



DEPARTMENT OF THE ARMY
HEADQUARTERS, COMBINED JOINT TASK FORCE 4
HEADQUARTERS, REGIONAL COMMAND (SOUTH)
KANDAHAR AIRFIELD, AFGHANISTAN, APO AE 09355

CJTF-4-CG

20 December 2013

MEMORANDUM FOR BG Ronald F. Lewis, Deputy Commanding General-Support, Regional Command-East, Combined Joint Task Force-101

SUBJECT: Appointment Order - Investigating Officer (IO) Pursuant to Army Regulation (AR) 15-6 and 600-8-4 to investigate the 17 December 2013 helicopter incident in RC(S)

1. Pursuant to AR 15-6 I hereby appoint you as an IO to conduct an informal investigation to determine the facts and circumstances surrounding the downed helicopter incident on 17 December 2013 that resulted in injury to (b)(3), (b)(6) and the death of CW3 Joshua B. Silverman, CW2 Randy L. Billings, SFC Omar W. Forde, SSG Jesse L. Williams, SGT Peter C. Bohler and SPC Terry K.D. Gordon, all US Servicemembers. I also appoint you as an investigating officer under AR 600-8-4 to conduct a line of duty investigation into any injuries sustained during the incident.

2. The below individuals are appointed as assistant investigating officers to assist you with the investigation:

a. (b)(3), (b)(6) Headquarters, Regional Command-East, Combined Joint Task Force-101, Bagram Airfield, Afghanistan, APO AE 09354;

b. (b)(3), (b)(6) Headquarters, Regional Command-South, 4th Infantry Division, CJ3 Aviation, Kandahar Airfield, APO AE 09355.

c. You may seek additional expertise in order to effectively address issues you encounter during the course of your investigation. If you believe you need additional assistant investigating officers appointed rather than temporarily leveraging an individual's subject matter expertise in the form of advisory assistance, inform me and I will address the issue.

3. The scope of this investigation will be as broad as necessary to answer the questions provided and any other matters you deem necessary to provide context and background. At a minimum, you will ascertain and include the following information:

- a. The facts and circumstances surrounding the incident, to include the cause of the crash.
- b. A list of all personnel in the helicopter and their roles in the aircraft and whether they are all accounted for. What was the crew mix (i.e., what was the experience level of crew)? Include in your discussion each Soldier's training history, total flight hours (day and night), pre-deployment training, and time in country.

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- c. The mission at the time of the incident. Describe in detail the manifest procedures, pre-mission brief regarding enemy forces and threats, all rehearsals, pre-combat checks, and pre-combat inspections.
- d. Whether an up-to-date threat analysis was done for the mission and whether a risk assessment was done. Determine whether the pre-mission brief included weather conditions. What were the weather conditions at the time of the incident?
- e. The cause of any death. Whether the KIA/WIA was the result of combat, enemy action, attack by terrorists or antagonistic forces, or via friendly-fire. If, in the course of your investigation you determine that their injuries were caused by friendly-fire, immediately halt your investigation and inform your legal advisor
- f. The size, disposition, and activity of any enemy force.
- g. Include a discussion on any missing or damaged sensitive items, if any. The medical treatment, if any, provided to the Soldiers. Whether MEDEVAC procedures were timely and appropriate under the circumstances? Include MEDEVAC response times and details regarding time of injury and 9-line request.
- h. Was a pre-mission briefing conducted? If so, did the briefing address dangers in the area the mission was going to be conducted?
- i. Were all individuals wearing appropriate personal protective equipment for the situation and following all applicable operating procedures, safety guidelines, and other related policies and regulations? If not, why not?
- j. What specific efforts were made to recover the downed aircraft and personnel? Were they in accordance with TTPs and SOPs? Give a detailed time line of the response and all events that occurred.
- k. The nature and extent of any and all injuries. Include a determination of whether the injuries were in the line of duty.
- l. The information outlined in AR 600-8-4, paragraph 4-15(b).
- m. Recommended changes, if any, to unit tactics, techniques, and procedures.
- n. Any other matters pertaining to this incident that you deem relevant.
- o. Your investigation may reveal other systemic issues or uncover other issues which should be brought to the attention of the chain of command. You are directed to address these in your findings and recommendations.

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4. Unless I release you sooner, your appointment remains in effect until you complete the investigation and I determine that no further investigation is required.
5. You will use informal procedures under AR 15-6 and will prepare a findings and recommendations memorandum that will stand alone and detail the results of your investigation. Your investigation will include all relevant details to include: dates, times, places, participants and witnesses. You have the discretion to use any of the following methods: examination of relevant documents; visiting relevant locations; evaluating procedures; conducting inventories; taking pictures; and interviewing witnesses. You are not limited to these means of investigation, and your legal advisor may provide you with additional guidance.
6. All facts outlined in the memorandum must be supported by evidence and referenced by an exhibit. You will make findings and recommendations based upon the evidence you gather. Your recommendations, to include corrective actions, must be consistent with your findings. In addition, each paragraph must be appropriately classified in consultation with your intelligence staff section. The entire memorandum will have an overall classification. Where possible, maximize the use of unclassified materials.
7. If, during your investigation, you suspect that persons you intend to interview may have violated any provisions of the Uniform Code of Military Justice (UCMJ) or any other criminal law, you must advise them of their rights under the UCMJ, Article 31 as documented on DA Form 3881. Witnesses' statements should be sworn and recorded on DA Form 2823. You should pursue any additional information regarding potential misconduct that is relevant and warrants investigation. You will interview all witnesses in person, if practical. Reduce any oral statements to memorandums for record. In addition, you may need to provide a witness with a Privacy Act statement before you solicit any personal information. You are strongly encouraged to consult your legal advisor in the event you suspect someone of an offense or if you have questions regarding these procedures. You should also make efforts to coordinate but not interfere with any collateral investigation(s).
8. This investigation is your primary mission until I approve your final report. You are not authorized to leave Afghanistan until I approve your final report. If you require release, you must submit your request in writing through the Office of the Staff Judge Advocate, to me. Prepare the report of proceedings on DA Form 1574 and submit the original to me through your legal advisor and the Office of the Staff Judge Advocate, Chief of Administrative Law, RC(S), within 15 calendar days after your receipt of this memorandum. You must submit any requests for delay to me in writing. Include with your report all documentary evidence, sworn statements, and other information or evidence you considered in the following order:
 - a. A Findings and Recommendations memorandum;
 - b. DA Form 1574;

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- c. DD Form 261;
 - d. DA Form 2173;
 - e. This letter of appointment;
 - f. An index of exhibits;
 - g. A timeline of your investigation; and
 - h. All exhibits clearly labeled and tabbed in successive order (A, B, C, D etc.).
9. Before you begin your investigation, you must receive a briefing from your appointed legal advisor, [REDACTED (b)(3), (b)(6)], Deputy Staff Judge Advocate, CJTF-4 OSJA, Kandahar Airfield, Afghanistan. He can be reached at VOIP [REDACTED (b)(3), (b)(6)]@swa.army.smil.mil. You must consult with your legal advisor regarding all aspects of this investigation, including developing an investigative plan.
10. Once the investigation is complete a legal review of the investigation will be conducted by CJTF-4 OSJA.
11. Upon approval, this investigation may be released to the first O-6 Commander in the originating unit's Chain of Command, or the Commander's Command Sergeant Major or legal advisor. No further release is permitted unless authorized by the Commanding General, RC(S) or by law or regulation.
12. This appointment authorizes Priority 1 travel status throughout the AOR in order to conduct the investigation.


