already.

Came back and then as we went up there, you know, cars pulled out to take a look. There's no way a fire engine and the hazmat rigs were going to be able to fit there.

So, I went to the next cut through, turned over and kicked back to give an exact mile marker for the larger vehicles that cut, make the cut over.

As I'm driving back, you know, a mile, there's suddenly an accident that I had just driven by 60 seconds. I got the mile marker call that came up and then took command.

And I had to ask, I said, okay, two semis west, I want to make sure it, you know, it was one of those things befuddling, you go, that was obvious.

But anyway. So, I take command. I have a Ram 5500 that's got a large trailer behind it that turned down. I think the semi hit it first, careened off of that then hit two cars and then imbedded itself in the Jersey barrier of which the civilian passenger car, which is kind of right across from me, is badly damaged on the driver side. There's a civilian there, the air bag curtains are down, and he's yelling that the guys, the driver is trapped here and there's somebody trapped in the back seat.

When you go to try to move those things, you don't really see very well. Anyway, I run it on the opposite side.

There was four people that were in that vehicle of which the driver wasn't, he may have been hurt but not significantly at the moment. The younger girl has blood on her face, but she's alert and oriented, she's denying the she's hurt. And the older woman, I assume, mom, is yelling about the person in the back seat.

So, I crawl into the back seat and the fourth person in the car was obviously passed so I told them and since, you know, it's one of those at the moment you could take back because they're standing in gas, this is leaking out. So, I tried to get them to move from the gas, and she's yelling about, get the girl out, get her out. I just told her point blank, she's dead, you got to move off of the gas. And that just took the emotion right on over to here and, but anyway.

We had a single, the other civilian car had a single occupant of it, he was trapped. The person in the car hauler, he was

injured but he was free there. And all vehicles are leaking fuel. But at that time, resources, obviously, are going to another location.

Chief was able to kick back over --

MR. BUTLER: Medic, you had engine --

MR. BLAIR: -- I think I got Medic 96 and Engine 56 and I think eventually got Engine 91.

Obviously, the intent was that we go to the hazmat run so the assistant chief came over, took command, and kicked me back to the initial hazmat incident.

MR. ZEITLER: So, then you were free to go back to Crash 1 for the hazmat?

MR. BLAIR: Uh-huh.

MR. BUTLER: Yeah, that's right. We had Medic fifty, or excuse, 96 arrived on scene shortly after Engine 56 left, and we didn't need them at that point. We had enough hands dealing what we, and we were loading up our patients into the helicopter. So, then they, yeah, diverted to Accident 3.

MR. BLAIR: It was one of those things where you had to act and you overcome. Medic 96 took the three patients from the car with the DOA in it, normally would not be our method of which we do patient care. But at that point in time, it's not like we're going to be able pull more ambulances out of our pocket.

MR. ZEITLER: Did it ever come to the point where you had to request other agencies to assist, mutual aid, or anything like

that?

MR. BLAIR: At that point in time, the whole, I'd say the whole major incident was mutual aid across the board 'cause at that time when you were saying, I got a kick out of when they asked you, you want Swanton, you said, give me the closest.

MR. BUTLER: Yeah, whoever's closest. I don't care.

MR. BLAIR: Yes (indiscernible).

MR. ZEITLER: Other agencies were responding to that scene?

MR. BLAIR: I think there already had to be at least half dozen departments that were even involved on this.

MR. BUTLER: Yeah, 'cause it's just evolving, ever evolving, and dispatch is coming to me, okay, what unit do you want. I said basically I don't care, just send me whatever's closest.

MR. ZEITLER: You guys are in coordination with other departments providing mutual aid?

MR. BUTLER: Yeah, and with our MARC System which we talked earlier, we can all communicate through that way and in Fulton County.

MR. BLAIR: We switched off channels.

MR. BUTLER: Right.

MR. BLAIR: So, with Channel 5, they put me on seven.

MR. BUTLER: Seven was your action, okay.

MR. ZIEHR: It was good that we understood that there was a separate incident, but at the same time, otherwise, we're going to start talking over each other with three separate incidents that

made up one.

But I thought it went very well then passing to you and then me joining you on the other one.

MR. BUTLER: Yeah. Everything seemed fairly seamless for the chaos that we had going on.

MR. ZEITLER: A lot going on at one time.

MR. BUTLER: Yeah.

MR. ZEITLER: So, you guys essentially more or less treated this as three different incidences?

MR. BUTLER: At that point, yeah.

MR. ZEITLER: You were able to call in other agencies, you were able reuse resources that are no longer needed in one crash and diverted to other crashes, would that be fair to say?

MR. BUTLER: Uh-huh.

MR. ZEITLER: At any point did any of the crashes or the entire incident as a whole require kind of an ICS or mass-casualty response or anything like that?

MR. BUTLER: No. We never declared anything.

MR. ZEITLER: For everything all together, individual crashes, either or command post needed for any of this?

MR. SAUDER: There was later.

MR. BUTLER: Eventually it was unified command with myself and Toledo for the hazmat.

MR. ZEITLER: For the hazmat?

MR. BUTLER: Yes.

MR. ZEITLER: Would you say that this is after Crash 3 occurred is when you were redirecting deputy and resources to the crash?

MR. BUTLER: Yeah, once the hazmat team from Toledo arrived on scene, shortly after that I came, I was on the west side of the accident, they were, Toledo fire was on the east side and I worked my way around and we set up unified command.

MR. ZEITLER: Okay. Talk to me about that a little bit. Where was the unified command located and the response center?

MR. BUTLER: It was going to be, what, about 200 feet east of the semi, the accident.

MR. ZEITLER: Okay. And this is --

MR. BUTLER: In a warm zone.

MR. BLAIR: I'd say 500 feet.

MR. BUTLER: Yeah, let's say 500.

MR. ZEITLER: Of Crash 1?

MR. BUTLER: Yeah. We were a far enough distance away. We just, we set up warm zones once we realized what we had. And it appeared that it was possibly off-gassing too because we were seeing some white smoke coming from that area.

MR. ZEITLER: Let's talk about the, was there ever a staging area for any of this?

MR. BUTLER: Yeah, the staging area was about 300 to 500 feet east of where the semi accident was.

MR. ZEITLER: We talked about the extrication process with

the driver of Crash 1 for the --

MR. BUTLER: Yeah, he was extricated and transported by Medic 91 which is from Monclova, and he had just minor injuries.

MR. ZEITLER: Talk to me about the transportation of, or the dealings with the occupants of the Toyota and after they were transported?

MR. BUTLER: Okay. So, the one was DOA, obvious. The gentleman passed away on scene so we went through our trauma protocol. So, we ceased efforts on him. The 10-year-old female ended up going by ProMedica Air to St. V's.

MR. SAUDER: Life Flight.

MR. BUTLER: Oh, was it Life Flight? I'm sorry, I'm confusing them.

MR. ZEITLER: That's okay.

MR. BUTLER: It was Life Flight to St. Vs. She was in the back of our Medic Unit 53; they are aside her and worked with the Life Flight team to stabilize her because she had multi-system trauma before they could fly her out.

Once they flew her out and that's when I needed some of the air ambulances to get out of the way to get, release Engine 56.

MR. ZEITLER: Did the driver of the Toyota require any type of transportation?

MR. BUTLER: So, she was transported later. Yeah, she had a fractured arm, and she went by Medic 51.

MR. ZEITLER: Okay. Other than the hazmat which we'll talk

about in a second, with the exception of the hazmat and traffic at this point, any other difficulties or challenges with responding to Crash 1 or the subsequent crashes?

MR. BUTLER: Once we figured out the best route to get vehicles to transfer over and come eastbound, it was a little easier to get our vehicles to them.

MR. ZEITLER: No other major issues encountered?

MR. BUTLER: No.

MR. ZEITLER: Okay. And then any anomalies that you guys faced that you feel you did particularly well dealing with?

MR. BUTLER: Man, the whole thing.

MR. ZEITLER: Makes sense. It was --

MR. BUTLER: The whole thing was an anomaly, basically. No, it's just the collaboration of all those 10 different jurisdictions. Thirty-seven different EMS and fire apparatus and we kind of figured about 100 firefighter paramedics, EMTs.

So, I felt like it was pretty seamless with how it was all handled. Everybody worked very well together.

MR. ZEITLER: Training kicked in, it sounds like?

MR. BUTLER: Yeah. They put their heads down and went to work.

MR. ZEITLER: That's always good. Talk to me about, I think you touched on some of this so I'll skip over, but how many ALS versus BLS do you guys typically, like on a given trip?

MR. BUTLER: All of our units are ALS.

MR. ZEITLER: They're all ALS?

MR. BUTLER: Yes.

MR. ZEITLER: Okay. And now we'll get into hazmat, more specific hazmat stuff, and I think you touched on this. When was the first moment you learned that this incident involved hazmat chemicals, or just in general?

MR. BUTLER: Chief Blair at me, when they were doing the extrication when he said he had sulfuric acid. So, it was, like five to ten minutes into us being on scene.

MR. ZEITLER: Do you know if that gentleman, the driver of the vehicle with the hazardous chemicals, if he ever called 9-1-1 to report the incident?

MR. BUTLER: I don't think so 'cause, like I said, he's hanging upside down in the cab. And the cab was like turned over. The initial call came in as severe crash.

MR. ZIEHR: Severe crash detected by iPhone.

MR. BLAIR: Yeah. So, it was an iPhone.

MR. ZEITLER: Oh, it was an iPhone that --

MR. BUTLER: So, that was why we got the generic response.

MR. ZEITLER: Just the LatLong?

MR. BUTLER: Yeah. While we enroute, it was evolving 'cause then somebody called it in.

MR. ZEITLER: Do you guys have previous cases that you've dealt with that involved the Apple notifications?

MR. BUTLER: Typically, we can't even find the accident when

those somehow go off, maybe somebody's phone drops or whatever, and we're chasing an accident that we can't find.

MR. ZEITLER: You guys have received these notifications in the past at some time?

MR. SAUDER: Yeah.

MR. BUTLER: Yes.

MR. ZEITLER: From talking to you earlier, it sounds like you first learned that there was hazardous chemicals when the driver told you, when you were talking --

MR. BUTLER: Yeah, I noticed there was containers there, yeah, but I didn't see exactly what it was at first. Like I said, I went around to see where the patients were before I came back to check the, what was in those containers.

MR. ZEITLER: And then the driver told you that there was sulfuric acid?

MR. BUTLER: Yes, while they're doing the extrication not when I initially talked to him. And I didn't ask him what he was hauling. Just at that point, I just didn't ask him.

MR. ZEITLER: And then other than the sulfuric acid and the alkaline, anything else that you remember?

MR. BUTLER: I think you have --

MR. BLAIR: The citric acid also involved and acetones.

MR. ZEITLER: Sulfuric acid and acetones. Did they ever at any point provide you with the documentation of the volume of these chemicals present?

MR. BUTLER: Yeah, we had the Material Safety Data Sheet which was covered in blood.

MR. BLAIR: That's not a good sign.

MR. BUTLER: Yeah. And that's best we could get from him.

MR. ZEITLER: If you're able to estimate, if you're not, that's okay, how much sulfuric acid versus some of the other stuff?

MR. BUTLER: I think it was mostly sulfuric acid.

MR. BLAIR: Quantity wise, I don't know, I couldn't tell you.

MR. BUTLER: I couldn't tell you the exact quantity.

MR. BLAIR: Because there were multiple containers that were spread out over the turnpike --

MR. BUTLER: Fifty-five gallons drums, totes.

MR. BLAIR: -- which ones exactly were leaking and which ones are not.

MR. BUTLER: Yeah.

MR. ZEITLER: Let's see, after learning the chemicals' identity, how were you able to research how to deal with these?

MR. BUTLER: I didn't. I just notified, gave him a heads up, just say we have a sulfuric acid and alkaline that you're going -- I don't know if you had that as you were responding?

MR. BLAIR: No.

MR. BUTLER: But, no, I wasn't looking that up at that point and how to mitigate it.

MR. ZEITLER: Deputy, were you able to ever to look up the

data sheets?

