



Ohio Attorney General's Office  
Bureau of Criminal Investigation  
Investigative Report



2021-0584

Officer Involved Critical Incident – Interstate 270 Northbound on  
Big Walnut Creek Bridge, Columbus (L)

**Investigative Activity:** Interview with Officer  
**Involves:** Greg Kellough (W)  
**Date of Activity:** 03/05/2021  
**Author:** SA Perry K. Roeser, #114

**Narrative:**

On March 5, 2021, the Bureau of Criminal Investigations was contacted by the Columbus Police Division (CPD) concerning an Officer-Involved Critical Incident (OCIC) that occurred on Interstate I-270 N just south of Interstate 70. CPD officials explained that a vehicle pursuit began with a subject later identified as Andrew Teague, who had a felony warrant. CPD said the pursuit was cancelled due to the subject's non-compliance to stop. CPD stated other law enforcement agencies ultimately spotted the vehicle on the I-270 Outerbelt around Columbus. CPD stated the subject turned around on the interstate and traveled southbound into the northbound traffic on I-270. Law enforcement vehicles pursued Teague until he crashed into oncoming traffic. CPD explained Teague exited his car and began to shoot at police officers. Officers returned gunfire and killed Teague on the roadway. BCI's Special Investigations Unit (SIU) and Crime Scene Unit (CSU) was contacted for the OICI investigation.

At approximately 1800 hours, BCI Special Agent (SA) Perry Roeser arrived at the scene's location to assist with witness interviews. SA Roeser was advised the CPD helicopter was in use and witnessed the day's events as they unfolded. SA Roeser was told the pilot(s) were waiting to be interviewed at the heliport on the city's west side, Columbus, Ohio.

At approximately 2151 hours, SA Roeser met with the co-pilot of the aircraft, Officer Greg Kellough. SA Roeser first asked Kellough for a voluntary interview and explained that BCI was conducting a criminal investigation into the OICI, which had occurred earlier in the day. Kellough was advised if he wanted an attorney present, the interview would be re-scheduled. Kellough agreed to speak with SA Roeser.

Kellough stated he had been employed with CPD for 17 years and assigned to the Aviation Division for the past 12 years, and his official title was Pilot Command/Tactical Flight Officer (TFO). Kellough said his badge number was 1293, and his regular work schedule was Tuesday thru Saturday with rotating hours, either between 7 pm to 3 am or 9 pm to 5 am (mid-watch crew). Kellough stated he carried his duty weapon (9mm Smith and Wesson M&P) on his flight

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suit uniform vest and had no less lethal force weapons assigned during his work schedule.

Kellough obtained his private aviation license (FAA) from the Fairfield County (Ohio) airport and then received his commercial pilot's license once he was in the aviation unit with CPD. Kellough said before his assignment to the aviation unit; he was a field training officer (FTO) while assigned to uniform patrol.

Kellough explained the helicopters do not have a traditional MDT computer onboard. On that date, Kellough stated he was the co-pilot seated in the passenger's seat (right side) of helicopter #N556CP. Kellough explained that his partner, TFO Pilot, Roger Keeton, was sitting on the aircraft's left side. Kellough explained that after a helicopter takes off from their facility, the pilot contacts and notifies John Glenn Airport and signs-in, which occurs over the radio. Kellough said the airport identifies the helicopter's location on the radar and keeps an eye on them for other aircraft in the controlled air space over the City of Columbus.

Kellough was asked, what are the assigned duties of the co-pilot. Kellough said some of the responsibilities included monitoring all radio communications, telling the pilot where to go, and operating the computers, aviation equipment, and lights. Kellough also indicated he picks and chooses what calls to respond to based on their seriousness.

Kellough was asked how he and his partner got involved with the OICI earlier in the day. Kellough stated they lifted off around 1400 hours for routine patrol. Kellough noted while monitoring the radio traffic he heard over the "SWAT" radio channel, "I got a 50A car at the intersection of I-270 and State Route 23". Kellough explained the 50A was the police code for felonious assault. Kellough stated once they got into the area, they intercepted the car at I-270 and Sancus Blvd.

When they arrived in the area, Kellough observed the police following the target car with loose surveillance while other police vehicles were dispatched to the location. Kellough stated he was monitoring the radio traffic as to policies for the traffic stop. Once supervisors approved the traffic stop, a traffic stop was initiated around I-71 and Morse Rd. Kellough said the target vehicle picked up speed and did not stop in a heavy traffic pattern. Kellough stated he began to air the direction of travel to the cruisers on the ground. As the target vehicle went from different zones within the city, Kellough notified the pursuit's respected zones. Kellough then described there was a lot of radio traffic and direction of travel with the pursuit. Kellough said the pursuit was ultimately terminated, and they climbed to two thousand feet for better concealment but continued to air the direction of travel of the car.

While monitoring the target vehicle, Kellough heard over the county sheriff's radio that their agency was behind the target car. Kellough stated while the target was at average speeds on I-270 northbound, he slowed and stopped due to congested traffic ahead. Kellough said he then observed the target vehicle do a U-turn and headed southbound on I-270 in the northbound lane. Kellough said the target vehicle was going the wrong way on the interstate for about a mile before it began to encounter oncoming traffic. Kellough stated that after the target vehicle crashed, he observed the male driver exit the car and it appeared he had dropped something on the ground. Kellough then explained the subject ran on foot from the crashed vehicle. Kellough stated he continued to advise the units on the ground of the subject's whereabouts and actions.

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Kellough also explained that soon after the subject crashed, he ran southbound along the highway's berm. Kellough then said the subject dropped to the ground as if he was tased. Kellough stated he was monitoring all the incident's actions through a screen in the helicopter's cockpit. When Kellough zoomed out for a more expansive view, he realized the subject met officers. Kellough stated he notified dispatch that multiple emergency medical personnel were needed for all involved. Kellough said from the time the subject got out of his car to the time he dropped to the ground was between 60–90 seconds.

Kellough stated they monitored the activity on the ground for about fifteen minutes and then returned to their facility due to low fuel levels. Kellough said the camera system was operational during their flight and could be reviewed at a later date. BCI later received a copy of the video footage from the helicopter and it was placed in the casefile and available for review. See Reference #2.

The interview between SA Roeser and Kellough was audio-recorded and can be reviewed for additional details. See attachment #1 for a copy of the audio recording.

**Attachments:**

Attachment # 01:803\_0083 Officer Greg Kellough

**References:**

02 – CD/DVD – DVD Columbus Police Helicopter Video