PAUL J. LaCAMERA
Major General, U.S. Army
Commanding

Chronology of AR 15-6 Investigation

- a. 17 Dec 13 (00:00) Crash site; bodies of heroes appear to be laid out; rescue team consolidates bodies of heroes and equipment
- b. 17 Dec 13 (03:34) UH60 Footage: Team still consolidating
- c. 17 Dec 13 (14:45) UH60 Footage: 1st CH-47 wheels down (WD) – bodies of heroes and equipment loaded
- d. 17 Dec 13 (1700) [b 3 b 6] is notified by [b 3, b 6] that he will be the investigating officer
- e. [b 3, b 6] (00) [b(3), (b)(6)] receives initial copy of the appointment order from [b(3), (b)(6)]
- f. 17 Dec 13 (19:15) UH60 Footage: CH-47 wheels up (WU)
- g. 17 Dec 13 (2000) [b 3 b 6] contact [b 3 b 6] to sequester the aircraft, maintenance, training records, mission brief sheets, and all mission-plannicements
- h. 17 Dec 13 (20:10) UH60 Footage: Rescue team starts moving addition heroes bodies and equipment to HLZ
- i. 17 Dec 13 (2030) [b 3, b 6] develops investigative plan
- j. 17 Dec 13 (2100) [b(3), (b)(6)] is notified of his appointment as investigating officer
- k. 17 Dec 13 (2100) [b 3 b 6] conducted initial appointment with [b 6] [b 3, b 6] and received appointment orders
- l. 17 Dec 13 (2200) [b(3), (b)(6)] arranged for flight the following morning
- m. 17 Dec 13 (23:35) UH60 Footage: 2nd CH-47 WD
- n. 17 Dec 13 (24:45) UH60 Footage: Rescue team begins loading 2nd CH-47
- o. 17 Dec 13 (26:58) UH60 Footage: 2nd CH-47 WU
- p. 17 Dec 13 (29:50) UH60 Footage: Wreckage appears to be on fire (unclear whether rescue attached explosives/incendiaries on wreckage)

- q. 17 Dec 13 (43:20) UAV Footage: Wreckage spotted
- r. 17 Dec 13 (50:25) UH60 Footage: Wreckage is destroyed by aerial delivered munition (unclear whether artillery or JDAM)
- s. 17 Dec 13 (1:05:08) UH60 Footage: 2nd munition dropped
- t. 17 Dec 13 (2:39:05) UH60 Footage: Wreckage is raked with canon fire (likely from AH-64 AWT)
- u. 17 Dec 13 (3:17:55) UAV Footage: What appears to be rescue team providing care to wounded/moving bodies of heroes
- v. 18 Dec 13 (0830) [b 3, b 6] met with [b 3, b 6] to discuss the mission
- w. 18 Dec 13 (0900) [(b)(3), (b)(6)] met with [b 3, b 6] to discuss getting photos from combat cameraman (and received photo)
- x. 18 Dec 13 (1000) [b 3, b 6] informed [(b)(3), (b)(6)] that [(b)(6)] [(b)(3), (b)(6)] would be appointed as the IO.
- y. 18 Dec 13 (1000 – 1100) [b 3, b 6] develops POCs for [(b)(3), (b)(6)] to speak with and makes initial contacts with those POCs
- z. 18 Dec 13 (1100) [(b)(3), (b)(6)] departs BAF for KAF on Pirate 31
- aa. 18 Dec 13 (1300) [(b)(3), (b)(6)] arrives at KAF
- bb. 18 Dec 13 (1500) [b 3, b 6] receives SJA or [b 3, b 6] receives KAF orientation, and links-up with assistant IO [(b)(3), (b)(6)]
- cc. 18 Dec 13 (1630) [b 3, b 6] meets with BG Thompsin (RC-S DCG-S), [b 3, b 6] for inbrief and orientation
- dd. 18 Dec 13 (1715) [(b)(3), (b)(6)] develops investigative plan with [(b)(3), (b)(6)]
- ee. 18 Dec 13 (1815) [b 3, b 6] meets with [b 3, b 6] [b(6)] to discuss the approved Request for Forces (RFF) Process in support of the mission, as well as the Division Task Order to TF Demon and CJ7

ff. 18 Dec 13 (1835) [b 3 b 6] meets with [b 3 b 6] [b 6] to confirm that the RFF had been submitted and received in support of the mission

g. 19 Dec 13 (2030) [b 3 b 6] met with [b 3 b 6] [b 3 b 6] to receive RC(S) Zabul Historical Repeater Data (April 2011 to December 2013)

hh. 19 Dec 13 (0900) [b 3, b 6] met with [b 3 b 6] [b 3 b 6] to receive Repeater Targetting SOP (RC-S Standard Operating Procedure 3206, 'Regional Command (South) Repeater Targeting')

ii. 19 Dec 13 (1100) [b 3 b 6] met with [b b 6] [b(3), (b)(6)] to review what sensitive reporting indicated from the collectors

jj. 19 Dec 13 (1300) [b 3 b 6] met with [b 6] [b 6] to discuss the CAB's planning and tasking process; received 'Consolidated Daily Order 14-074' tasking Gunfighter)

kk. 19 Dec 13 (1400) [b 3 b 6] spoke with [b 3, b 6] FUOPS for TF Demon; received TF Gunfighter CONOP

ll. 19 Dec 13 (1430) [b 3 b 6] met with [b 3 b 6], TF Demon)

mm. 19 Dec 13 (1500) [b 3 b 6] met with [b 3 b 6] [b 3 b 6] to view initial pictures and videos

nn. 19 Dec 13 (1530) [b 3 b 6] met with [b 3 b 6] [b 3 b 6] signs for the flight crew records. Received mission brief sheet, and Aviation Life Support Equipment (ALSE) records

oo. 19 Dec 13 (1615) [b 3 b 6] conducted meeting and introduction with [b 3 b 6] to confirm location of flight data recorder ('black box').

pp. 19 Dec 13 (1630) [b 3 b 6] were introduced to [b 6] [b 3 b 6]

qq. 19 Dec 13 (2030) [b 3 b 6] met with [b 3 b 6] [b 3 b 6 b 114a] to view his photographs and receive sworn statement

rr. 19 Dec 13 (2100) [b 3 b 6] is notified by BG Lewis that BG Lewis had been appointed as the IO, and would be arriving the next day. [b 3 b 6] shared his investigative plan, and progress to that point with BG Lewis.

ss. 20 Dec 13 (1015) [b 3 b 6] met with [b 3 b 6] [b 3 b 6] to discuss the Battalion planning and tasking process; to include CONOP development with initial manifest

tt. 20 Dec 13 (1100) [b 3 b 6] arrives

uu. 20 Dec 13 (1115) [b 3 b 6] met with [b 3 b 6] [b 3 b 6] to discuss flight scheduling, crew management, mission command, task organization, approval authorities, division priorities briefing debriefing procedures, mission restrictions and crew-tier levels

vv. 20 Dec 13 (1230) [b 3 b 6], and [b 6] (b)(3), (b)(6) finalize appointment order

ww. 20 Dec 13 (1425) [b 3 b 6] met with [b 3 b 6] [b 3 b 6]

xx. 20 Dec 13 (1430) BG Lewis (IO) and [b 3 b 6] arrives

yy. 20 Dec 13 (1600) BG Lewis met with MG LaCamera (CG, RC-S)

zz. 20 Dec 13 (1730) BG Lewis meets with entire investigative team to receive inbrief and report of progress

aaa. 20 Dec 13 (1815) BG Lewis, [b 3 b 6] met with [b 3 b 6] (b)(3), (b)(6) to review what sensitive reporting indicated from the collectors

bbb. 20 Dec 13 (2100) BG Lewis, [b 3 b 6] met with [b 3 b 6] [b 3 b 6] (b)(3), (b)(6)

c c. 2 Dec 13 (0945) BG Lewis, [b 3 b 6] met with [b 3 b 6] to review what sensitive reporting indicated from the collectors

ddd. 21 Dec 13 (1100) BG Lewis, [b 3 b 6] attends the memorial service

eee. 21 Dec 13 (1334) BG Lewis, [redacted] (b)(3), (b)(6)
met with [redacted] (b)(3), (b)(6),
[redacted] (b)(3), (b)(6)

fff. 21 Dec 13 (1500) BG Lewis, [redacted] (b)(3), (b)(6)
met with [redacted] (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

ggg. 21 Dec 13 (1705) BG Lewis, [redacted] (b)(3), (b)(6)
met with [redacted] (b)(1)1.4a, (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

hhh. 21 Dec 13 (2015) BG Lewis, [redacted] (b)(3), (b)(6)
met with [redacted] (b)(3), (b)(6)

iii. 21 Dec 13 (2145) BG Lewis, [redacted] (b)(3), (b)(6)
Witness Interview (telephonic) [redacted] (b)(3), (b)(6)

jjj. 22 Dec 13 (1300) BG Lewis, [redacted] (b)(3), (b)(6)
conducts Tandberg interview with [redacted] (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

kkk. 22 Dec 13 (1400) BG Lewis, [redacted] (b)(3), (b)(6)
conducts Tandberg interview with [redacted] (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

lll. 22 Dec 13 (1440) BG Lewis, [redacted] (b)(3), (b)(6)
conducts Tandberg interview with [redacted] (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

mmm. 22 Dec 13 (1520) BG Lewis, [redacted] (b)(3), (b)(6)
(b)(3), (b)(6) conducts Tandberg interview with [redacted] (b)(3), (b)(6)