MR. BLAIR: That would, maybe about 30 people that responded to hazmat wise and, yeah, there's a specific procedure by which you have to have at least two different sources for researching it. So, yes, we have what we call a clipboard method where someone's the safety officer, someone's hazmat command, someone's hazmat research. So, yeah, they go into the command portion of the. Ray just started looking it up on the internet and looking up on the books. So, yes, it was researched.

Now, some of it was, you know, the interesting site, you have the question concerning technology. Yes, the Ohio State Highway Patrol was able to launch a drone but there was a delay because we're close enough to the airport that it's an automatic no fly. There was a period of time that they had to get permission to get that up.

MR. BUTLER: We have a drone as well, and it was, they were able to get theirs in the air faster than ours. It's so restrictive. So, it will not even fly, and it was, we're so close to the Toledo Express Airport.

MR. ZEITLER: So, they had to get some type of authorization?

MR. BUTLER: Yeah, we had to get clearance. You have to call the manufacturer and then they call the tower and have to get approval.

MR. ZEITLER: Talk to me about the, you were talking about the clipboard method and assigning different roles. Were you able

to do that during this incident?

MR. BLAIR: Yeah, and matter of fact, that's more the dynamics and, what the hell, I'll go on tape and criticize, and this is more criticism of Toledo not of Springfield.

You wind up with too many chefs and so everyone's got an opinion in this. So, the conversation that's happening on the north side of the rig versus the south side of the rig and then you go, all right, we're sending people down range. No, we decided we're not sending people down range, depending on what conversation you were in. Eventually, you coalesce that.

The information that we were able to get from the drone helped. There were DOT tags on that. Now, some of it, there's always going to be a question, you have multiple chemicals and is it just sulfuric acid or is it sulfuric acid and citric acid; is it sulfuric acid, acetone and citric acid 'cause something's off-gassing; is it evaporation that we're seeing or is it a chemical reaction that we're seeing. You really don't know until you go down range on something like that.

So, the drone went down with what we call our bear claw and, you know, five papers attached to it and it came back negative so we weren't getting concentrations enough to cause any of that, but, obviously, we have MSDS sheets telling us that something's leaked, has leaked all over.

The decision, we do not mitigate the, we will stop, we will not actually, we're not the cleanup crew, that goes to a

commercial company. Then the question was, where do we go from here.

As a matter of fact, there was some internal conversation about there's no life safety, what are we doing putting people into an IDLH. The decision was made that we would do a body recovery.

We outfitted three people as an entry team in Level Bs and three people then as the, for tech decon. So, went through that operation then eventually, hazmat runs are slow and tedious and, obviously, for that nature, there's nothing that's happening now. Now, we follow hazmat IQ so we would perform line-of-sight rescues if need be but, obviously at this point in time, I wish the crew was ready and we're set and looking, we already know that the two people that are in the road are deceased.

The decision was made, like I say, the discussion on different angles on how to look at it, that we would recover the bodies.

MR. ZEITLER: Talk to be me about what Level B and the body runs, what that means?

MR. BLAIR: Well, Level A being the highest degree of protection.

Part of the concern was we had flammable liquids and we had corrosive liquids so do you wear plastic or do you wear turn out. So, which ones leaking and which one is the threat. Is there a source of ignition out there that we're not sure of either 'cause

you on go on a Level A or a Level B and you, they will call you're wearing plastic, you're wearing material that stops the intrusion of the corrosive material. It doesn't do very well for heat and flames unless you wanted to, but the decision --

The Level B is you are wearing a protective, but you're not totally encapsulated. You're wearing your SCBA on the outside.

Some of its cost, some of it has to do with the ability to maneuver. When you're Level A, obviously, is the thing where we all see on TV where you're completely encapsulated and you're kind of walking around like a Gumby so that if you don't have to go to that level of protection, let's go to something that allows you a little more fluidity in what you're doing.

The decision was made of that.

MR. ZEITLER: So, you guys go in at Level B?

MR. BLAIR: Level Bs.

MR. BUTLER: An EPA representative was on scene at that point as well.

MR. BLAIR: He was able, once again, put a little more information on the whole thing.

MR. ZEITLER: And then body run, is that recovery of bodies on scene, is that that's referring to?

MR. BLAIR: Yeah. Obviously, the three-person retrieval team went down, got one body, brought it back. And then there was Sergeant Deek to obviously do an assessment, what kind of decontamination do we need. The coroner was on scene for hand

off.

And, really, we were coming up with almost nothing, and we're not sitting in the liquid.

MR. ZEITLER: EPA at this point, do you know what they were doing at this point or their involvement?

MR. BLAIR: They're just working with the hazmat team and, you know, recognizing what was there, he was looking at the MSDS sheet and just going off the information that Toledo hazmat team already had.

MR. ZEITLER: Did you guys ever interact with the EPA incidents

MR. BLAIR: Oh, yeah, the entire time. We know them by name so as soon as he got there, came on up and, obviously, he's part of the initial, well, we already had an initial briefing, but we brief him on it. And then, obviously he grabbed the sheets and then he's going to start, he's on the phone. So, he's quite active in the whole thing.

But, once again, you have the subject matter experts, wise to use them.

MR. ZEITLER: Absolutely.

MR. BLAIR: We interacted the entire time with him.

MR. BULTER: 'Cause that whole time, the turnpike is wanting to open up lanes.

MR. BLAIR: Of course.

MR. BUTLER: And we're telling them no, this is a hazmat

situation, we still have two bodies that we need to recover 'cause we don't need gawkers. As those hazmat teams dragging these bodies off, we don't need people gawking.

Of course, they're hammering me with let's open a lane so we let, what was it, maybe 50 vehicles that were trapped, kind of trapped in between, we let them go through before Toledo's hazmat team recovered the bodies.

But, yeah, they were constantly wanting to open up a lane to --

MR. ZEITLER: Who was specifically asking? Was it the turnpike representative?

MR. BUTLER: Yes, the turnpike representative. And they weren't, the conversation, he just asked can we, and I said no.

MR. ZEITLER: Fair to say he didn't understand the level of response.

MR. BUTLER: The severity of what we were dealing with, right.

MR. ZEITLER: The chemicals and everything.

MR. BUTLER: Yes.

MR. BLAIR: Well, and it's, I'm sure you appreciate, law enforcement is indoctrinated and we need to get the road going. For every hour that it IS closed, we have a likelihood and so, OHSP is always, usually in the ear on us, especially on an interstate.

MR. BUTLER: To have that closed as long as it was closed,

they --

MR. ZIEHR: And a paved one.

MR. BUTLER: And a paved one, they don't like that.

MR. BLAIR: Yeah, that's a case in point to the data, bang and bang, second and third accidents occurred and they point and go, guess what, the text book's right.

MR. ZEITLER: Talk to me about any decontamination. Did you have any fire rescue, EMS or law enforcement personnel that you know of that needed to be decontaminated.

MR. BUTLER: Yes.

MR. ZEITLER: Do you know approximately how many people?

MR. BUTLER: Six state highway patrolmen, two ODOT workers and they were, it was all, just protection 'cause they were, like I said, walking around. They were kind of in the wind direction, downward wind direction.

They weren't exhibiting any symptoms, they were just concerned that they were in and about that area.

MR. ZEITLER: So, it's precautionary?

MR. BUTLER: Precautionary. They removed their clothing, they were, put little Tyvek suits on and we transported them to a hospital, UTMC. All six of the state highway patrolmen went there and just did a follow up on them. And then the two ODOT people, I believe, also as went to UTMC.

MR. SNIDER: Were they ODOT, or were they the turnpike commission personnel?

MR. BUTLER: Turnpike commission, yeah, excuse me, the turnpike --

MR. SNIDER: Just wanted to clarify.

MR. BUTLER: I can clarify that, yeah, thank you.

MR. ZEITLER: Besides those eight, any other that you know of?

MR. BUTLER: We had a fireman that later on was exhibiting symptoms on his skin that he felt burning on his skin, and we took him in to be evaluated, and he's fine.

MR. ZEITLER: Do you know how long time had elapsed --

MR. BUTLER: Oh, geez, seven hours at that point.

MR. ZEITLER: -- at that point?

MR. BLAIR: Six or seven hours.

MR. ZEITLER: Ballpark, that's fine. It's not like days later or anything like that?

MR. BUTLER: No, it wasn't days later. No, it was that --

MR. ZEITLER: And then other than the precautionary decontamination and the one firefighter that was decontaminated, slight irritation, any injuries for any of your personnel?

MR. BUTLER: No.

MR. ZIEHR: None reported.

MR. BUTLER: None reported.

MR. ZEITLER: Fantastic. Did you guys conduct any type of debriefing.

MR. BUTLER: We did immediately after. We did just a brief

discussion with the hazmat team and then Toledo Fire will do their and then we also, we did ours pretty much right away afterwards once we got everybody in service.

MR. ZEITLER: Was it purely verbal, or did you guys do like a written one?

MR. BUTLER: It was verbal so contacted our EAP, they had representatives that were there within, I don't know, an hour?

MR. ZIEHR: Yes.

MR. BLAIR: Yeah, within an hour.

MR. ZIEHR: They called them at 11:15 to (indiscernible).

MR. BUTLER: So, how we did it, I started it and just went through what I saw on scene and then each person that was involved, they discussed how they were involved. I feel like that's a good way to get it out in the open and just talk about. And then our EAP program, he would chime in when he felt like he needed.

MR. ZEITLER: Perfect. Do you guys plan on doing any sort of after actions?

MR. BUTLER: We will. We have a peer support group that's been contacting everybody that was involved on the scene so, it's very fluid and then I'm sure we'll do an after action.

MR. ZIEHR: Yeah, and we also had, our department pastor was on, was available at Station 51 prior to you getting back there but right after so 9:00 a.m., a couple hours after so we brought our pastor in early.

Like he said, we have a list of individuals that were on that scene and our peer support has been in constant contact with those individuals. And if they need further, they work with our EAP, and we sent them to EAP.

Actually, we branched out 'cause there are a lot of smaller departments so mental health is huge, obviously, for everyone of us. So, there's smaller departments that don't have the luxury that we do with peer support group and EAP so we, actually, reached out to them as well.

Not Toledo, they have their own, and I'll let you speak to yours, I don't want to misspeak, but we reached out to the smaller volunteer departments that were out into Fulton County and such and offered our assistance and checked on their individuals as well.

MR. ZEITLER: Very good.

MR. ZIEHR: But I'll let you speak to yours.

MR. BUTLER: We offered it and we called Swanton figuring they were point blank on the 10-year-old. They thanked us and declined it, just like all my people declined it.

We'll follow up with the three that were the retrieval team and you're scooping bodies, obviously, and the stuff that's, but I tell you what, here was the thing, they were A-shifters who are already four hours over. One of them had an appointment with a friend in Louisville for bourbon so all of them go, just get me out of here, I'm fine, you know what, it's a dead person. We see

dead people on a regular basis.

Now, we'll follow up to make sure that some of that is just not bravado.

MR. ZIEHR: We are helping the air ambulances as well so even though they see it, one of the individuals was struck when they reached out to us. We invited them to the debriefing on the day of at noon, but they couldn't attend. And then there's an individual that's still following up with peer support team that needs assistance.

Just reaching out as much as we can.

MR. ZEITLER: Perfect. Before I ask my colleagues if they have any questions, do any of you gentlemen have anything that you'd like to add to the interview that you felt I haven't touched on yet.

MR. ZIEHR: For me, I think the one thing that's nice is any time we respond onto the turnpike, we do have transponders in every one of our units that make it flawless for us to get on and off the turnpike.

But, we have an opportunity in our area to put in an entrance or exit right behind our Station 53 which is at Garden Road and Holloway Road when you start to look some of this up.

We already have, there's a, it's like an electrical substation or something for the electric company around here that has a driveway back there right near the turnpike. And we've been asking just for us to have an entrance exit there for us to get on

and off so we can help them service their --

MR. BLAIR: (Indiscernible)?

MR. BUTLER: Yeah.

