



CINCINNATI JET CENTER

May 16th, 2018

To whom it may concern,

On Tuesday, May 15th, 2018, at approximately 9:50am, I received a call from one of the AK Steel pilots, James, to inform me that an aircraft had crashed on take-off at the end of Runway 29. James said that he had already contacted 911. At that moment, I relayed the information to our CSR, Miranda Jones, and her and I began following the accident emergency response protocols. My first call was to 911. We then contacted David Fehr with Butler County, then Catherine Roberts, the General Manager of Cincinnati Jet Center, the FAA local office in Cincinnati, and finally the NTSB. To ensure the proper entrance of emergency vehicles, I jumped on the golf cart with gate keys to begin unlocking the gates at the fuel farm. This entrance was the closest entrance to the crash site. After the gates were opened, I positioned myself at the entrance on the Bobmeyer Road and flagged down the emergency vehicles, pointing them in the direction of the crash. Once all emergency vehicles were on scene, I made my way to the crash site. As I arrived, the patient was being extricated from the aircraft and loaded into UC Air Care's medical helicopter. I was also instructed by a 911 dispatcher to close the runway, so a NOTAM was issued immediately. While on scene, I received a text from Miranda stating that the FAA wanted me to give them a call right away. I immediately called them, describing location of the crash, pilot information, aircraft information, etc. The aircraft was a Grumman, N6550L, and had crashed on the south side of the end of Runway 29, on a concrete pad located near the fence line. I was told that the FAA would arrive within the next hour to start their investigation. After the patient was airlifted, I introduced myself to all parties on scene, and we began to remove unnecessary viewers, identify witnesses, and gather any necessary information. I was able to give them the pilot's name as Henry (Roscoe) Rosche, as well as his wife's name and home address. Miranda made the phone call to his wife, Luann Sieve, to inform her of the crash and give her the hospital name that he was transported to. The witnesses were identified as Ron, a mechanic with UC Air Care, as well as Tim Morris and Ronald Mienheartt, both certified pilots based at KHAO. The witnesses stated that the aircraft took off on Runway 29, they heard the engine stop, and the pilot attempted to circle back to the airport but did not make it. All emergency vehicles left the scene, and only the state troopers remained. The state troopers gathered statements from the witnesses, as well as their contact information. A briefing was given to the media by Chief Mercer, in the conference room at the terminal building. A short time later, the FAA arrived to begin their investigation, and we were given clearance by them to re-open the runway. The FAA investigators were Andrew Porter and



CINCINNATI JET CENTER

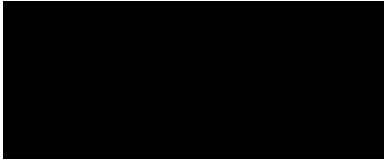
Ben Roller. The FAA, along with an Ohio State patrol pilot, investigated the scene, talked to witnesses and eventually released the aircraft to be moved, in coordination with the NTSB. The FAA was able to obtain the code to Roscoe's hangar for secure storage of the aircraft. Butler County executed the move of the aircraft, in coordination with the FAA, City of Hamilton fire squad, and Mike Bambrick, a Cincinnati Jet Center employee. The aircraft was moved into hangar T-6B, and secured with tape for no re-entry for unauthorized personnel. The FAA then informed us that they would be back the following day, 5/16/18, with the engine manufacturer, to tear down the engine of the aircraft and complete the investigation/report.

Please feel free to contact me if you have any additional questions.

Marina Less
Operations Manager
Cincinnati Jet Center

Butler County Regional Airport- Hoan Field (HAO)

Hamilton, OH 45015





CINCINNATI JET CENTER

May 15th, 2018

On 5/15/2018: At approximately 9:45am I was in hangar E2 getting some equipment organized. The hangar door was slightly open and I was able to hear an aircraft engine outside. I heard the engine stop, shortly followed by the sound of a loud crash. Upon walking out of the hangar door and looking towards the direction of the noise I saw a large plume of dust and debris. I noticed three men at the hangar next door frantically moving about and dialing on their phones. At this time it was my assumption that a plane had crashed. I ran over to one of the men whom was sitting in a golf cart, addressed myself as a former EMS professional and asked for him to drive me over to the scene. As we approached closer I could see the crashed aircraft on the south side of the runway at the 29 end. There was no smoke or fire, and the scene appeared safe enough to approach closer. Upon further examination of the safety of the scene I decided to run up to the aircraft to assist the pilot whom appeared to be severely injured. The pilot was the only individual in the aircraft. His condition appeared critical and I proceeded to manually stabilize his cervical spine with my hands. The man that drove me up there dialed 911 and I relayed the necessary information about the pilot's condition and the details of the crash site to the 911 dispatcher via speaker phone. After several minutes, the local UC Air Care medical team that are based at the airport came to our aid on foot. After they got their necessary equipment set up I was instructed to release my cervical spine stabilization and care was passed from me to the medical team. During my intervention with the pilot he was displaying labored and forceful breathing, however unconscious and non-responsive to verbal or painful stimuli. I then proceeded to help law enforcement secure the scene immediately around the aircraft. The next significant event of my involvement was to complete the runway and taxiway FOD check with the FBO manager. I then assisted with the removal of the plane from the crash site by providing standby coverage with fuel spill materials staged on scene. We had to defuel one wing which was detached from the fuselage. The FAA investigator and I emptied the wing into five gallon buckets by tipping the fuel towards the fill port and disposed of the fuel in the 100LL waste barrel at our fuel farm. All crews then vacated the fuel farm, and I re-secured the gates and locked the padlocks. I performed one final check of the farm and the crash site, and then returned to the FBO. The entire event lasted around five and a half hours.

Michael Bambrick
Line Service Technician/Assitant Manager
Cincinnati Jet Center

Butler County Regional Airport- Hogan Field (HAO)

Hamilton, OH 45015



May 15th, 2018

KHAO Incident Statement

At the time of the incident, around 09:45am on 5/15/18, I was on the phone at the desk in the FBO and did not see the incident occur. I stayed at the desk to answer phone calls and to monitor the UNICOM; I never went down to or saw the site of the incident. I received a call from one of our line technicians suggesting the runway needed to be closed, so I called and generated a NOTAM for closure of runways 29 and 11 from 10:07am to 13:07 local time. This was a duplicate NOTAM; Marina Less also issued one.

Miranda Jones
Customer Service Representative
Cincinnati Jet Center

Butler County Regional Airport- Hogan Field (HAO)

Hamilton, OH 45015