nnn. 22 Dec 13 (1550) BG Lewis, [redacted] (b)(3), (b)(6)
conducts Tandberg interview with the Aerial Reaction Force ('ARF'), [redacted] (b)(3), (b)(6)
[redacted] (b)(3), (b)(6)

ooo. 22 Dec 13 (1800) BG Lewis, [redacted] (b)(3), (b)(6)
conducts telephonic interview with [redacted] (b)(3), (b)(6)

ppp. 22 Dec 13 (1830) BG Lewis, [redacted] b 3 b 6
conduct Tandberg interview with [redacted] b 3 b 6)

qqq. 22 Dec 13 (1910) BG Lewis, [redacted] b 3 b 6
conduct Tandberg interview with [redacted] b 3 b 6)

rrr. 22 Dec 13 (2015) BG Lewis conducts Tanbderg meeting with LTG Milley and MG LaCamera

sss. 22 Dec 13 (2140) BG Lewis, [redacted] b 3, b 6
met with [redacted] b 3 b 6)
[redacted] (b)(3), (b)(6)

ttt. 22 Dec 13 (2340) BG Lewis, [redacted] b 3, b 6
met with the Patient Evacuation Cell ('PEC'), Flight [redacted] b 3, b 6
[redacted] b 3 b 6)

uuu. 23 Dec 13 (1010) BG Lewis, [redacted] 3, b 6
met with [redacted] b 3 b 6)

vvv. 23 Dec 13 (1055) BG Lewis, [redacted] b 3 b 6
met with [redacted] b 3 b 6)

www. 23 Dec 13 (1115) BG Lewis, [redacted] b 3 b 6
(b)(3), (b)(6) met with [redacted] b 3 b)

xxx. 23 Dec 13 (1145) BG Lewis, [redacted] b 3 b 6
met with [redacted] b 3 b 6
[redacted] b 3 b 6)

yyy. 23 Dec 1 (1205) BG Lewis, [redacted] b 3 b 6
met with [redacted] b 3 b 6)

zzz. 23 Dec 13 (1240) BG Lewis, [redacted] b 3 b 6
met with [redacted] b 3 b 6)

aaaa. 23 Dec 13 (1445) BG Lewis, [redacted] b 3 b 6
(b)(3), (b)(6) onducts telephonic interview with [redacted] b 3 b 6 b 1.1.4a)

bbbb. 23 Dec 13 (1625) BG Lewis, [redacted] (b)(3), (b)(6)
(b)(3), (b)(6) met with [redacted] b 3 b 6)

cccc. 23 Dec 13 (2000) BG Lewis conducts interim-briefing with MG LaCamera

dddd. 24 Dec 13 (2000) Safety Team Arrives

eeee. 25 Dec 13 (0800) BG Lewis receive emails from BG Edens, Commander, Combat Readiness Center (CRC) with their initial analysis that it was a hostile action

ffff. 25 Dec 13 (0807) BG Lewis forwards email from BG Edens to [b 3, b 6] and [b 3, b 6]

gggg. 25 Dec 13 (0900) Received audio recordings, black box

hhhh. 25 Dec 13 (1330) [b 3, b 6] receives audio footage. [b 3, b 6] [b 3, b 6] listen to audio footage.

iiii. 25 Dec 13 (1345) [b 3, b 6] plays audio footage for [b 3, b 6] via SIPR

jjjj. 25 Dec 13 (1510) BG Lewis conducts phone conference with [b 3, b 6] [b 3, b 6] to discuss audio footage

kkkk. 26 Dec 13 (0900 – 1300) Investigative Team contacts all witnesses to get signed sworn statements

llll. 26 Dec 13 (1300) Investigative Team Review and Develops Interim Report 2

mmmm. 26 Dec 13 (1330) Investigative Team in conjunction with Safety Team¹ conducts Tanberg with BG Lewis and [b 3, b 6]

nnnn. 26 Dec 13 (1830) [b 3, b 6] contact Mortuary Affairs in Dover, DE to get initial autopsy analysis, and were instructed to submit documentation for the request

oooo. 26 Dec 13 (1920) [b 3, b 6] submits "Request for Autopsy Report and Supplemental Information" to [b 3, b 6], Armed Forces Medical Examiner (Dover)

pppp. 26 Dec 13 (1945) [b 3, b 6] calls the Office of the Armed Forces Medical Examiner (Dover)

qqq. 26 Dec 13 (2230) Investigative team conducts Tandberg appointment with BG Lewis

¹ The "Safety Team" at this point becomes a team of experts assisting the 15-6 Investigating Officers

rrrr. 27 Dec 13 (0900) [b 3 b 6] go to CAB to secure the UDM from both aircraft

ssss. 27 Dec 13 (1130) [b 3 b 6] contacts [b 3, b 6], and [b(3) b 6] to obtain sensitive items documents

tttt. 27 Dec 13 (1700) [b 3, b 6] spoke with [b 3, b 6], Executive Officer, C/2-1 to get MEDEVAC timeline and roll sheet.

uuuu. 27 Dec 13 (1800) [b 3, b 6] interviews [b(3), b(6)]

vvvv. 15 Jan 14 (0900) [b(3), b(6)] receives Autopsy Report

wwww. 27 Dec 13 – 18 Jan 14 – Development of Findings and Recommendations and interim briefings

Pages 13 through 16 redacted for the following reasons:

Withheld: Duplicate

Approved for Release



DEPARTMENT OF THE ARMY
HEADQUARTERS AND HEADQUARTERS BATTALION
4 TH INFANTRY DIVISION
KANDAHAR AIRFIELD, AFGHANISTAN APO AE 09355

CJTF-4-HHB-CC

4 January 2014

MEMORANDUM FOR Commander, Headquarters, 4th Infantry Division, ATTN:
Administrative Law Division, Kandahar Airfield, Afghanistan APO AE 09355

SUBJECT: Request for Extension to AR 15-6 Investigation; Downed UH-60M
helicopter

1. The investigating officer requests an extension of time, to complete the investigation into the circumstances surrounding a downed UH-60M helicopter on 17 December 2013.
2. The IO requests an additional 14 days to complete the investigation with a new suspense date of 18 January 2014.
3. The reason for the extension request is to receive and incorporate the complete autopsy report.
4. POC for this memorandum is (b)(3), (b)(6) Chief of Administrative Law, Regional Command (East) at (b)(3), (b)(6).

(b)(3), (b)(6)

Assistant Investigating Officer

(b)(3), (b)(6)

5. Your request is ~~denied~~ approved and your new suspense date is

18 January 2014.

(b)(3), (b)(6)

Staff Judge Advocate



CJTF-101-DCG-S

18 January 2014

MEMORANDUM FOR RECORD

SUBJECT: Executive Summary, Army Regulation (AR) 15-6 Investigation, 17 Dec 13 UH-60M ((b)(1)1.4a) Incident in Zabol Province, Afghanistan

1. ~~(S//RUJN)~~ **Summary.** At 1455 hours, 17 Dec 13, a UH-60M helicopter ((b)(1)1.4a) call sign ((b)(1)1.4a) was brought down by a blast from an enemy-emplaced Improvised Explosive Device (IED) atop a ridgeline in Shah Joy District, Zabol Province, Afghanistan. The UH-60M was hovering at 79 feet above a ridgeline preparing to destroy a repeater tower when the IED detonated. The IED blast impacted the left side of the aircraft and disabled the tail rotor causing an uncontrollable spin to the right and crash on a downward slope approximately 400 meters from the blast site. The crash resulted in six U.S. Soldiers killed in action (KIA) and one U.S. Soldier wounded in action (WIA).

2. ~~(S//RUJN)~~ **KIA, WIA, Line of Duty.** The following six U.S. Soldiers were KIA and their deaths were in the line of duty: CW2 Joshua B. Silverman (Pilot-in-Command); CW2 Randy L. Billings (Pilot), SFC Omar W. Forde (Aerial Electronic Warfare Team (AEWT) NCOIC); SSG Jesse L. Williams (AEWT NCO); SGT Peter C. Bohler (crew chief); and SPC Terry K.D. Gordon (door gunner). ((b)(3), (b)(6)) (AEWT forward observer) survived the crash and was WIA and his injuries were in the line of duty.