MR. ZIEHR: -- individuals quicker for survivability. Then we meet some resistance from the turnpike. So, if we continue to have that talk or a little bit of push from you, that would help.

MR. BLAIR: That's would be huge.

MR. ZEITLER: Talk to me how getting on the highway currently is for you versus how it would be with this modification?

MR. ZIEHR: Sure, absolutely. Currently we have to get on out at Airport Highway entrance which is out by the Eugene F. Kranz Airport or Toledo Express Airport. All of our units have to go there unless we're notified that, in a perfect storm, it's a westbound crash and it's to our eastbound, you know, east end of our territory in the westbound lane, then we will go into Toledo and enter through Reynolds Road entrance.

But, again, the one that we're asking for, that entrance and exit, just a small road would be midway between both of those. We are going miles out of our way to get back to the mid-section. Either way is not conducive to getting to where we trying to --

MR. BUTLER: There's times they'll pull out, we can see the accident right there, but we have to go three to five miles out of our way and then come back.

MR. INMAN: So, currently, you're going through established indiscernible entrance exits?

MR. BUTLER: That same three to five miles to get to it.

MR. ZIEHR: That's correct.

MR. ZEITLER: You're going anywhere from six to 10 miles out of your way in order to --

MR. ZIEHR: Yes, sir.

MR. BUTLER: Every time.

MR. BLAIR: One of the things, the dynamic with that, we find that we, Toledo does not respond to the turnpike unless requested. We respond to the interstates.

But, three to six minutes might mean another half a mile parking lot.

MR. SAUDER: That's correct.

MR. BLAIR: And, therefore, there reaches a point by which --

MR. ZIEHR: No, it's not three to six minutes, three to six miles so it's 10 to 15 minutes is what that will add at times.

MR. BLAIR: Yeah, right, and it almost makes it --

MR. ZEITLER: All right, so, it is three to six miles each --

MR. ZIEHR: Each just to get to the turnpike entrance and then depending on where it is, it's going to be another three to six miles.

MR. SAUDER: 'Cause you have to go back to the airport just to come back.

MR. ZIEHR: Correct.

MR. SAUDER: And then depending on what site it is, you'd have to go down farther to --

MR. BUTLER: To Toledo and back, yeah.

MR. ZIEHR: Basically, the entrance is on, at the airport, and the entrance at Reynolds Road, when you're looking these up are both at the end of our districts. Our district covers all in between and we have no access in our district. We have to go outside of it to get to ours.

MR. ZEITLER: So, making these modifications would trim out three to six miles --

MR. ZIEHR: Each way.

MR. ZEITLER: -- each way?

MR. ZIEHR: And many minutes for a response.

MR. ZEITLER: This has been proposed in the past?

MR. ZIEHR: It has with the turnpike commission but they, there's often argument over who's cost so is it Springfield Township that should pay for the entrance and exit. And then Springfield Township Administration is very willing to work with the turnpike administration. But then turnpike administration, you know, is it a cost benefit for them, no. But it's a response benefit for us, for the people that take their turnpike every day, paved road.

MR. ZEITLER: You guys are willing to work with them and see what --

MR. ZIEHR: Yes, sir. Our administration is absolutely, and we just brought it up again last week to them 'cause it's a great time to review that.

MR. ZEITLER: Yeah, something we can look into and David's here, he's our highway factors investigator, so he and I will be working closely on that issue together.

MR. ZIEHR: Appreciate the help.

MR. ZEITLER: I'll go ahead and defer, David, do you have any questions.

MR. INMAN: Not right now. I think they clarified the one thing that stood out to me, and I don't think I have any other questions.

MR. ZEITLER: Actually, does anyone else have anything to add before I give Justin --

MR. BLAIR: I was just going to rabbit hole, and we can do that until lunch.

We had a building collapse in Fremont which got on the turnpike and took off. And I remember when, it's just that funny thing, when you get to the toll booth to get off and the gate's still down and she's looking and she wants payment, that lights on fire engine, oh boy, we're told here, she goes, well whatever.

So, the call I make then to the turnpike commission later was how do we work our way through this. Their answer was, you don't. We don't give passes.

Does Springfield pay for your pass?

MR. ZIEHR: We don't have to because we have part of the turnpike. You don't have part of the turnpike.

MR. BLAIR: Right.

MR. ZIEHR: They hold that against you which I don't, that's just, yeah, that's the turnpike.

MR. BLAIR: And they told us too bad, you know. We expect you people, and that's why we kicked off on the gate there going, otherwise, you may have to pay for coming out here.

MR. ZEITLER: Deputy, when you're responding, you're going lights and sirens, Code 3, and talk to me about how you had to pass this, there's a gate down.

MR. BLAIR: Well, that was a previous run that was kind of funny that, obviously, the girl wants money, that's what she's told to do, that's her job. It took 30 seconds of us making comments that --

UNIDENTIFIED SPEAKER: Even for a fire apparatus.

MR. BLAIR: Yeah.

MR. ZEITLER: Was that this incident, or was it --

MR. BLAIR: No, matter of fact, for me to get on, I used my pass, my personal pass just to get through.

MR. BUTLER: Toledo Fire has no pass, state pass.

MR. ZEITLER: All right. Let's say you didn't use your personal pass to get on to respond to this incident, talk me through what would have been required.

MR. BLAIR: Well, some of the gates do, some of the lanes do not have gates so, obviously, I would have chosen one of them. I don't know if it takes your picture if you skip by or something like that so I'm sure I would have gotten a nastygram, and they

still get a nastygrams --

MR. BUTLER: Yeah.

MR. BLAIR: -- because I swiped in but I didn't swipe off. I went out the gate so they may hit me with whatever the max is for that. That's the turnpike commissions, kind of their mission statement on that.

MR. ZEITLER: There are some lanes that don't have a gate?

MR. BLAIR: Correct.

MR. ZIEHR: So, in an emergency situation you can blow past it without having to stop?

MR. BLAIR: Well, we could blow past it.

MR. ZEITLER: And then address the, if they fined you, we can address that?

MR. BLAIR: Right.

MR. ZEITLER: There are some non-gate lanes, I should say?

MR. BLAIR: Yeah, and it's a great way to get there. The hazmat team mainly came down Airport Highway and then (indiscernible) I decided to get on at 75, it's just a little faster. In the end, hazmat's are slow down to go faster anyway.

Really, I would have, had somebody there been to charge for six large vehicles, we would have most likely had a word to say about the whole thing.

Anyway, that's kind of unique, and I really appreciate you guys being able to get an entry, that would really help. You almost even --

MR. BUTLER: For response, yeah.

MR. BLAIR: -- one on both sides of the overpass so that you could kick it either way.

MR. ZIEHR: The beauty about it is, there is a turnaround kind of by, behind MacQueen's right there so it's not far. If we can get one, let's start there.

MR. BLAIR: Right. Now, I assume somebody came out for the turnpike incident a year and a half ago, the 53-car accident.

UNIDENTIFIED SPEAKER: I'm not familiar.

MR. BLAIR: Now, that was funny. Like I say, I'll rabbit hole for two minutes and then stop.

We get to Exit 90 and they insist on us going over into the westbound lane to respond. Now, mind you, this is, the negative five, 70-degree mile an hour wind. It was 53 cars piled up on it. We're following a state highway patrol, and I'm the lead for us. Luckily, we're over towards the Jersey barrier. So, you got horizontal snow.

I remember that first second or two of, are those headlights. I'm like son of a bitch, fucking cars. But we're not able to communicate like we are here, trying to call incident command, what the fuck, are you letting them through. This is all recorded, isn't it. Anyway, you guys can edit the damn thing.

And then, here comes a truck and what the hell, well, it turns out between the accident and where we got on, there is, you know, in one of the pull offs there. And so, they decided, fuck

it, we're tired of waiting so these are going.

So, then I have follow-up crews that are coming up from special ops, and I warn them, do not take, do not go in the opposite lanes.

Well, then the problem there was as we're traveling farther, those cars have got tired of waiting in the eastbound lanes, turn around, start traveling. So now, the people that are in that lane have to watch out because people were coming at them. Any interstate, it's going to have that happen.

I tell you what, as a habit, I'll shut down the interstates even though it gives OHSP indigestion. You know what, I'm not going to try to get three ambulances down two miles of parking lot so we're not going to let any traffic. And then I just got to make sure, in detail, they know which exit to come up the wrong way and come. And even in detail, sometimes.

Remember Medic 9, we have headlights coming. I'm not sure where you are on the interstate, but you're in the wrong spot.

MR. ZEITLER: Give you pause.

MR. BLAIR: Yeah, that's like, oh.

MR. ZEITLER: Heart skip a beat a little bit.

MR. BLAIR: Yeah, you start to wonder about the IQ of the person you just told what to do. Let's listen to that tape.

MR. ZEITLER: And then, Justin, do you have any questions?

MR. SNIDER: Yeah, I got a couple of things that kind of come up and it'll probably seem it's like all over the place 'cause I'm

trying to take some notes here as you guys were answering.

Going back to, Chief, you had talked about your contact with the driver of the big rig in the Crash 1 and how you got the Safety Data Sheets out of the truck, can you describe where that was, how did you get those out of the truck?

MR. BUTLER: It was just kind of laying upside down in the cab. He had placards, that was, 'cause they're all secured, the placards are all over the place in the cab. But it was just kind of, yeah, laying there for us to grab.

MR. SNIDER: So, as you walked out on it, you described that the cab, it's on its roof or on its side?

MR. BUTLER: Yeah, when he hit, it kind of rotated like this. So, I'm looking at the driver's side, but he's upside down, and it kind of flipped if you can envision that. So, he's hanging upside down, I'm looking into his --

MR. SNIDER: He was out of the cab?

MR. BUTLER: No, he's trapped in the cab upside down.

MR. SNIDER: He's still inside?

MR. BUTLER: Yeah, his legs were trapped in the dash and the steering wheel, but hanging upside down.

MR. SNIDER: So, the driver's side up, it's on it's, so it would be resting on it's right side, on it's --

MR. BUTLER: Top.

MR. SNIDER: Oh, it's on it's top?

MR. BUTLER: Basically, on it's top, yeah, 'cause he's, yeah,

he's upside down.

MR. SNIDER: As you walk in, you're looking through the driver's side door, and you just see it in the debris in that area, what you recognized as the Material Safety Data Sheets?

MR. BUTLER: Yeah.

MR. SNIDER: Okay. And moving onto to the next topic. Can you describe for me your observation of the driver of the Toyota as you came up to it and any interaction you had with the her?

MR. BUTLER: Very stoic. She was obviously in shock at that point. She was sitting next to the male that passed on scene. She was sitting next to him, and my conversation briefly was how many people were in your vehicle. She said four, and I said four, you're sure, that's it, and that's who, I mean, that was all I counted was four. So, we had five total injuries on the first accident.

So, yeah, she confirmed four and just, yeah, eyes just kind of glazed over, she was just in shock at that point.

MR. SNIDER: About, I don't know if you can qualify her alertness level, or did she seem like she understood what was going on?

MR. BUTLER: She did, but yeah, you could just, I could just tell that she was trying to process everything that's going on and she knew her son was dead, 10-year-old daughter is unresponsive with multi-system trauma. And then she was telling us brother, we thought it was brother on scene, that she was sitting next to the

whole time, she just sat next to him the whole entire, even when we were working him, with him, we were trying to get away, and she would not leave his side, her 10-year-old daughter was laying there. That's beside the point, yeah, I don't know the dynamics there.

We eventually moved the 10-year-old into our medic unit and was working on her, but she would not leave the adult male.

MR. SNIDER: She stayed there with the adult, the adult male?

MR. BUTLER: Yeah.

MR. SNIDER: Okay. And then same thing with the truck driver, I know you had some interaction with him as far as his alertness. You said he was oriented and alert?

MR. BUTLER: He was oriented, yeah, he said he'd hit a car, and I said okay. I didn't drill him with a bunch of questions. I just wanted to make sure he was okay and then I went, I kind of did my little, I guess, triage to see what I was going --

MR. SNIDER: Did you have any other follow-up interaction with him before he was pulled out of the truck and transported ultimately?

MR. BUTLER: I did not, no.