3. ~~(S//RUJN)~~ **17 Dec 13.** On Tuesday, 17 Dec 13, ((b)(1)1.4a) and ((b)(1)1.4a), two UH-60M helicopters from TF Gunfighter were task organized with ((b)(1)1.4a) capability to conduct a repeater tower reconnaissance and destruction mission to disrupt enemy communications. After completing a successful repeater destruction mission in Ghazni Province, the UH-60Ms moved to search for their next target, ((b)(1)1.4a, (b)(1)1.4c). During the movement, enemy intelligence indicated the UH-60Ms were under visual observation and the enemy was preparing some type of object. ((b)(1)1.4a, (b)(1)1.4c)

((b)(1)1.4a, (b)(1)1.4c)

4. ~~(S//RUJN)~~ **1455, 17 Dec 13.** As ((b)(1)1.4a) hovered at 79 feet above the ridgeline ((b)(1)1.4a), the enemy detonated an IED that had been emplaced in the ground near the repeater tower. ((b)(3), (b)(6)), the sole survivor of the crash, heard and experienced a loud explosion and felt the helicopter shake and when the helicopter started to spin out of control, he blacked out. Circling overhead, ((b)(1)1.4a) crew members saw a large dust plume from the blast rise and then saw ((b)(1)1.4a) start to spin out of control and drop out of sight behind the ridgeline. The blast from this enemy-emplaced IED disabled the tail rotor and caused the aircraft to spin out of control and crash.

CJTF-101-DCG-S

SUBJECT: Executive Summary, Army Regulation (AR) 15-6 Investigation, 17 Dec 13
UH-60M (b)(1)1.4a Incident in Zabul Province, Afghanistan

5. ~~(S//RUIN)~~ **Enemy.** Intelligence gathered before, during, and after the crash all indicated that the enemy was observing the aircraft and their movements to and then over the repeater site. When (b)(1)1.4a was over the repeater site, an order was given to detonate the IED. Afterwards, an enemy-released propaganda film indicated the enemy deliberately planned this "trap" approximately fifty days before execution.

6. ~~(S//RUIN)~~ **Recovery.** RC-S went into an immediate Fallen Angel battle drill. With no place to land on the steep terrain, (b)(1)1.4a remained in an airborne overwatch to request MEDEVAC and Attack Weapons Team (AWT) support. Within 20 minutes of the crash, additional air assets were on station. Over the next hour, more air and ground security forces arrived on station to secure the site. (b)(3), (b)(6) was MEDEVAC'd by hoist and the six Fallen Heroes were treated with dignity and respect and flown from the site. Downed aircraft experts arrived at the site to collect critical data such as the aircraft's black box. After assessing the feasibility of extracting the crashed aircraft parts, the decision was made to destroy the aircraft in place.

(b)(1)1.4a, (b)(1)1.4g

(b)(5)


RONALD F. LEWIS
BG, USA
Investigating Officer



CJTF-101-DCG-S

18 January 2014

MEMORANDUM FOR RECORD

SUBJECT: Findings and Recommendations, Army Regulation (AR) 15-6 Investigation, 17 Dec 13 UH-60M (b)(1)1.4a Incident in Zabul Province, Afghanistan

1. ~~(S//RUIN)~~ Purpose: On 20 Dec 13, I was appointed as an Investigating Officer (IO) pursuant to AR 15-6 to conduct an informal investigation to determine the facts and circumstances surrounding a downed helicopter incident on 17 Dec 13 in Regional Command – South (RC-S) that resulted in the deaths of CW2 Joshua B. Silverman (Pilot-in-Command (PIC)), CW2 Randy L. Billings (Pilot (PI)), SFC Omar W. Forde (Aerial Electronic Warfare Team (AEWT) Non-Commissioned Officer in Charge (NCOIC)), SSG Jesse L. Williams AEWT Non-Commissioned Officer (NCO), SGT Peter C. Bohler (crew chief), and SPC Terry K.D. Gordon (door gunner), and injury to (b)(3), (b)(6) (b)(3), (b)(6) (AEWT forward observer). Pursuant to AR 600-8-4, I was also appointed to conduct a line of duty investigation into injuries sustained during the incident.

2. ~~(U//FOUO)~~ Summary.

a. ~~(S//RUIN)~~ At 1455 hours, 17 Dec 13, a UH-60M helicopter (b)(1)1.4a was brought down by a blast from an Improvised Explosive Device (IED) emplaced by the enemy atop a ridgeline in Shah Joy District, Zabul Province, Afghanistan. The UH-60M was hovering at 79 feet above the ridgeline preparing to destroy a repeater tower when an enemy-emplaced IED next to the tower detonated. The IED blast impacted the left side of the aircraft and disabled the tail rotor causing an uncontrollable spin to the right and crash on a downward slope. The UH-60M came to a stop approximately 400 meters from the blast site. The crash resulted in six U.S. Soldiers killed in action (KIA) and one U.S. Soldier wounded in action (WIA).

(b)(1)1.4a, (b)(1)1.4c

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c. ~~(S//RUIN)~~ 17 Dec 13 Mission. On Tuesday, 17 Dec 13, as part of Operation

(b)(1)1.4a

d. ~~(S//RUIN)~~ After completing a successful repeater destruction mission in Ghazni Province within RC-E, the two UH-60Ms moved to search for their next target, Repeater (b)(1)1.4a in Zabol Province (b)(1)1.4a). During their movement, the (b)(1)1.4a (b)(1)1.4a crew on (b)(1)1.4a was monitoring known enemy radio frequencies. At any given time, the interpreter assigned to the (b)(1)1.4a crew monitors (b)(1)1.4a. During their flight, they intercepted enemy intelligence, (b)(1)1.4a, (b)(1)1.4c (b)(1)1.4a, (b)(1)1.4c) indicating that the UH-60Ms were being tracked under near-constant visual observation. (b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c As nothing on the ground appeared out of the ordinary, the two (b)(1)1.4a continued their search for the repeater tower.

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

f. ~~(U//FOUO)~~ At 1455, 17 Dec 13, the following occurred:

(1) ~~(S//RUIN)~~ (b)(1)1.4a hovered at approximately 80 feet above the ridgeline (with the aircraft at normal operating parameters) (b)(1)1.4a.

(2) ~~(S//REL TO USA, FVEY)~~ (b)(1)1.4a (b)(1)1.4a (b)(1)1.4a

(3) ~~(S//RUIN)~~ As (b)(1)1.4a slid left to approach the target, the aircraft's black box indicated an explosion occurred in close vicinity of the aircraft, and one pilot responded with "get out of here." The cockpit instrument panel microphone picked up increased airflow and rotor noise likely because an aircraft window was blown out. One pilot is heard saying "tail rotor, tail rotor."

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(4) ~~(S//RUIN)~~ According to his interview, (b)(3), (b)(6), the sole survivor of the crash, was seated in the aft facing row in the far right seat (the side furthest from the likely blast impact) when he heard and experienced a loud explosion and felt the helicopter shake. He looked out the window, saw smoke and noticed they were relatively close to the ground; and then the helicopter started to spin out of control and he blacked out.

(5) ~~(S//RUIN)~~ (b)(1)1.4a was circling overhead and started to turn inbound when crew members saw a large dust plume rise approximately 100 feet in the air and then saw (b)(1)1.4a start to spin out of control and drop out of sight behind the ridgeline.

(6) ~~(S//RUIN)~~ Immediately after the explosion, (b)(1)1.4a entered an uncontrollable right spin. The "black box" in-flight data recorder shows flight control inputs (left pedal) had no effect on stopping the right spin. (b)(1)1.4a spun out of control and crashed on the steep downward slope coming to a stop approximately 400 meters down from the blast site.

(b)(1)1.4a, (b)(1)1.4c

h. ~~(S//REL TO USA, FVEY)~~ SIGINT reports enemy traffic concerning an attack on an aircraft. The traffic centers around an attack on an aircraft in a mountainous region resulting in casualties.

i. ~~(U//FOUO)~~ Recovery efforts.

(1) ~~(S//RUIN)~~ (b)(1)1.4a remained in airborne overwatch in order to make a downed aircraft radio call and to request MEDEVAC / attack support. There was no place to immediately land on the sloped terrain and the enemy situation was unclear. They remained as aerial security until relieved by an Attack Weapons Team (AWT).

(2) ~~(S//RUIN)~~ At (b)(1)1.4a an Attack Weapons Team (AWT, 2 x AH-64D) launched from FOB Apache.

(3) ~~(S//RUIN)~~ At (b)(1)1.4a Close Air Support (CAS, 2 x F18) arrived on station.

(4) ~~(S//RUIN)~~ At (b)(1)1.4a, an armed Intelligence, Surveillance and Reconnaissance (ISR) asset with full motion video arrived on station.