MR. SNIDER: For Crash 3, Deputy, you had talked about how you went past the scene and then turned around and were looking for that cut out so all of your responding vehicles could reach Crash 1.

You described a passenger vehicle that you saw, there was

damage on the side and the air bag, what did that vehicle look like as far as type of vehicle description.

MR. BLAIR: A smaller sedan four door, I'm going to say the, was it, severe damage to the, both doors, areas on the driver's side. It was pushed off almost into the far median. The semi was up against the Jersey barrier on the other side with a jack-knife orientation to it.

I had no interaction with the semi driver, I couldn't pick him out. I saw him on TV, but at that time, he had, he was already out of the semi and there were already people walking around with their cell phones and stuff like that.

I had interaction with the other six people that were involved in the accident, but I'm sure I saw him. I didn't know that he was the truck driver.

MR. SNIDER: And as far as you ultimately found a place for your responding equipment that was traveling west to enter the eastbound lanes, do you know about where that was?

MR. BLAIR: 50.9.

MR. SNIDER: 50.9. And then --

MR. BLAIR: I think the accident was around 49 --

MR. BUTLER: Or your third exit.

MR. BLAIR: Yeah, it was 50.7, I believe is what I told dispatch to count it as.

MR. SNIDER: Those responding units that went to Crash 1, where was that equipment staged as far as ground vehicles and then

ultimately you had air ambulances that were landing at the scene. Can you describe where (indiscernible)?

MR. BUTLER: Okay, so the gap, air ambulances were probably about 300 feet in front of the semis, the semi where it was up against the Jersey barriers so they were --

MR. SNIDER: In the eastbound lanes?

MR. BUTLER: In the eastbound lanes.

MR. SNIDER: So, kind of around where the command post ultimately was set up, somewhere in that vicinity?

MR. BUTLER: Right, but they were gone by the time we set up the unified command. That was when I was command of that incident, yeah.

MR. SNIDER: That was just for those occupants that needed to be air flighted out of the --

MR. BUTLER: Right. We flew one out and the other one, as the second air ambulance was landing, they arrested. We don't, they don't fly a patient when they're, CPR is in progress, there's just not enough room to work that.

We worked that patient on scene and then we declared him deceased, and then the other air ambulance eventually left after the 10-year-old was transported.

MR. SNIDER: We had two helicopters that were on the ground, initially?

MR. BUTLER: Correct, 'cause I had two critical, but he ended up passing on the scene.

MR. SNIDER: The one stood by 'til the 10-year-old female --

MR. BUTLER: They were working her.

MR. SNIDER: -- got stabilized?

MR. BUTLER: They were currently stabilizing her in the back of Medic 53.

MR. SNIDER: As far as the eastbound lane, or the westbound lane, I'm sorry, adjacent to where Crash 1 was, there was no equipment out there?

MR. BUTLER: No.

MR. SNIDER: The traffic slow down that was there, was that, would you say that's just people slowing down for Looky-Loos?

MR. ZIEHR: I can answer that 'cause you were probably --

MR. BUTLER: I was not watching the westbound lane at all. I'll be 100 percent honest with you --

MR. SNIDER: I don't blame you.

MR. BUTLER: -- 'cause that was two lanes over on the other side of the Jersey barriers.

MR. ZIEHR: The westbound lane was completely shut down is when I came through, I came before him. I was responding to Crash 1 when I came through and hit the turnaround. The westbound lane was completely shut down, the sheriff's had it blocked off at the turnaround that I hit that was in front of where he was, closer to Crash 1. So, the sheriffs had that westbound shut down completely, and that's where I took the turnaround and went towards Crash 1.

The helicopters were already on the ground when I was approaching. I parked to the east of the helicopters and walked up and just made eye contact with him, did a face to face seeing what he needed at this crash. Was talking to him on the cell phone because there was so much radio traffic 'cause he was coming in, and I said, why don't you go to Crash Number 2 'cause they needed some help down there.

We had an incident commander down at Crash 2 from a neighboring department. Chief 91 from Monclova was command of that at that point 'cause our lieutenant had turned over and started to work on the crash scene.

And then he ended up stopping at the accident with you thinking it was the accident I wanted him to go to. And he said, there's no fire here. And I said, well, you're at the wrong one. I said, what do you mean, there's no fire, I can see the smoke.

So, I didn't know that that one had happened. I had just come through there and it was completely stopped. I went to the left along that barrier there and made a left through there.

MR. SNIDER: So, the sheriff's deputies had stopped traffic there. About how far east of the Crash 1 was that stopped?

MR. ZIEHR: Less, a half mile or so. I remember there was some, there was light fog when I first got there. And so, probably half mile.

MR. SNIDER: It would have been east of the toll plaza?

MR. ZIEHR: East of the toll plaza, yes. Yes, it was east of

the toll plaza 'cause when I cut across then I could see where they were, they were in the toll plaza.

MR. BLAIR: Yeah, just west of that.

MR. SNIDER: And when was that shut down relative to when Crash 3 happened?

MR. ZIEHR: It was all shut down when I went through and there was no Crash 3 yet.

MR. SNIDER: They already had it closed down at that point.

MR. ZIEHR: Yes, they did.

MR. SNIDER: So, it would have been shut down, they had it closed when you came through on --

MR. BUTLER: Yeah, there was a significant --

MR. SNIDER: Westbound.

MR. BLAIR: Double lane of parked traffic by the time I got there.

MR. SNIDER: Do you know how long that was shut down in the westbound lanes at all, or when that started and ended?

MR. ZIEHR: I wouldn't know when that, when they shut that down 'cause they shut it down prior to me arriving. The first call came in at 5:24-ish, something like that, 5:32.

MR. SAUDER: 5:31.

MR. ZIEHR: Okay, so --

MR. SAUDER: That was the first (indiscernible).

MR. SNIDER: Yeah, 5:31 is --

MR. BUTLER: Do you guys want this for your documentation?

MR. ZEITLER: Yeah, we'll --

MR. ZIEHR: For your recording, I got there after the second crash had already occurred and there was still fire, active plume of smoke 'cause I could see that ahead.

But, they said that they had it covered, they didn't need any assistance up there. They didn't have hazmat. They just had sugar and oats and something like that.

UNIDENTIFIED SPEAKER: Yeah, oatmeal.

MR. ZIEHR: I wasn't worried about helping them, I was worried about helping him at that time, helping him with the helicopters, get them out there 'cause the way we had the helicopters, one of the medic units was ready to transport, couldn't transport because the helicopters were in the way in the eastbound lane, but they were trapped by both barriers, right, Jersey barriers?

MR. BUTLER: Right.

MR. ZIEHR: We wanted to get them, get this guy through and then they needed the engine at that point. I heard another crash, they needed an engine. I was trying to get that engine beyond the helicopters too.

MR. BUTLER: So, the pilot --

MR. KIEHR: We're just spinning blades to get them lined up.

MR. BUTLER: Yeah, and actually spun the blade to get the engine through.

MR. ZIEHR: The engines, you got to do what you got to do, is

what we did.

MR. BUTLER: 'Cause they're spinning it as the engine's driving through it.

MR. SNIDER: Wow.

MR. SAUDER: There may be --

MR. BUTLER: They could use the tail rudder and --

MR. SAUDER: To answer that question on the law audio that's provided, you'll have all their communications so maybe it'll be time stamped on there.

MR. ZEITLER: Perfect.

MR. SAUDER: That's on CAD as well.

MR. SNIDER: That was one question I was going to ask 'cause landing of air, did they both land at the scene and both helicopters onto the ground at the same time that --

MR. BUTLER: Yes, they're on the ground at the same time.

MR. SNIDER: What location? Where were they at?

MR. BUTLER: So, they were east of the semi.

MR. SNIDER: Between the plaza and the semi?

MR. BLAIR: Between the plaza and the semi, yeah. They were both facing west.

MR. SNIDER: Who chose that spot for them? Was that air ambulance?

MR. BUTLER: I designated somebody to, 'cause they're getting, trying to tell me to get on Channel 13, that's who we were, we would talk to the air ambulance. I designated a

firefighter to just set that up for me and then that was where they decided to put it.

MR. SNIDER: For that, do they normally block traffic? Is that a block traffic like both directions?

MR. BUTLER: Oh, yeah, we would normally block and traffic was, the eastbound traffic 'cause they were in the east --

MR. SNIDER: It was already blocked.

MR. BUTLER: It was already blocked.

MR. SNIDER: What about westbound traffic? Did they block any westbound traffic in preparation for the landing that you're aware of?

MR. BUTLER: I think it was already blocked at that --

MR. SNIDER: Already stopped at that side.

UNIDENTIFIED SPEAKER: It sounds like --

MR. BLAIR: You got, they, the sheriff's department already had that shut down.

MR. KIEHR: They probably did have it shut down for the air ambulances.

MR. BUTLER: As the helicopter's coming in and they were, yeah, 'cause they'll do a circle round and then the sheriff probably noticed that.

MR. SNIDER: One other question I thought of was the turnpike commission, did they, as far as you're aware of, was there any TIMs, Traffic Incident Management, that they had set up, any traffic diversion, or warnings?

MR. BUTLER: Yeah, they were diverting traffic off, I don't know where, but on the Airport Highway and then that turned into a ginormous mess.

MR. ZIEHR: But that wasn't until after Accident 3.

MR. BUTLER: Yeah, that was after Accident 3 was when they started diverting traffic off.

MR. ZIEHR: Because when I was checking out all three incidents making sure that no one needed anything, media was in the westbound lanes in front of all the traffic waiting to talk to somebody. And I wanted to talk to them just so that they would put it out there to divert off the turnpike, to not come towards the turnpike 'cause everything is closed down. They were not diverting off until after Crash 3.

MR. BUTLER: Yeah, okay.

MR. BLAIR: The trapped traffic between Accident Number 1 and Accident Number 3 in the westbound lanes was eventually allowed to clear.

MR. BUTLER: Yeah, and that was during the hazmat.

MR. BLAIR: But the cut through at 50.9 'cause we still had everybody that is east of Accident 3 still stuck on the turnpike which we ran into a little bit of a problem because as they, the three trailers said they had problems with getting those through.

It turned out that my hazmat team for the most part did not respond on the turnpike, took Route 2 to the airport, and they were going to be able to get on and head the wrong way in the

eastbound lines but could not do that as all the traffic was being diverted and going that way. So, it was a delay in getting the remainder of the hazmat team there.

But they cleared both but, like I said, the first section went west, the others turned around and went back and got off the interstate.

MR. SNIDER: I've got one more here that kind of goes to that technology topic we were talking about.

As a former law enforcement drone operator, I faced a lot of the same issues I think that you guys had in this case with a little less, kind of immediate issues 'cause I wasn't trying to get a drone onto an active scene to try to determine if there needs to be any life-saving things done, right. I'm kind of looking at this after the fact, I'd still have some of those issues.

I'm interested in knowing a little bit about if you can describe the equipment that you're using, manufacturer-specific issues, if that's what you were having. Have you gotten pre-approval where you should be able to fly the drone in those situations, or your next to an airport, maybe kind of start walking me through that?

MR. BUTLER: Yeah, they have pre-approval. The Mavic, which is our bigger drone, has all of the paperwork. In that one, we found out that our smaller drone didn’t have it, to contact, have all the contact numbers for us to just immediately call this

person and say, hey, this is what we're doing.

Our bigger drone which is housed at Station 53, our smaller drone which is housed on our battalion vehicle, we have a drone team, and one of our drone team members was on scene. Yeah, he couldn't get clearance right away to -- he left his cell phone, unfortunately, back at the station where he has all that information. He could get on his cell phone and get the approval, but he, unfortunately, left the cell phone at the station. So, that was part of our delay.

MR. SNIDER: So, the Mavic is just, and for the audio, is a DJI product, right?

MR. BUTLER: Correct, they're both DJI.

MR. SNIDER: And my understanding is that DJI does have four first responders, the option to permanently unlock the aircraft for what they deem are sensitive areas which would be airports that aren't necessarily tied to an air space restriction, but that DJI deems are no-fly zones.

I understand that when we're in a certain proximity to an airport, especially a runway, end of a runway, it may be a hard lock.

MR. BUTLER: It's a hard lock, yeah.

MR. SNIDER: But that you can still get a permanent nationwide or geographic region unlock so that you don't have to go through those steps where you would have to get online.

Is it my understanding that one of the devices that you have

had that feature engaged and it just hadn't been applied to the other device, or is that something you guys haven't --

MR. BUTLER: We'd have to talk to Trevor. I don't know the details in that, to be honest with you.

MR. ZIEHR: We can see if Dave Moore is here, talk to him.

MR. BUTLER: Yeah, Dave might, yeah 'cause we're such close proximity to the airport there, they just don't want us throwing up a drone even though, I mean, we would use our common sense and due regard, obviously. But like 50 feet I think is our limit height.

MR. SNIDER: Now, you mentioned blank which is a LAANC which is the FAA's process for obtaining, be able to get air space?

MR. BUTLER: So, he, Dave initially set up our drone.

MR. ZIEHR: You have to identify yourself. Dave, say your name, your title, your contact number and your email.

MR. MOORE: David Moore, Fire Safety Inspector with Springfield Township Fire Department, [redacted]. Was that it?

MR. ZIEHR: Email.

MR. MOORE: Email is [redacted]. I didn't realize you were writing all that. Did I got too fast?

MR. BLAIR: No. I'm writing, it's different note.

MR. BUTLER: It's recorded.

MR. MOORE: All right, gotcha.

MR. SNIDER: So, Dave, kind of the, what I want to know about is the drone response, using the drone in the controlled airspace

from both the controlled airspace FAA standpoint, and able to get to that clearance, as well as the manufacturer issues that you come across where you're unable to actually use the drone because of features that are built into that system --

MR. MOORE: Geofencing.

MR. SNIDER: -- that you have to kind of get through.

Maybe you can go back and just describe what equipment you guys are using, what steps you've taken to mitigate those locks, maybe previously or that you've had to deal with in this case to get it unlocked so you could actually use your equipment at the scene?

MR. MOORE: Yeah, sure. Obviously, most of our jurisdiction is within the Class C Airspace of Toledo Express Airport. It became evident very quickly that we were going to have to pursue unlocking the geofencing to be able to use that in emergency situations.

And as you alluded to, there's two different sides to that. There's the manufacturer unlock and then there's the FAA airspace clearance which you need to get any time that you launch.

So, we currently have two drones, they're both DJI products. A Matrice Version 2 as well as --

MR. BUTLER: Mavic?

MR. MOORE: Mavic, thank you. Mavic Enterprise Dual are our two aircraft. We filed with DJI for a permanent unlock. That was an extensive process that we had to go through with them, supply

documentation as to, you know, we are with a fire department, a legal entity of the State of Ohio and the United States, and so and so forth.

So, the geofencing is permanently unlocked in those; however, whenever you launch then you have to get the airspace clearance which there's a couple of different ways you can do that.

You can either get the LAANC or the automatic immediate clearance which is a grid pattern that you have to go in through the apps to find out what you're allowed to go up to altitude wise depending on the location that you're at within the Class C Airspace.

Or if you need to go up higher than that in the case of an emergency, you can fill out a form and email it to the FAA and it's almost an immediate review. You just give them the information, where you're launching, what the emergency is, the details for that, submit that to the FAA and then follow that up immediately with a phone call, make sure they receive that information. They'll review it, and then they will either approve it or deny it, generally it's approved.

And then they forward that information to the tower at the airport in which you're operating so they are aware as well. And generally, that clearance, you know, you can get that up to 400 feet AGL.

MR. SNIDER: In the case of this particular scene, what process did you use to get your FAA clearance?

MR. MOORE: I was not on that scene.

MR. BUTLER: Trevor was trying to get it, and he left his cell phone at the station.

MR. MOORE: Oh, okay.

MR. BUTLER: He wasn't able to get, open his apps to get the clearance that he needed 'cause they had to contact the manufacturer and approve our drone to fly.

MR. MOORE: And that's permanently unlocked. You don't have to do that in the case of an emergency.

MR. BUTLER: But it, our drone wasn't operating.

MR. MOORE: I'm not aware of any of that, I was not on the scene.

MR. BLAIR: It was the state highway patrol that launched theirs.

MR. BUTLER: Yeah, state highway got theirs up.

MR. SNIDER: So, David, as far as you know, both drones, and so they both have a unique identifier for DJI?

MR. MOORE: Yeah.

MR. SNIDER: Both of those pieces of equipment are actually part of that permanent unlock so you shouldn't have to go through that process with DJI?

MR. MOORE: You shouldn't have to unless perhaps there's an expiration you need to renew that or something. I'm not aware of if that was the case. Really haven’t been involved with that since about January.

MR. SNIDER: I went through that process with DJI within Inspire too, back a while ago and kind of know what you're talking about there, and still had issues with the same type of situation where they just said no anyway.

MR. MOORE: Oh, wow.

MR. SNIDER: That's why I'm asking about this 'cause I kind of know your pain there in that process. We don't --

MR. MOORE: Yeah, it was extensive.

MR. SAUDER: I have had personal experience.

MR. SNIDER: I think it's called a U, is it a UAP or UEP?

MR. MOORE: I'd have to go in to see exactly what it is. It might be Borg, but, yeah, it's --

MR. SNIDER: I don't know what they call it now, but for that instance, we actually did have a permanent unlock on the device, had the phone, the right equipment, it was on the drone. We were in between a Class D and a Class E, and we were able to fly in the Class D but not the E even though we had FAA approval through their system.

MR. MOORE: Yeah, when they were first trying to navigate all that as a new program, my goodness gracious, I am envious of the City of Toledo who has almost entirely Class G Airspace, and that's never a concern for them. But for us, it was much different.

MR. SNIDER: I wonder in your decisions to go with that product, had you looked at other manufacturers that don't have

that limitation?

MR. MOORE: We really didn't because DJI is far and above the superior manufacturer.

We dealt with Toledo Aerial Media in helping us choose the product that we wanted and the program. And, of course, they highly recommend DJI.

Especially at that time, that was back in 2018, I think when we were getting to launch the program. There was nothing else even close to what we were looking for and what would serve our needs. So, it was kind of a no brainer for us.

MR. SNIDER: As far as your operating these devices, it sounds like your control, your operators are actually using their cell phones to control the drones?

MR. MOORE: No, we only have --

MR. SNIDER: Or do you have a --

MR. MOORE: -- dedicated controllers.

MR. SNIDER: Dedicated?

MR. MOORE: Uh-huh.

MR. BUTLER: There's apps on the phone like the --

MR. ZIEHR: Yeah, before you fly.

MR. BUTLER: Before you'd fly that you get on.

MR. SNIDER: As far as the FAA clearance so for LAANC?

MR. MOORE: Yeah, air control, air aware, yeah, drone to go, those are just some of the things that we use.

MR. SNIDER: The state highway patrol, obviously, ended up

using their equipment. Are you familiar with what they reason, or why they were able to get theirs in the air?

MR. MOORE: I didn't see what they were using.

MR. SNIDER: Okay.

MR. SAUDER: I think he was flying as Maverick 3.

MR. SNIDER: I'm sorry, do you have a question?

MR. MOORE: I was going to say from the, with the DJI apps, depending on what app you're using to control the flight, I have seen it before where it'll log you out of your account so then the geofencing unlock is no longer active.

I have had a personal experience with that before so as long as you log back in to your flight control app account with DJI then it'll allow you to unlock it again. That might be something that --

MR. BUTLER: That could be what happened.

MR. MOORE: It could be the look.

MR. BLAIR: I know when you first turn it on, you can go into the file section and make sure that that unlock is selected and active as well.

MR. MOORE: And that's where I've seen it before if for some reason the flight control app is logged out of your account, that won't even show up as an option.

MR. BLAIR: Yeah, I wasn't aware that there were any issues. If I was there, maybe, I would have been able to help troubleshoot that whole process.

MR. SNIDER: I know the frustration especially when you're there and it's time sensitive and you want to get it up in the air and it doesn't want to start (indiscernible).

MR. MOORE: We've learned a hard lesson shortly after we launched.

There was an aircraft crash right off the end of the runway that we wanted to launch for and that was before we were aware of the geofencing and all that. We tried to launch and couldn't launch and that was really frustrating for us. So, that's how we learned from that process how everything works.

MR. SNIDER: Yeah, it seems like there might be a disconnect with, you know, you have to have that license on the controller and then it's got to get moved to the drone and then if something breaks there then you're stuck trying to troubleshoot on the scene, it seems like.

MR. SNIDER: That's all I have, nothing else.

MR. INMAN: I have nothing further.

MR. ZEITLER: You guys, thank you. You have anything for us, any questions or anything for us?

MR. BLAIR: I don't.

MR. ZIEHR: Thank you, Dave. Appreciate you.

MR. SNIDER: Thank you.

MR. ZEITLER: Going to end the interview, it's 12:30 p.m. by my watch.

(Whereupon, at 12:30 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	FATAL SERIES OF VEHICLE CRASHES ALONG THE OHIO TURNPIKE NEAR SWANTON TOWNSHIP, OHIO ON AUGUST 15, 2024 Interview of Jonathon Ziehr, Andrew Sauder, Charles Butler, Bryce Blair, and David Moore
ACCIDENT NO.:	HWY24MH013
PLACE:	Swanton, Ohio
DATE:	August 19, 2024

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.

[redacted]

Christina H. Neilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	
FATAL SERIES OF VEHICLE CRASHES ALONG THE OHIO TURNPIKE NEAR SWANTON TOWNSHIP, OHIO ON AUGUST 15, 2024	Accident No.: HWY24MH013

Interviews of: SCOTT M. WYCKHOUSE, Staff Lieutenant
Ohio State Highway Patrol

ERICA GOCKSTETTER, Lieutenant
Ohio State Highway Patrol

Swanton, Ohio

Monday,
August 19, 2024

APPEARANCES:

JASON ZEITLER, Investigator
National Transportation Safety Board

JUSTIN SNIDER
National Transportation Safety Board

DAVID INMAN
National Transportation Safety Board

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I N T E R V I E W

(1:55 p.m.)

MR. ZEITLER: My name's Jason Zeitler. I'm an investigator and engineer, with the NTSB. Last name is spelled, Z-e-i-t-l-e-r. Present with me from NTSB.

MR. SNIDER: Justin Snider, S-n-i-d-e-r.

MR. INMAN: David Inman, I-n-m-a-n.

MR. ZEITLER: And presently we're located at the Ohio State Highway Patrol, Swanton Post, located at 8891 County Road 1 in Swanton, Ohio, 43558.

It's August 19, 2024 and the time by my watch is 1:55 p.m. NTSB's case number is HWY24MH013. The state, I'm sorry, the city and state that we're investigating is Swanton, Ohio.

For the record, will you please state your name and spell your last name.

LT GOCKSTETTER: Yeah, Erica Gockstetter, G-o-c-k-s-t-e-t-t-e-r.

MR. ZEITLER: What's a good phone number and email address for you?

LT GOCKSTETTER: Phone number is [redacted]; email's [redacted]

MR. ZEITLER: Thank you. Sir, for the record, can you state your name?

MR. WYCKHOUSE: Staff Lieutenant Scott M. Wyckhouse, W-y-c-k-h-o-u-s-e.

MR. ZEITLER: What's a good email and phone number for you?

MR. WYCKHOUSE: Phone number, [redacted]; email is [redacted].

MR. ZEITLER: May I have your guy's consent today to speak to you and record today's conversation.

MR. WYCKHOUSE: Yes.

MR. ZEITLER: Thank you. We're going to ask a series of questions today about, just your agency culture and just the response to the three different traffic crashes.

I understand that everything happened super quick, it was quite overwhelming and I don't expect you to know the answer to every single question.

If there's something I ask that you need rephrased, I'd be more than happy to do so. If there's something you don't remember, it's perfectly okay to say I don't recall that. You don't have to guess or anything.

But I'll go ahead and get right into it unless you have any questions for me.

LT GOCKSTETTER: No.