(5) ~~(S//RUIN)~~ At (b)(1)1.4a the Aerial Reaction Force (ARF) consisting of 18 dismounts (Officer in Charge (OIC)/NCOIC, Squad Leader, Radio Telephone Operator (RTO), Medic, Joint Fires Officer (JFO), cut team and a ground security force) and the medical evacuation (MEDEVAC) aircraft ((b)(1)1.4a 2 x UH-60A+) departed FOB Apache for the crash site.

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(6) ~~(S//RUIN)~~ At (b)(1)1.4a the AWT arrived on station, took battle hand-off from (b)(1)1.4a, and assumed aerial security over the crash site.

(7) ~~(S//RUIN)~~ At (b)(1)1.4a the ARF landed approximately 350-400 meters from the crash site. After maneuvering to the site, the first responder on the ground made contact with (b)(3), (b)(6) and determined there were six Fallen Heroes.

(8) ~~(S//RUIN)~~ (b)(3), (b)(6) told the first medic on the scene that the aircraft was "blown out of the sky."

(9) ~~(S//RUIN)~~ At (b)(1)1.4a the ARF established ground security. The ARF medic prepared (b)(3), (b)(6) to be hoisted to the MEDEVAC aircraft.

(10) ~~(S//RUIN)~~ At (b)(1)1.4a arrived to enhance ground security. (b)(3), (b)(6) was hoisted to the MEDEVAC helicopter.

(11) ~~(S//RUIN)~~ At (b)(1)1.4a the MEDEVAC with (b)(3), (b)(6) arrived at FOB Apache.

(12) ~~(S//RUIN)~~ At (b)(1)1.4a ground forces assessed that the downed aircraft was unrecoverable due to catastrophic damage and the Downed Aircraft Recovery Team (DART) was requested.

(13) ~~(S//RUIN)~~ At (b)(1)1.4a the MEDEVAC with the six Fallen Heroes departed for FOB Apache and arrived there at (b)(1)1.4a

(14) ~~(S//RUIN)~~ At (b)(1)1.4a Task Force 2-2 (2d Battalion, 2d Infantry Regiment, 3d Brigade Combat Team (BCT), 1st Infantry Division (1ID)), assumed control of the crash site, established enhanced security, and continued overnight recovery operations.

(15) ~~(S//RUIN)~~ At (b)(1)1.4a the Commander, 601st Aviation Support Battalion assessed that overnight recovery operations with UH-60 assets were not feasible.

(16) ~~(S//RUIN)~~ At (b)(1)1.4a, 18 Dec 13, (b)(1)1.4a conducted an internal relief.

(17) ~~(S//RUIN)~~ At (b)(1)1.4a, the ARF completed its ex-filtration.

(18) ~~(S//RUIN)~~ At (b)(1)1.4a, the DART departed Kandahar Airfield (KAF) for the crash site.

(19) ~~(S//RUIN)~~ At (b)(1)1.4a, the DART arrived at the crash site. While the safety officer and Joint Casualty Assessment Team (JCAT) conducted their assessment and took photo evidence, the DART OIC assessed the downed aircraft as completely destroyed and could not be slung with current aircraft position.

(20) ~~(S//RUIN)~~ At 0810, the downed aircraft's black box was located and recovered.

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(21) ~~(S//RUIN)~~ At 0918, a sensitive items check was completed (see paragraph 4p).

(22) ~~(S//RUIN)~~ At 1000, helicopters extracted all personnel and recoverable equipment from the crash site.

(23) ~~(S//RUIN)~~ From 1020 to 1100, 18 Dec 13, downed aircraft tail (b)(1)1.4a was destroyed in place by Combined TF Duke (3d BCT, 1ID) using a combination of fixed and rotary wing aircraft. (b)(1)1.4a, (b)(1)1.4g

(b)(1)1.4a, (b)(1)1.4g

j. ~~(U//FOUO)~~ Enemy (b)(6) Tower Tactics, Techniques, and Procedures (TTPs).

(1) ~~(S//RUIN)~~ During combat in Afghanistan and Iraq, Coalition Forces (CF) have faced a thinking and adaptive enemy. Just as CF have quickly adapted to enemy TTPs, the enemy has countered CF TTPs in what has become a fast-paced cycle of tactical action, reaction, and counter-action by both sides.

(2) ~~(S//RUIN)~~ The mission of disrupting or destroying enemy repeater towers is no exception and has evolved over time. By 17 Dec 13, the enemy had adapted to the CF repeater destruction TTPs and employed a new means of attacking CF aircraft seeking to destroy their repeater towers.

(b)(1)1.4a, (b)(1)1.4c

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(b)(1)1.4a, (b)(1)1.4c

(g) (~~U//FOUO~~) For paragraph 2, see exhibits 2, 4, 5, 6, 8, 9, 13, 14, 15, 16, 18, 22, 24, 27, 32, 39, 40, 47, 52, 53, 54, 56, 57, 61, 64, 65, 66, 68, 69, 70, 71, 72, 74, 76, 77, 80, 86, 89, 90, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 111, 146, 147, 148, 150, 154, 155, 156, and 157.

3. (~~U//FOUO~~) Investigative Methodology.

a. (~~U//FOUO~~) The investigative team gathered, reviewed, and analyzed facts and information from various sources to include, but not limited to: the aircraft (black box, parts, photographs; simulation); witnesses (see witness list); photographs (repeater, and crater); intelligence; and medical (autopsy).

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b. ~~(U//FOUO)~~ Witnesses / Interviews. Over 80 witnesses were interviewed, to include eyewitnesses, experts, and personnel involved in the mission, from planning to recovery.

(1) ~~(S//RUIN)~~ Eyewitnesses: (b)(6), (b)(3)130b, the only (b)(1)1.4a survivor, and seven members of (b)(1)1.4a who witnessed the event from above (the two pilots, crew chief, door gunner, two (b)(1)1.4a operators, and combat cameraman). In addition to detailed information about mission planning and execution, these eyewitnesses provided accounts of their first hand observations of the blast site and crash.

(2) ~~(S//RUIN)~~ First Responders: Medics, DART, ARF, JCAT and CAB Safety experts who took pictures and examined the downed aircraft at the scene. As the first ground element in, the ARF secured the site and provided initial impressions of the scene. The DART, JCAT and CAB safety experts at the site provided both on-scene analysis of the downed aircraft and later examined over 400 photographs from the incident.

(3) ~~(S//RUIN)~~ Intelligence personnel: The Division CJ2, the CJ2 Director of Intelligence, two SIGINT Specialists, (b)(1)1.4a operators, and TF Paladin personnel who analyzed the insurgent activity. The intelligence teams at all levels of CJTF-4 provided the investigative team with critical enemy threat assessments in the area en route to and surrounding the crash site. Intelligence personnel leveraged national, theater, division, and brigade level intelligence assets to identify the enemy network responsible for the deliberate targeting and downing of (b)(1)1.4a. TF Paladin (explosive ordnance detachment (EOD)) also provided blast site analysis.

(4) ~~(U//FOUO)~~ Aviation personnel: CAB Task Force leaders; master gunners; and the CAB maintenance officer who examined the aircraft's maintenance data. These aviators provided information on the mission planning and TTPs for repeater targeting, destruction, and jamming. Lessons learned from this investigation and subsequent expert analysis will refine TTPs throughout the operating environment in Afghanistan.

(5) ~~(S//RUIN)~~ Division leadership, to include the DCG-M, CJ3, CJ7, and CJ1 (Casualty Operations). The chain of command provided the operational context for the planning and execution of Operation (b)(1)1.4a. The CJ7 (Information Effects) staffed the operation through the CJ3 (Operations) and the DCG-M with final approval from the RC-S Commanding General, (b)(1)1.4a

(b)(1)1.4a

(6) ~~(U//FOUO)~~ The Chief of the Fort Rucker Aviation Survivability Development and Tactics team (ASDAT, also known as the Shoot Down Assessment Team). The ASDAT team's expert analysis and comprehensive review of the aircraft's technical and tactical data aided in the determination of the cause of the downed aircraft and insight on the TTPs employed for repeater targeting and destruction.

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c. ~~(U//FOUO)~~ Exhibits / Evidence: The investigative team reviewed, analyzed, and consulted with experts on hundreds of statements, reports, photographs, and other data. Some of the key conclusive evidence includes:

(1) ~~(U//FOUO)~~ ASDAT expert analysis of the downed aircraft's black box data, including a detailed 37-page report and animation that correlated the voice and data to reveal that as the crew approached the repeater to mark the location under normal operating parameters, an explosive event occurred. The aircraft then entered an uncommanded, uncontrollable spin to the right and crashed.