LT WYCKHOUSE: No.

INTERVIEW OF SCOTT WYCKHOUSE AND ERICA GOCKSTETTER

MR. ZEITLER: Okay, perfect. Scott, how long have you held your current position?

LT WYCKHOUSE: I've been the staff lieutenant for District 1 as the assistant district commander. We have a captain and then

two staff lieutenants; I'm one of those two staff attendants. I've been in this position for approximately two and a half years.

MR. ZEITLER: And prior to this position, can you describe some of your past positions with the agency?

LT WYCKHOUSE: Before I was promoted to staff lieutenant, I was the lieutenant, I was a commander in charge of our criminal patrol team which was our K9s and our criminal investigators in our district. Did that for, I think it was about six years.

Before that I was the sergeant in criminal patrol. Before that I was a sergeant at numerous posts around the district. I was at Bowling Green Post, Toledo Post, Findlay Post. And before that I was a trooper at the Fremont Post when I first started, and I held different positions.

I was on the special response team for several years as a trooper and as a sergeant.

MR. ZEITLER: You've gotten around at the agency.

LT WYCKHOUSE: Been around, yeah. I've got over 25 years in so I'm working on almost 26 years now.

MR. ZEITLER: That's a long time. Did you, were you employed at any other law enforcement agencies prior to OSP?

LT WYCKHOUSE: No, I was just in the military. I was in Air Force.

MR. ZEITLER: Okay. We'll get into some agency details and this is just to understand the culture of the agency. About how many employees does your agency employ?

LT WYCKHOUSE: The Ohio State Highway Patrol is approximately 2,500 employees, approximately 1,500 sworn.

MR. ZEITLER: That's a lot of sworn, and the rest are --

LT WYCKHOUSE: Civilians.

MR. ZEITLER: -- civilians. Are all those employees full time or are some part time or reserve?

LT WYCKHOUSE: So we get, all those would be considered full time. We do have an auxiliary which isn't as big as it used to be, but we use to have a lot of, like an auxiliary officer at every post. But we have maybe 402 in the whole district now and then I don't know how many we have in whole entire state, but they are strictly volunteers.

MR. ZEITLER: Okay, volunteer not paid?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Do they work a part-time schedule?

LT WYCKHOUSE: They just volunteer whenever they choose to. They have to work so many volunteer hours to stay certified to be an auxiliary.

MR. ZEITLER: Okay. They require some sort of certification or (indiscernible)?

LT WYCKHOUSE: To be honest, we don't have a lot of them anymore, we use to. When I first started, every weekend, somebody'd be wanting to ride with a trooper. There was just a lot more it back then.

MR. ZEITLER: How many personnel do you currently oversee in

your position?

LT WYCKHOUSE: Our district has just over 200 employees in District 1, which is 12 counties in Northwest Ohio, so we got about 200 employees, about 130 troopers sworn.

MR. ZEITLER: And when, on an average day at work, do you oversee all of them, or they on different shifts here?

LT WYCKHOUSE: There are seven highway patrol posts in District 1 so the lieutenant, post commander such as Lieutenant Gockstetter here, will be at each post, and they run that facility and all the sergeants and troopers underneath them.

I sit at our district headquarters in Findlay, Ohio, and we just, we assist the lieutenants at the different posts or day-to-day operations, whatever's needed.

MR. ZEITLER: Okay, perfect. Describe a typical shift make up for one of the posts?

LT WYCKHOUSE: For one of the posts. Typically, in recent years, it's you have a lieutenant, we typically have four sergeants and then you like to say that there would be more troopers. There's probably on, we have troopers in our district, we have two posts that have nine troopers which is pretty low and then we have other posts that have 12 or 13. I believe you --

LT GOCKSTETTER: We have 14.

LT WYCKHOUSE: Yeah, 14 here, that's probably the highest make up in our district, most amount of troopers.

MR. ZEITLER: What's the typical shift schedule for these

troopers?

LT WYCKHOUSE: Typically, they work five days on, two days off; either a 6:00 a to 2:00 p, 2:00 p to 10:00 p, or a 10:00 p to 6:00 a, and it does vary a little bit. There are some folks that we've let have four 10s schedules and those will vary depending on the post and shift.

MR. ZEITLER: How often do these troopers attend a lineup, a briefing?

LT WYCKHOUSE: An actual, like a daily briefing, doesn't really happen like you think it would if you had five troopers working in one shift, you might have sarg meet with all five troopers and say, here's what's going on. But we're to the point now where you may have one or two troopers, and they may go straight to the road.

I would say that they meet with their sergeant on a daily basis, but maybe not in a formal briefing.

MR. ZEITLER: But exchange of information probably occurs at least once a week or so?

LT WYCKHOUSE: Yeah, I mean, there's definitely communication, but just not a formal briefing of the day. It's not like a roll call briefing at the beginning of each shift, there's just not enough people.

MR. ZEITLER: They don't have to attend like a roll call?

LT WYCKHOUSE: No.

MR. ZEITLER: Now we'll get more into, we're starting to

build up towards the response, still some agency-culture stuff mixed in.

Does your agency use plain English or Ten Codes when communicating on the radio?

LT WYCKHOUSE: They're not Ten Codes. We have our own radio codes, they're different than Ten Codes, but it's not plain English.

MR. ZEITLER: You're on like kind of signaling codes?

LT WYCKHOUSE: Right, signals.

MR. ZEITLER: Describe a typical radio channel set up?

LT WYCKHOUSE: Each post, so, minus the turnpike, this is where it gets a little bit confusing for us, you probably picked up on that a little bit.

The turnpike has three patrol posts across the turnpike. One of those posts is the Swanton Post which falls under District 1, but there's an east and a west part of the turnpike, they're on one radio frequency.

Specifically, the turnpike, they're on just the turnpike frequency. Each post has their own frequency. So, like Toledo Post will actually, they're on their own channel; Bowling Green Post have their own channel. The turnpike has their own channel but they share that with the other portion of the west side of the state, best way to explain it.

MR. ZEITLER: Let's say we're talking about this post right now. If they wanted to run someone, do they have to go to another

channel, or is it like a Talk Around Channel or anything?

LT WYCKHOUSE: There is a TAC channel they call it so you can switch to a different channel if you need to be off of the main channel for some reason.

And then a lot of stuff like running people, it's really changed since I've started. A lot of, they just do it on their computer. I'm still old school, I'm use the radio. But, yeah, a lot of people are just using their computers.

MR. ZEITLER: If one post went with, or needed to work a larger incident, do you guys possess the ability to patch the channels together?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Perfect. Does your agency have its own dispatch center?

LT WYCKHOUSE: You say in the, what, MC?

MR. ZEITLER: Does your agency --

LT WYCKHOUSE: Oh, I thought you said MC, sorry, agency.

MR. ZEITLER: No. Does your agency have its own dispatch center, or do you guys use like a regional?

LT WYCKHOUSE: The highway patrol has their own dispatch centers. They are two to three centers per each district, and that will usually cover one to two patrol posts.

The turnpike is different. They have, the whole entire turnpike has one dispatch center and that's in Berea.

LT GOCKSTETTER: Cleveland.

LT WYCKHOUSE: Cleveland, Berea, out east.

MR. ZEITLER: Do these dispatch centers, do they answer 9-1-1 calls also, or do they just dispatch you guys?

LT WYCKHOUSE: Yes, they do.

MR. ZEITLER: Oh, they answer 9-1-1 calls?

LT WYCKHOUSE: Some of, well, not all of them.

LT GOCKSTETTER: So, like Cleveland, we don't get the original 9-1-1 calls, but the county will transfer the calls to our dispatch centers.

LT WYCKHOUSE: There are dispatch centers that don't pertain to this post, some will take 9-1-1 and some don't.

MR. ZEITLER: Does your dispatch center dispatch probably law enforcement agencies or fire rescue?

LT WYCKHOUSE: No.

MR. ZEITLER: Do you commonly respond with other law enforcement agencies to larger incidences?

LT WYCKHOUSE: Yes.

MR. ZEITLER: When responding to these larger calls, is it common to patch channels or switch to a common frequency?

LT WYCKHOUSE: I'd say yes, but it all depends on the situation, where you're at, what part of the state.

The City of Toledo is our biggest metropolitan area in our district so we will there. But, Wood County is just off of that, and they don't have the MARC System that everybody else does so we can't patch with them.

MR. ZEITLER: Do you respond with Toledo, like you guys have the ability patch channels?

LT WYCKHOUSE: Yes.

MR. ZEITLER: How about with, in the off chance that you need to with fire rescue, do you have the ability to patch with the fire rescue?

LT WYCKHOUSE: You know, if we do, I've never done it so I don't know. I would imagine so because they're on MARC as well, the MARC System, so I would say yes, but I've never done that.

MR. ZEITLER: Fair enough. I can't recall a time when we've ever patched to fires. How do you stay in communication with fire rescue during large-scale incidents?

LT WYCKHOUSE: Typically, this is a good example of one where whoever's ranking, whether it be a sergeant or lieutenant or even staff lieutenant like myself, for the larger-scale incident, whether you're in a command post or just on scene, usually, you're staying together with the fire chief and just communicating face to face. That way you're getting the same information and providing the same information out.

I don't know if that answers your question.

MR. ZEITLER: Yes. Like a unified command so you guys can update each other pretty much in real time?

LT WYCKHOUSE: Right. Really large-scale incidents, like we've had tornadoes and stuff like that, we'll have somebody in the command post, like a representative from the agency right

there with them.

MR. ZEITLER: You guys can share information constantly?

LT WYCKHOUSE: Right.

MR. ZEITLER: Do you know if this incident with the three crashes rose to the level of a mass-casualty response for your agency?

LT WYCKHOUSE: Technically, no, but I feel we kind of handled it, like may have been on the brink of doing that 'cause it was such a large-scale thing and we had multiple fatalities.

But the way that this particular one happened was right by the post, like I said, we didn't need to bring in an incident commander, didn't need to bring in our command-post trailer or call on the Red Cross or anything like that. It was such close proximity to the post that I think we just handled it as separate crashes.

But I was at, if you want to say, the most serious of the fatalities. I remained at that one and assigned different people at those, I sent communication to all three crashes while I was at the main crash.

I don't if that answered your question, but I don't think it rose to the level of a mass-causality incident.

MR. ZEITLER: Does your agency have a mass-casualty policy?

LT WYCKHOUSE: Yes.

MR. ZEITLER: I'm not going to ask you what it is. We'll just, if you can share it at some point that would be --

LT WYCKHOUSE: Did you print it out?

LT GOCKSTETTER: Yeah.

MR. ZEITLER: Okay, perfect. Appreciate that.

MR. ZEITLER: Now we're getting into more incident-specific questions. Regarding this incident, how did you initially receive or get notified about the call?

LT WYCKHOUSE: It was early morning so I was just waking up. I checked my phone, and I saw a news alert that there was a serious crash on the turnpike. Well, that woke me up right away, and we started getting phone calls.

I was supposed to go to Columbus that morning for a swearing in for one of our troopers. My counterpart, the other staff lieutenant in our district, he called me and he said, hey, what's going on. I said it sounds like we got a very bad situation up on the turnpike. I said I live closer than he does so why don't you just go to Columbus, I'll stay up here and deal with this.

So, that's what we did, we kind of divided and conquered that type of situation. I geared up and got ready and started to head this way.

MR. ZEITLER: When you got that phone call, how long would you say after the initial crash occurred that phone call came in?

Q. I'd say probably at least 20 minutes or so from the time I was notified.

MR. ZEITLER: Prior to you receiving that phone call, who handled the response to this incident?

LT WYCKHOUSE: There was a sergeant on midnight shift 'cause it was just before shift change, like I said, I believe it was about 5:30 and the shift change would have been at 6:00 a.m. You had the midnight shift ending and there was a sergeant working and then you had the day shift sergeant coming out and those troopers.

Both sergeants responded to the main, the first incident, the hazmat so that would have been within minutes.

MR. ZEITLER: The midnight sergeants initially handled the response until you were briefed about the incident?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Can you tell me from the time your agency received the call, if you're able to describe your agency's response to the call so, you know, what you guys initially were told or how you received it and kind of, if you're able to describe the response that transpired?

LT WYCKHOUSE: You might be able to answer this better 'cause you probably got the call before I did.

LT GOCKSTETTER: Yeah, so I just have from, our notes from dispatch.

Lucas County received a call of a crash from an iPhone detection system. And then a second call came in that advised a semi-truck, an unknown object at the toll booth and that the vehicles are smoking in the eastbound lanes.

MR. ZEITLER: Are you aware of how many troopers initially were dispatched?

LT GOCKSTETTER: Four troopers were initially dispatched to the first call. And then as more logged on for day shift, they spread out once the second one happened.

MR. ZEITLER: What about sergeants?

LT GOCKSTETTER: There were two sergeants and two troopers initially dispatched to the first one.

MR. ZEITLER: Any indication about how long after they were dispatched to when they first arrived, just an estimate?

LT GOCKSTETTER: I'd say within two minutes the first sergeant was on scene.

MR. ZEITLER: So, very quick?

LT GOCKSTETTER: Yeah.

MR. ZEITLER: Any indication of what challenges they faced when they arrived?

LT GOCKSTETTER: Off his body camera, as he was pulling up, he said there were bodies on the road. So, the first thing he came to was people that were ejected on the road, yeah.

MR. ZEITLER: Are you able to take us through just the basic response to what you guys, how you guys respond to, you know, when you pulled up, you see bodies and then just kind of take me through the response at this point?

LT GOCKSTETTER: He had called out over the radio that two appeared, we use Signal 30, so fatal injuries. I think there were obvious injuries from his approach.

He said he had talked with a female child that was talking at

first, he was trying to keep her awake until EMS arrived. They were also dealing with the driver who was awake and alert and moving around the scene.

MR. ZEITLER: Do you know if additional resources were requested at this point?

LT GOCKSTETTER: I don't know at what point, our notes from the original crash, the fires enroute and then EMS was getting ambulances on standby, is our original notes from there.

MR. ZEITLER: Any indication in the notes of how long after you guys arrived to when fire rescue or EMS arrived?

LT GOCKSTETTER: No, but I can grab that for you. It should be on --

LT WYCKHOUSE: It should be in the CAD, the exact times.

LT GOCKSTETTER: Yeah. At 5:44, they requested four ambulances, fire and EMS were on scene at 5:52, according to our notes.

MR. ZEITLER: Take me through, Lieutenant, when you first arrived on scene, what you saw?

LT WYCKHOUSE: Do you want me to work up 'til I got there?

MR. ZEITLER: Yeah.

LT WYCKHOUSE: I come on the turnpike from my house, where I was coming from home in Maumee at mile post 52 and I live about five miles from there.

As I was coming on, I was listening to the radio to gather what was going on 'cause I wasn't 100 percent sure. I didn't, I

wasn't aware there was three separate fatal crashes at the time.

I knew Sergeant Fitzgerald was somewhere so I just got on the radio with him and just asked him where I was needed. He said probably you need to go the most serious crash 'cause that was more to the east and he had been to the west. I said okay.

I started to come, I got on at mile post 52 and the Holland Police Department, which isn't really, the Holland area isn't really right there. Toledo Police had blocked the road so nobody could get on to go westbound, and then the Holland Police Department had the road closed on the mainline of the turnpike so no more traffic could continue west.

There was a traffic backup so I had radioed Sergeant Fitzgerald and asked if it's okay if we call Signal 100, which is to drive the wrong way in the eastbound lanes. And he said it's completely closed. So, I did the cross over and I proceeded to the crash driving the wrong way westbound in the eastbound lanes.

That was my initial approach and while I was doing that, I was calling for adjacent post commanders, lieutenants, from other posts, to get them up here because it sounded like this was, I don't know, a mass causality, or it was very critical that we needed more help, we needed more supervisors on scene.

So, I was calling for Defiance post commander to come over and the Bowling Green post commander; the Toledo post commander was already up here.

I continued to respond. I showed up at the hazmat crash.

The first thing I saw was a lot of firemen, a lot of fire trucks and I didn't see a lot of troopers. Most of everybody was on the other side, they were on the west side of the crash scene, and I couldn't see them at all with the truck the way it was.

I was pulling up and I got really close to the scene. I started to get yelled at by firefighters, no, don't go any closer. I didn't realize that it was a hazmat scene at that, until they told me that so I backed up. Then I realized they had it coned off with traffic cones, and they had told me, I got with, the Toledo fire chief said there's a 150-foot radius around the entire crash because there was leaks, a hazmat leak. I said, okay.

From then, it was a matter of a lot of coordination, figuring out what was actually going on to the west and what was going on to the east, the crashes I had already passed.

Basically, I found out I had a commander, a post commander, over at the crash that was westbound. He was handling that with a sergeant, he had a trooper there so I know he was okay. And then I knew that the sergeant I had talked to originally, Sergeant Fitzgerald, he was at the crash to the west and eastbound lanes, the secondary crash. He was handling that with, he had another two troopers over there with him. So I was like, okay.

And then I learned who my troopers were that were on the other side of this particular hazmat crash.

I don't remember the timeframe, but I do remember the fire chief stating that, hey, you've had troopers inside this

contamination zone, a hazmat, they're all going to need to be pulled out of here immediately, decontaminated and taken to the hospital.

So, that was the initial getting there.

MR. ZEITLER: When you arrived on scene and fire rescue flagged you down and said don't come any closer, was that your agency's first indication that this was hazmat related?

LT WYCKHOUSE: Yes. For me, that was my first, that I remember. I don't remember anybody telling me that it was a hazmat situation until I was there to see it.

MR. ZEITLER: And when you arrived on scene, had all three crashes occurred at this point?

LT WYCKHOUSE: Yeah, they had already, yes, both directions was already completely shut down.

MR. ZEITLER: Did you delegate commands to any of the other crashes?

LT WYCKHOUSE: Yeah. Lieutenant Schack from the Toledo Post, once I learned he was over there, I just delegated him to be in charge of that scene. And then to the west, Sergeant Fitzgerald was there. He's a sergeant here at the Swanton Post, he's got a lot of experience, I knew he was alright.

Typically, at a fatal crash, we have at least a first-line supervisor or sergeant. We don't necessarily have that commander. I knew that Lieutenant Gockstetter, she was just coming in, too, in the morning. She lives farther east so I knew she wasn't going

to be there to delegate or do anything just yet.

Sergeant Fitzgerald was in charge of the crash to the west, the first secondary crash, so yeah.

MR. ZEITLER: Is it fair to say that you focused on the initial crash with the hazmat situation?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Do you know how many troopers or persons from your agency required decontamination?

LT WYCKHOUSE: Two of our sergeants, three of our troopers and one of our motor carrier enforcement units all had to be decontaminated and taken to the hospital.

MR. ZEITLER: Other than decontamination and being transported to the hospital for decontamination, do you know if any of, you or anyone from your agency was injured as part of the response to this incident?

LT WYCKHOUSE: No, there was no injuries that I know of other than the inhalation of the hazmat, that's it.

MR. ZEITLER: The troopers were transported to the hospital, they were decontaminated and released the same day?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Did this incident require establishing a command post or anything like that?

LT WYCKHOUSE: I think due to the proximity to where we were, being so close to the post, that we did not. However, maybe in a different circumstance, maybe it would have if we not had

resources this close.

MR. ZEITLER: Okay. So, it was like spread out, if three crashes occurred over a larger distance maybe?

LT WYCKHOUSE: Right, or where it's so close to the control post as well so if we had been farther, real far away from the control post, maybe we would have.

MR. ZEITLER: We're in the command post now, tell me about, 'cause I'm not very familiar with the area, about how far the scene is?

LT WYCKHOUSE: Less than probably half a mile. To the east was the, about right, three quarters of a mile?

LT GOCKSTETTER: Yeah, we're like right in the middle of the first and the second.

LT WYCKHOUSE: We're right in the middle of the hazmat crash to the east of us and then probably another, maybe not even a half a mile.

LT GOCKSTETTER: You can see it out the window.

LT WYCKHOUSE: Yeah.

MR. ZEITLER: It's literally out there.

LT WYCKHOUSE: It's literally right -- yeah.

MR. ZEITLER: I can see why you didn't need the boss.

LT WYCKHOUSE: Right.

MR. ZEITLER: We'll talk a little bit about the hazard chemicals. Now, if you don't know the answers to these questions, it's perfectly okay, I'm just trying to extract as much as

possible.

LT WYCKHOUSE: Sure.

MR. ZEITLER: We discussed the first moment that you learned that this incident involved hazardous materials, they flagged, fire c flagged you down. Did this change your response, or the response of your subordinates to the incident at this point?

LT WYCKHOUSE: I think that about the time I was there, the troopers and sergeants that had already been contaminated or in that contamination zone were already out of it so I didn't have to direct them to get out, they were already out. The victims from the crash had already been transported, other than the people that had died, they were still there.

But, yeah, it definitely changed the response because we had to pause everything. We couldn't do what we normally do which we always have the sense of urgency to hurry up and get photos, get measurements, do this, get crash reconstruction, do all these things. We had to completely stop what we were doing and let the fire department figure out how they were going to handle things without jeopardizing the investigation.

MR. ZEITLER: You guys had to take a pause in the investigation, get squared away?

LT WYCKHOUSE: Yes.

MR. ZEITLER: At this point, the troopers had already been on scene so there weren't any more, other than maybe special units, recon come in, there wasn't any more personnel from your agency

kind of enroute to this call?

LT WYCKHOUSE: I did bring in additional, I think it was a little after the fact. I had another lieutenant from Bowling Green Post, I had him come to the scene.

Once I knew these troopers and two sergeants in, once I knew they were leaving and I had nobody there, I made sure I had some more troopers come to handle the scene when it was ready. So, I had a trooper and a lieutenant came from Bowling Green, to get their help.

MR. ZEITLER: They were briefed on don't --

LT WYCKHOUSE: Don't go in there, correct, yes.

MR. ZEITLER: At any point, were you able to visually see the hazmat materials or the spillage or anything like that?

LT WYCKHOUSE: I could see blue 55-gallon drum barrels with some, I'm assuming it was the sulfuric acid coming out of the barrels into the air.

MR. ZEITLER: At what point did you learn the identity of the chemicals?

LT WYCKHOUSE: I asked the fire chief what we were dealing with just so I could pass it on to my chain of command. He had told me it was sulfuric acid, diesel fuel, I believe citric acid. There might have been another one, I don't remember what he said.

LT GOCKSTETTER: Windshield washer fluid, I think.

LT WYCKHOUSE: Windshield washer fluid, I think you're right, yeah.

LT GOCKSTETTER: Yeah, something like that.

LT WYCKHOUSE: Yeah, considered hazmat. But, you know, all together, not good to be in.

MR. ZEITLER: I understand when you were responding to the scene, there's a little bit of time that had elapsed between the crash, when the initial crash occurred and when you arrived. Can you take me through the traffic conditions, again, while you were enroute?

LT WYCKHOUSE: Right. When I got onto the turnpike at Maumee, mile post 52, when I got on to go westbound to get here, immediately ran into backed up traffic up to that point.

The first crossover that I could get over, I checked with the people who were actually here to make sure it was safe, that we didn't have any more traffic coming and I had to drive in the --

MR. ZEITLER: How many miles would you say that was from this?

LT WYCKHOUSE: That's about four or five miles, five miles, right, about five miles to Maumee from here.

MR. ZEITLER: So, it was backed up quite a bit?

LT WYCKHOUSE: Yeah, maybe four miles about, something like that.

MR. ZEITLER: At any time did fire rescue or any of the other agencies share the container information of the hazmat materials with you guys, or did they just identify the chemicals by name?

LT WYCKHOUSE: Initially, it was just by name. I think that some of my higher bosses were wanting to know what the actual hazmat placards were. I don't think anybody was able to ever tell me exactly what they were.

But I think at some point during the investigation, somebody got what those placards were. But it's just by name of what they were is what I was told.