(2) ~~(U//FOUO)~~ ASDAT flight simulation to replicate conditions at the time of the blast to provide investigators an understanding of aircraft operating parameters before, during and after the blast event with the accompanying crew actions attempting to control the spinning aircraft.

(3) ~~(U//FOUO)~~ Analysis of the blast crater to determine proximate cause of blast and its effects on the aircraft.

(4) ~~(U//FOUO)~~ Over 400 hundred pictures and over 100 hours of video footage of the downed aircraft and the repeater tower and crater site.

(5) ~~(S//RUIN)~~ Technical and tactical data gathered from the (b)(1)1.4a
(b)(1)1.4a
to determine the impact on the aircraft and the crew's immediate reactions after the blast.

(6) ~~(U//FOUO)~~ Flight and training records and logs to review crew training and proficiency for execution of the assigned mission profile.

(7) ~~(U//FOUO)~~ Timelines and storyboards.

(8) ~~(S//RUIN)~~ Intelligence reports and transcripts to understand the enemy network's intent to deliberately target coalition aircraft conducting repeater destruction missions. One 4-page report detailing the aircraft's flight path and location in relation to the intercept of the enemy's communications confirmed the enemy network's ability to track coalition aircraft operating in Zabul.

(9) ~~(U//FOUO)~~ Concept of Operations Plans.

(10) ~~(U//FOUO)~~ Task organization and manifests to understand the manifesting process, aircraft/mission assignment, and current procedures.

(11) ~~(U//FOUO)~~ All documentation surrounding the events leading up to, during, and immediately after the crash.

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(12) ~~(U//FOUO)~~ The Armed Forces Medical Examiner's autopsy findings showing the cause of death for all six heroes as blunt force injuries.

d. ~~(U//FOUO)~~ Investigative efforts that did not yield conclusive results.

(1) ~~(S//REL TO USA, FVEY)~~ In the days following the blast, in an effort to gain additional data about the IED, the crater, and the potential means of detonation, the investigative team requested and was provided resources from Task Force Paladin, the theatre Explosive Ordnance experts, ((b)(1)1.4a) and Space assets.

(2) ~~(S//REL TO USA, FVEY)~~ On-the-ground crater analysis was prohibited due to its location. Forensic testing and overhead flights did not yield conclusive results as to the amount or type of explosives used in the IED. Field swab testing done at Kandahar Airfield (KAF) on the few recovered aircraft parts (retrieved 400 meters from the blast site) was negative. Additionally, samples tested at TF Paladin's forensic lab were negative for organic, inorganic, and homemade explosive precursors or post-blast residue.

(3) ~~(S//REL TO USA, FVEY)~~ The National Ground Intelligence Center (NGIC) analyzed Hyper Spectral Imagery of the two craters near the crash site taken by ((b)(1)1.4a) both before (9 Nov 13) and after (23, 24, and 30 Dec 13) the crash. The 9 Nov 13 image shows the crater with the foreign object, and a smaller crater located at its 10 o'clock position, but no antennas appear in this image. The 30 Dec 13 post-crash image shows the smaller crater increased in size since the 9 Nov 13 image and two possible antenna shadows absent from the 9 Nov 13 image. The NGIC imagery analyst cannot determine the cause of the smaller crater's increased size; however, he indicates an IED is the likely cause. When ((b)(1)1.4a) flew over the site six days after the blast on 23 Dec 13, no explosives were detected within 100 meters of the site. Additionally, no other Space assets detected explosives in the area.

e. ~~(S//RUM)~~ Eliminated Causes. The investigative team definitively ruled out all of the following potential causes for the event: weather, mechanical failure, pilot error, accidental blade strike, and internal explosion. The proximate and only cause of the downed aircraft was an external enemy-initiated explosion caused when an IED emplaced atop the ridgeline in the vicinity of a repeater tower detonated and disabled the tail rotor.

f. ~~(U//FOUO)~~ Press releases. The RC-S Public Affairs Officer (PAO) made three initial releases of information regarding this incident:

(1) ~~(U//FOUO)~~ First release (17 Dec 13 at 1558) - listed the crash initially as a 'hard landing,' and stated that 'there are no reports of insurgents in the area at this time.'

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(2) ~~(U//FOUO)~~ Second release (17 Dec 13 at 1806) - stated that six International Security Assistance Force (ISAF) members 'died following an aircraft crash in Southern Afghanistan today' and the 'cause of the crash is under investigation, however initial reporting indicates there was no enemy activity in the area at the time of the crash.'

(3) ~~(U//FOUO)~~ Third release (18 Dec 13) - in response to a public affairs query, this report stated that 'ISAF can confirm that an aircraft experienced a hard landing in southern Afghanistan today. Six personnel were killed, and one injured. ISAF officials are conducting an assessment into the cause of the crash.' The response did not mention enemy activity but stated 'an investigation is being conducted to determine the cause. Further information may be released as appropriate when the investigation has concluded.'

(4) ~~(U//FOUO)~~ For paragraph 3, see exhibits 1, 3, 5, 7, 10, 11, 14, 15, 20, 21, 22, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 55, 56, 57, 61, 62, 63, 64, 64, 68, 70, 71, 72, 79, 82, 86, 89, 90, 97, 103, 106, 107, 108, 110, 111, 112, 113, 114, 116, 117, 118, 127, 130, 131, 132, 133, 134, 135, 144, 146, 148, 149, 150, 154, 155, 156, and 157.

4. ~~(U//FOUO)~~ Findings.

a. ~~(U//FOUO)~~ **What are the facts and circumstances surrounding the incident, to include the cause of the crash?**

The facts and circumstances surrounding the crash are described in paragraph 2. The cause of the crash was the blast from the enemy-emplaced IED which disabled the tail rotor.

b. ~~(U//FOUO)~~ **Who were the personnel in the UH-60 and are they accounted for?**

The seven personnel on the helicopter were all accounted for and they were: (1) CW2 Joshua B. Silverman (PIC) (KIA), (2) CW2 Randy L. Billings (pilot) (KIA), (3) SFC Omar W. Forde (AEWT NCOIC) (KIA), (4) SSG Jesse L. Williams (AEWT NCO) (KIA), (5) SGT Peter C. Bohler (crew chief) (KIA), (6) SPC Terry K.D. Gordon (door gunner) (KIA), and (7) (b)(3), (b)(6) (AEWT forward observer) (WIA). See exhibits 14, 26, 55, 63, 70, 71, 90, and 91.

c. ~~(U//FOUO)~~ **What was the crew mix and their experience level? Include each Soldier's training history, total flight hours (day and night), pre-deployment training, and time in country.**

(1) ~~(U//FOUO)~~ CW2 Joshua B. Silverman, pilot-in-command (left seat).

(a) ~~(U//FOUO)~~ CW2 Silverman enlisted in September 2005 and became a warrant officer on 1 Sep 09. He completed flight school in July 2011, with an initial assignment to Sinai, Egypt. Following a transition course for the UH-60M at Fort Rucker he was assigned to Fort Riley, Kansas in November 2012.

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(b) (~~U//FOUO~~) CW2 Silverman was on his first deployment. He deployed to Afghanistan in August 2013. CW2 Silverman had 469 total flight hours, of which 81 hours were with night-vision goggles. He flew 9.2 hours in the last 14 days, 20 hours in the last 30 days, and a total of 154 hours in the last 6 months prior to 17 Dec 13.

(2) (~~U//FOUO~~) CW2 Randy L. Billings, pilot (right seat).

(a) (~~U//FOUO~~) CW2 Billings entered the service in May 1997 and became a warrant officer on 24 Oct 07. He completed flight school in July 2009, with an initial assignment at Fort Riley, Kansas. He completed UH-60M qualification at Fort Rucker.

(b) (~~U//FOUO~~) CW2 Billings was on his fourth deployment. His first three deployments included: (1) Iraq, February 2004 for four months; (2) Afghanistan, April 2006 for 12 months; and (3) Iraq, March 2011 for 12 months. For his fourth combat tour, CW2 Billings deployed to Afghanistan in August 2013. CW2 Billings had 1251 total flight hours; of which 303 hours were with night-vision goggles. He flew 22 hours in the last 14 days, 35 hours in the last 30 days, and a total of 190 hours in the last 6 months prior to 17 Dec 13.

(c) (~~U//FOUO~~) He attended the Maintenance Officer Qualification course in December 2012 following his deployment to OIF. He completed a unit-led Mountain Qualification Course that followed the High Altitude Mountainous Environment Training (HAMET) Program of Instruction (POI) dated 2010 (4 hours day / 2 hours night logged). All required Common Core Training (CCT) and right-seat training (both academic and flight) are annotated as complete.

(3) (~~U//FOUO~~) SGT Peter C. Bohler, crew chief (right side).

(a) (~~U//FOUO~~) SGT Bohler entered the service in August 2007 and was promoted to Sergeant on 1 Aug 12. He served in Germany from May 2008 until he was assigned to Fort Riley in February 2011.

(b) (~~U//FOUO~~) SGT Bohler was on his second deployment. His first deployment was to Afghanistan in December 2009 for eight months. For this tour, he deployed to Afghanistan in August 2013. He was in the right crew chief seat behind CW2 Billings. SGT Bohler had 667 total flight hours; of which 170 were with night-vision goggles. He flew 6.6 hours in the last 14 days, 17 hours in the last 30 days, and 246 total hours in the last 6 months prior to 17 Dec 13.

(c) (~~U//FOUO~~) SGT Bohler had previous flight experience; however his flight records could not be located. His training was completed within required time frames. Gunnery tables I thru X were completed prior to deployment.

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(4) (~~U//FOUO~~) SPC Terry K.D. Gordon, door-gunner (left side).

(a) (~~U//FOUO~~) SPC Gordon entered the service in August 2011 and he was assigned to Fort Riley in February 2012.

(b) (~~U//FOUO~~) SPC Gordon was on his first deployment. He deployed to Afghanistan in August 2013. He was in the left crew chief seat behind CW2 Silverman. SPC Gordon had 254 total flight hours, of which 25 hours were with night-vision goggles. He flew 36 hours in the last 14 days, 52 hours in the last 30 days, and 254 total hours in the last 6 months prior to 17 Dec 13.

(c) (~~U//FOUO~~) As a door gunner, SPC Gordon conducted his training stateside and while deployed. His training flight hours, timelines and academic requirements were all within standard. His OEF CCT, right-seat academics, environmental flight requirements, and Gunnery Tables I thru VIII were all complete.

(5) (~~U//FOUO~~) SFC Omar W. Forde, AEWT NCOIC (right side).

(a) (~~U//FOUO~~) SFC Forde entered the service in January 2005 and he was assigned to Fort Riley in January 2012.

(b) (~~U//FOUO~~) SFC Forde was on his third deployment. He deployed to Iraq twice (in October 2008 for 12 months and in July 2010 for 12 months). He deployed to Afghanistan in July 2013. He was on the right side of the aircraft in the rear row facing forward. There was one seat between SFC Forde and the right door.

(6) (~~U//FOUO~~) SSG Jesse L. Williams, AEWT NCO (left side).

(a) (~~U//FOUO~~) SSG Williams entered the service in February 2006 and he was assigned to Vilseck, Germany in July 2013.

(b) (~~U//FOUO~~) SSG Williams was on his third deployment. He deployed to Iraq in June 2007 for 14 months and to Afghanistan in May 2010 for 12 months. He deployed to Afghanistan in July 2013. He was on the left side of the aircraft in the rear row facing forward. He was seated next to the left door.

(7) (~~U//FOUO~~) (b)(3), (b)(6), AEWT forward observer (right side).

(b)(3), (b)(6)

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(c) ~~(U//FOUO)~~ For 4c, see exhibits 26, 82, 125, 126, 127, 128, 136, and 149.

d. ~~(U//FOUO)~~ What was the mission at the time of the incident?

(b)(1)1.4a

(a) ~~(S//RUJN)~~): Crew: CW2 Silverman (PIC), CW2 Billings (pilot), SGT Bohler (crew chief) and SPC Gordon (door gunner). Passengers: Aerial Electronic Warfare Team - SFC Forde, SSG Williams, and

(b)(1)1.4a, (b)(3), (b)(6)

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(6) ~~(S//RUIN)~~ Pre-mission: At 0540, 17 Dec 13, the crews received an Operations and Intelligence (O&I) brief which included an S2 brief focused on the Surface-to-Air fires (SAFIRE) threat for their area of operations. The briefing also included a warning order of a possible mission change upon arrival at FOB Apache. At 0555, [redacted] (b)(3), (b)(6), the Air Mission Commander (AMC) for [redacted] (b)(1)1.4a, initiated a team brief which included mission specifics such as flight routes, time on target, flight formations, contingencies and composite risk management. By 0745, each crew had conducted their own aircraft preflight and crew briefs. The team departed KAF at 0834 enroute to FOB Apache.



(10) ~~(U//FOUO)~~ For 4d, see exhibits 5, 6, 8, 9, 14, 18, 19, 23, 25, 27, 28, 29, 35, 38, 52, 54, 55, 58, 63, 65, 68, 70, 71, 72, 76, 77, 78, 80, 81, 86, 87, 88, 89, 90, 94, 145, and 154.

e. ~~(U//FOUO)~~ **Was an up-to-date threat analysis and risk assessment completed?**

(1) ~~(U//FOUO)~~ Yes. On 15 and 16 Dec 13, the DA Form 5484 (Daily Mission Schedule/Brief) and the Risk Assessment Worksheet (RAW) was signed by both PICs, the AMC, and the Mission Briefing Officer (MBO), and approved by the Mission Approval authorities. The terrain flight was properly briefed in the mission complexity block of the RAW. Tasks were properly briefed in the mission block. Although the numbers were totaled incorrectly, the overall risk value and approval authority would not have changed.

(2) ~~(S//RUIN)~~ At 0540, 17 Dec 13, the crews' Operations and Intelligence (O&I) brief included an S2 brief, primarily focused on the SAFIRE threat for their area of operations that day and a warning order for a possible mission change upon arrival at FOB Apache. At 0555, [redacted] (b)(3), (b)(6) (AMC) initiated a team brief. At 0720, [redacted] (b)(3), (b)(6) received his final weather update briefing from the Staff Weather Officer (SWO). At 0745, the aircraft preflight checks were complete.

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(3) ~~(S//RUIN)~~ At 0930, at FOB Apache, all pilots (except CW2 Billings, who remained with the aircraft to prepare for mission) received the mission change brief from CTF Duke. During the brief, no additional threat information was given on CTF Duke's or RC-E's AO where the repeater engagements were planned.

(4) ~~(S//RUIN)~~ The team launched without [redacted] (b)(3), (b)(6) (AMC) informing their MBO or Final Mission Approval Authority (FMAA) of the mission change and its parameters. Regardless, this oversight had no impact on the mission.

(5) ~~(S//RUIN)~~ Some interviewees expressed a general concern regarding potential risk associated with the TTPs used to destroy enemy repeater towers, [redacted] (b)(1)1.4a, (b)(1)1.4g

[redacted] (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

[redacted] (b)(1)1.4a, (b)(1)1.4g prior to 17 Dec 13. That possibility, however, was one of many potential threats to repeater tower engagements and, at the time, was not a confirmed methodology of the enemy. As noted in the recommendations section, repeater tower engagement TTPs should be reevaluated after consideration of the information gathered during the course of this investigation; however, the TTPs employed on 17 Dec 13 had, to that point, proven effective in accomplishing the mission [redacted] (b)(1)1.4a

[redacted] (b)(1)1.4a

(6) ~~(U//FOUO)~~ For 4e, see exhibits 5, 19, 20, 39, 52, 59, 60, 62, 65, 68, 82, 84, 85, and 127.

f. ~~(U//FOUO)~~ Was a pre-mission briefing conducted? If so, did the briefing address dangers in the area the mission was going to be conducted?

g. ~~(S//RUIN)~~ The crews received an O&I brief on the morning of the incident at approximately 0540. This did include an S2 brief, primarily focused on the SAFIRE threat for their area of operations that day. At this briefing the team was also briefed of a possible mission change upon arrival at FOB Apache. Upon arrival at Apache the team was informed there was a change of mission. During the change of mission brief by CTF Duke, no additional S2 threat brief was provided nor was there any increased emphasis given to the repeater locations in Ghazni Province or the Shah Joy District in Zabul Province.

(1) ~~(S//RUIN)~~ [redacted] (b)(3), (b)(6) initiated a team brief at approximately 0555. The team brief is mission-specific and covers items such as flight routes, time on target, flight formations, contingencies and composite risk management. Each crew then conducted their own aircraft preflight and crew briefs by 0745. All rehearsals, if any, were verbal.