MR. ZEITLER: Okay, sounds good. Now, we're getting away from the hazmat. Do you know if any of the employees in your agency performed any first aid or CPR when arriving on scene?

LT WYCKHOUSE: You might answer, Ryan had made mention about the little girl. I don't know if he did any --

LT GOCKSTETTER: They were just talking to her. I don't believe they did any first aid.

LT WYCKHOUSE: Yeah, I don't think they did.

MR. ZEITLER: Any difficulties or challenges when responding to this incident of them, that there was three different cases or crashes going on and chemical spill?

LT WYCKHOUSE: No, I mean, difficulties as in, what are you referring to, like command power?

I think the biggest challenge that I had as the incident commander was the fire chief just saying, these guys are leaving, you don't have them anymore, they're going to go get assessed, which I'm not going to argue. You got to get these guys taken care.

I think that was my biggest challenge there, just making sure we had people.

MR. ZEITLER: So just getting drained with personnel?

LT WYCKHOUSE: Yes.

MR. ZEITLER: It makes sense. It sounds like you backed filled from other areas?

LT WYCKHOUSE: Yes.

MR. ZEITLER: Any anomalies that you faced that you feel your agency did particularly well with what you're dealing with?

LT WYCKHOUSE: Yeah, so our crash reconstruction, we use drones to map the scenes.

I don't fully understand what the fire departments, they had an issue with their drone from some reason. I think they had made mention that they, we had a flight restriction in that area, they weren't able to fly their drone. They had made mention that the drone was locked, and they wouldn't be able to fly it at all.

That really put a pause on things because that, the fire department flying the drone would have been able to assess causalities and assess, be able to zoom in on the placards. I think they have test strips to test the air and all this. They couldn't do any of that.

So, our agency, our crash reconstruction guy that runs our drone program as well basically said, I have no problem flying, I'll get the restriction lifted right now. He had the contacts to make. He took care of it right away, and he ended up flying the

drone, our drone, with the test strips for the fire department.

MR. ZEITLER: Oh, perfect.

LT WYCKHOUSE: Right. I think that was kind of above and beyond what we normally do, testing the air for the fire department.

He was able to zoom in on some stuff and was able to see where the casualties were and what exactly was on the other side so somebody could get there, I mean, people are already there. So, I think that was a little bit extra special, yeah.

MR. ZEITLER: Any other, besides the drone, any kind of specialty resources or events technologies that you guys encountered or used during this incident that maybe you don't typically use?

LT WYCKHOUSE: I don't think so. We typically, you know, we used to use aviation from, and we use it, our aviation resources coming from Columbus to do aerial photos. We didn't have to because we had the drone so it was like we really saved using big resources from Columbus when we had drones right here to do it.

MR. ZEITLER: And what about special units, I heard you mention recon. Any other special units respond to this?

LT WYCKHOUSE: We had our reconstruction team. We had our motor carrier enforcement units for the commercial trucks.

As far as personnel goes, we had our member's assistant team reaching out for the troopers. I can't think of any other specialty units that I can think of.

Can you think of anybody else?

LT GOCKSTETTER: An investigator did warrants (indiscernible).

LT WYCKHOUSE: Yeah, we did have one of our investigators help us out with a warrant for one of the cell phones. That's all I can remember.

MR. ZEITLER: Do you know how many law enforcement agencies responded in addition to you guys?

LT WYCKHOUSE: For this particular crash, or everybody, all the crashes?

MR. ZEITLER: For all the crashes?

LT WYCKHOUSE: I believe there was like more than 20. I think that list was, I helped make that list that was provided for the media. There was a lot.

MR. ZEITLER: If I could, at a later time, have a copy of that, that would be great.

LT WYCKHOUSE: Yes. You have it somewhere.

LT GOCKSTETTER: I don't think it came to my email.

MR. ZEITLER: It can be later, there's no rush.

LT WYCKHOUSE: Okay.

MR. ZEITLER: Yeah, that would be very helpful.

MR. ZEITLER: Anything you'd like to add that I haven't touched on yet? These guys might have some follow up questions for you.

LT WYCKHOUSE: Sure. It was just, you know, it was a chaotic

stressful scene. I really didn't, I do know when I first showed up, I assumed that the fog had caused the issue because there was fog lifting above the, it was just above the corn stalks from where I could see in the field. I assumed this had to have been a fog-related issue.

But then after watching some videos and seeing some photos, there really, fog really wasn't related. That's kind of something I speculated at first.

But, I guess, nothing else really.

MR. ZEITLER: When you were enroute, driving to the scene, did the fog impede your vision to the point where it was difficult to drive?

LT WYCKHOUSE: No, it didn't. But I did just notice that there was some fog above the corn so I thought, well, heck, maybe a half hour or hour ago, maybe it was really bad is what I was think to myself.

MR. ZEITLER: Any of your troopers or sergeants report any visibility issues when they were responding?

LT WYCKHOUSE: No, they didn't.

MR. ZEITLER: That's all I have. You guys, Justin, got any?

MR. SNIDER: As far as the drivers, do you know the time line for contact with the drivers from troopers on the post as far as on scene contact, maybe observations?

I'm kind of looking for just general observations about impairment that could have been made and their just general

conditions and then what later follow up might have been done, contacting them at the various hospitals or what not?

LT WYCKHOUSE: So, the only one I can speak to would be the crash that was westbound.

I was in communication with Lieutenant Schack asking him, I believe I was asking him if that crash was open yet or who was on it. And he said they're still dealing with the driver who they're processing to take to jail. I was like, woah, what's going on, you know, is this guy impaired or something I need to know here.

And they informed me there was no impairment, but it was, the reason that they were, they could tell the prosecutor, the only reason they were incarcerating him is because he wasn't a U. S. citizen and there was a flight risk. It was still, it was a misdemeanor so there was nothing aggravated involved. It was just more of a procedural thing.

So, that's, the other drivers, their injuries, I don't know who contacted them first as far as troopers. You might be able to answer that.

LT GOCKSTETTER: As far as the hazmat, I was there after the drivers were gone. But the sergeant said the female driver of the passenger car, they didn't even know she was injured because she was just going around to her injured family members.

I don't know of any contact they had with the truck driver at the scene.

As far as at the hospital, the female driver gave a statement

to a trooper on Friday, and the truck driver refused to give any type of statement.

MR. SNIDER: Okay. I know I was present for that statement on Friday. Was there any previous contact that you're aware that was made?

LT GOCKSTETTER: Yeah, there was. So, Thursday night, we spoke with her. I had sent a trooper there. I told him not to bother, we were going to give, death notification was the primary goal on Thursday night. He went and talked to her, gave death notification, and she said where everybody in the car was sitting and then she said about seat-belt usage, but that was all the info she gave the first night.

MR. SNIDER: Were any of those parties, was there ever like a, anybody with specialized experience like DRE or ARIDE or SFST experience that did any evaluations?

LT GOCKSTETTER: Isn't Devon Black DRE?

LT WYCKHOUSE: Yeah, so the --

LT GOCKSTETTER: No evals.

LT WYCKHOUSE: Yeah, I don't think none of that occurred, there was no special evaluations done. But our midnight units that were there, like Devon Black, Sergeant, if he had contact, you know, he's well trained in all that. But I don't know what his contact was with the driver of the truck, I don't know.

LT GOCKSTETTER: No.

MR. SNIDER: Would that be based on just the observations of

the troopers on scene had, just didn't indicate that there was any impairment suspected?

LT WYCKHOUSE: Yeah, if they'd had contact, I mean, they could have been in the ambulance, but I don't know, I couldn't even get to that side of the scene.

LT GOCKSTETTER: I know they had some contact with the female driver just because in his video, she's out of the car. I don't know where the truck driver was throughout the interactions.

LT WYCKHOUSE: As far, I mean, kind of outside it, but the warrant that we did for the cell phone was for that truck driver for the hazmat crash. So that's, we did recover his phone.

MR. SNIDER: Okay. And that is a warrant for the device itself to do imaging on the device?

LT WYCKHOUSE: Yes. Well, I'm sorry, we did a warrant for the truck, to collect it, the phone itself, our investigator who got a warrant to image it.

MR. SNIDER: We can work on some of the details and later investigation stuff too outside of this.

The westbound lanes. I understand the sheriff's department was out there also with you guys. Was there any interaction with them, communication back and forth about traffic control that was done?

LT WYCKHOUSE: The westbound lane crash, because I had jumped into the other lanes to get here, the only agencies since I was, Toledo Police Department that initially closed at the gate in

Maumee so nobody could get on westbound. And then the Holland Police Department was there closing the mainline so no other westbound traffic could continue.

I don't remember any other sheriffs there, it could have been, I just don't remember.

LT GOCKSTETTER: I stopped at the westbound one on my way to the hazmat. I was out there for like 15 minutes, and there were two or three deputies out there. I'm not sure what their role was there.

LT WYCKHOUSE: I can say that generally for Lucas County and Fulton County, I've worked up here a good majority of my career, they typically just handle traffic control. But I don't know exactly what they did or what they encountered.

MR. SNIDER: The police agencies that you, the outside agencies that you saw out there that were doing traffic control, those were, those would be east of the third crash then. Is that, my understanding is right?

LT WYCKHOUSE: Yes.

MR. SNIDER: So, they're doing traffic control to stop inbound traffic after that third crash that occurred then to stop traffic from coming into that scene?

LT WYCKHOUSE: That's correct.

MR. SNIDER: As far as kind of what I'm referring to is, precedes that crash and anything that might have been going on in the westbound lanes prior to that third crash?

LT WYCKHOUSE: Right.

MR. SNIDER: If they were on the freeway, is that just kind of was on, was it something that, a decision that might have been made by somebody from that agency? There's no communication between highway patrol and --

LT WYCKHOUSE: I'm sure that they talked to those other, the sheriff's department, our guys talked to them, but I wasn't there, I don't know. Typically, over the years, they don't really get involved in the investigation. They typically just handle the crash as far as traffic control.

MR. SNIDER: Traffic control.

LT WYCKHOUSE: Yeah.

MR. SNIDER: That leads me to another question is just after, as far as the post-crash traffic control that went out, were there notifications to traffic management center or anything to bring in any kind of additional resources for signage or turn on signs or put alerts out?

LT WYCKHOUSE: The Ohio Turnpike manage that themselves. They do, I'd say, a pretty go job. They have a traffic safety coordinator, I'm not exactly sure what his title is, but he, yes, they have signs, they have notifications.

I think they use Twitter, they use all the social media stuff. Yes, they have zones set up. They have a whole team of people that work on the traffic side of it.

MR. SNIDER: And I'm sure we're getting more information from

them that David will have. Is that something that relies on the troopers that are on scene to notify them that things need to be done, or are they just kind of handling that on their own?

LT WYCKHOUSE: I think it's the responsibility of the trooper to make sure, but I don't, my experience has been, they never really had to. They've been, they're just on it, they're all over it. They're pretty good about --

LT GOCKSTETTER: They can hear our radio, they have their own dispatch at the turnpike at Berea, and they can hear our radio traffic so they send units. If we even stop with a disabled vehicle, they'll send an Arrow Board truck. We typically don't need to ask for anything.

MR. SNIDER: Okay. So, the troopers on scene can focus on the task at hand?

LT GOCKSTETTER: They just go based off our calls, and they get people in place.

MR. SNIDER: That's pretty much all I've had out of this.

MR. INMAN: You covered my question, I think, about the traffic incident hazmat.

MR. ZEITLER: Do you have any questions for me or the rest of the NTSB?

LT WYCKHOUSE: Nothing that I can think of right now, no.

MR. ZEITLER: I'm going to go ahead and conclude the interview. It's 2:40 by the time on my watch.

(Whereupon, at 2:40 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	FATAL SERIES OF VEHICLE CRASHES ALONG THE OHIO TURNPIKE NEAR SWANTON TOWNSHIP, OHIO ON AUGUST 15, 2024 Interview of Scott Wyckhouse and Erica Gockstetter
ACCIDENT NO.:	HWY24MH013
PLACE:	Swanton, Ohio
DATE:	August 19, 2024

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.

Christina H. Neilson
Transcriber