(2) ~~(U//FOUO)~~ For more specific recommendations on threat briefings, see paragraph 5, recommendations (l) and (m).

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(3) ~~(U//FOUO)~~ For 4f, see exhibits 19, 25, 52, 59, 65, 82, and 127.

h. ~~(U//FOUO)~~ What was the size, disposition, and activity of any enemy force?

(b)(1)1.4a, (b)(1)1.4c

(2) ~~(S//REL TO USA, FVEY)~~ Intelligence sources discovered from SIGINT that insurgents from the (b)(1)1.4a, (b)(1)1.4c had nearly-constant visual observation and tracking of the aircraft, to include numerous reports immediately before and after the explosion.

(b)(1)1.4a, (b)(1)1.4c

(4) ~~(U//FOUO)~~ On 5 Jan 14, a TB Website, "Voice of Jihad", posted links to a 12-minute video of an alleged shoot down of a US helicopter in Zabul's Shah Joy District. The Open Source Center website posted a description and translation of the video and the unidentified video announcer states that "US Forces were using air force in their operations in Zabul and were launching air strikes from a low altitude." The announcer adds "Taliban installed an antenna on the Red Hill near Ibrahim Khel village of Shah Joy District to activate their mobile communication system." He says "In order to achieve this goal, they repeatedly carried out air strikes on the antenna. Mujahideen of the Islamic Emirate took advantage of the situation and made a plan to shoot down enemy helicopters used to target the antenna from a low altitude. They planted remote control mines near the antenna. The mines move forward for hundreds of meters after they are detonated and cause heavy destruction. When a US helicopter lowered, mujahideen detonated the mines. The mines hit the helicopter and as a result it crashed and all Soldiers on board were killed."

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(5) ~~(U//FOUO)~~ The video translation states that short interviews were conducted with Mr. Amin, a TB official in the area, and with a TB mine expert. Mr. Amin states, "The enemy aircraft used to carry out strikes on the antenna. They also dropped a special device in order to bug the area. Mujahideen devised a plan to target the enemy's aircraft. The plan took about 50 days. Taliban installed a fake antenna on the hill as a trap. When the enemy helicopters arrived there, Taliban attacked them. I organized the plan. We spent money in order to provide accommodation, transportation, and other logistic support to mujahideen. We used a certain material in the attack which was expensive." When asked if US forces tried to remove the aircraft wreckage, the unnamed TB mine expert replied, "Yes, they made an attempt to remove the wreckage of their helicopter; however, it was not possible. Later they bombarded the wreckage of the helicopter and their equipment remained in the area."

(6) ~~(U//FOUO)~~ See exhibits 19, 20, 34, 59, 84, 93, 96, 99, 109, and 152.

i. ~~(U//FOUO)~~ **Did the pre-mission brief include weather conditions? What were the weather conditions at the time of the incident?**

Yes. On 17 Dec 13, weather conditions were favorable for aviation operations. No weather sensors exist at the location of the incident. At 0600, and at the 0720 update, the SWO briefed visibility was 5 miles, limited by dust, and there was no ceiling, with few clouds at 25,000 feet and winds out of the south-west were about 10 knots. See exhibits 59 and 127.

j. ~~(U//FOUO)~~ **Describe the manifest procedures.**

(1) ~~(U//FOUO)~~ A crew and passenger manifest is required for all flights (See AR 95-1, Aviation Flight Regulations, Chapter 5, para. 5-2, d(5)). For tactical or tactical training flights, the passenger manifest will be prepared and retained by the supported unit.

(b)(1)1.4a

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(b)(1)1.4a

(5) ~~(U//FOUO)~~ See exhibits 14, 55, 63, 70, 71, 72, 75, 90, 95, 127, and 149.

k. ~~(U//FOUO)~~ **Were all individuals wearing appropriate personal protective equipment for the situation and following all applicable operating procedures, safety guidelines, and other related policies and regulations? If not, why not?**

Yes. All crew members wore the appropriate flight related uniforms and all Aviation Life Support Equipment (ALSE) was current. PAO video taken at FOB Apache and confirmed all passengers wore their PPE during flight. After the crash, removed his Improved Outer Tactical Vest (IOTV) in order to breathe more easily.

l. ~~(U//FOUO)~~ **What was the cause of death? Were any KIA/WIAs the result of combat, enemy action, attack by terrorists, or antagonistic forces, or via friendly-fire?**

(1) ~~(U//FOUO)~~ According to the final Autopsy Examination Reports, the cause of death for CW2 Joshua B. Silverman, CW2 Randy L. Billings, SSG Jesse L. Williams, and SPC Terry K.D. Gordon was multiple blunt force injuries. The cause of death for SFC Omar W. Forde was multiple injuries and for SGT Peter C. Bohler it was blunt force injuries.

(2) ~~(U//FOUO)~~ The manner of death for all KIA is listed as homicide.

(3)

(4) ~~(U//FOUO)~~ See exhibits 26, 119, 120, 121, 122, 123, 124, 129, 130, 131, 132, 133, 134, and 135.

m. ~~(U//FOUO)~~ **How was the medical treatment, if any, provided to the Soldiers?**

(1) ~~(S//RUIN)~~ Based on the tactical situation, the MEDEVAC procedures were timely and appropriate. the ARF medic, was the first to arrive at the scene. He made contact with and soon determined six personnel were deceased. conducted a rapid trauma assessment and initial stabilization procedures on and noted he was responsive, had suffered a cut to his head, and was experiencing pain on his right side.

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(2) ~~(S//RUIN)~~ Ten minutes after the ARF secured the downed aircraft site, (b)(3), (b)(6), the Flight Medic, put a C-collar restraint on (b)(3), (b)(6) and secured him in a SKEDKO flexible rescue litter for hoist extraction due to the steep terrain. (b)(3), (b)(6)

(b)(3), (b)(6)

(3) ~~(U//FOUO)~~ See exhibits 7, 11, 17, 43, 119, 120, 121, 122, 123, and 124.

n. ~~(U//FOUO)~~ What were the MEDEVAC response times and details regarding time of injury and 9-line request?

(b)(1)1.4a, (b)(3), (b)(6)

(8) ~~(U//FOUO)~~ See exhibits 17, 43, 66, 77, 119, 120, 121, 122, 123, and 124.

o. ~~(U//FOUO)~~ What efforts were made to recover the downed aircraft and personnel? Were they in accordance with TTPs and SOPs? What is the detailed timeline of the response and all events that occurred?

See paragraph 2i for a detailed timeline and description of the recovery efforts. Efforts of all personnel on the ground were in accordance with the current 1st CAB, 601st ASB Aircraft Recovery Standard Operating Procedures, dated 20 Nov 13. See exhibits: 50, 74, 83, and 137.

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p. (U//~~FOUO~~) **What is the nature and extent of any and all injuries. Were the injuries in the line of duty?**

Six personnel on (b)(1)1.4a were KIA: CW2 Joshua B. Silverman (PIC), CW2 Randy L. Billings (pilot), SFC Omar W. Forde (Aerial Electronic Warfare Team NCOIC), SSG Jesse L. Williams (AEWT NCO), SGT Peter C. Bohler (crew chief), and SPC Terry K.D. Gordon (door gunner). One Soldier was wounded-in-action;

(b)(3), (b)(6)

(b)(3), (b)(6) The six deaths and one wounded Soldier were in the line of duty as they were a result of enemy action. (See AR 600-8-4, para. 2-3(a)). See exhibits 129, 130, 131, 132, 133, 134, and 135.

q. (U//~~FOUO~~) **Were there any missing or damaged sensitive items?**

(b)(1)1.4a

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(b)(1)1.4a

r. ~~(U//FOUO)~~ What matters, not covered by the questions, do you deem relevant?

(1) ~~(S//RUIN)~~ All seven personnel aboard (b)(1)1.4a, the six Fallen Heroes and (b)(3), (b)(6) heroically served their country in the line of duty on 17 Dec 13. They were all engaged in a critical mission as part of the overall campaign

(b)(1)1.4a

(2) ~~(U//FOUO)~~ All casualties were recovered with honor. Due to the downed aircraft's location and position on a steep slope and in mountainous terrain, an HLZ could not be established near the site. Each Fallen Hero was secured in a SKEDKO flexible rescue litter and ARF members lifted the Fallen Heroes into the MEDEVAC. The TF Gunfighter Chaplain covered each Fallen Hero with an American flag and blessed them once they were secured aboard the aircraft.

(3) ~~(S//RUIN)~~ The site was well-documented through pictures and reports from Safety, DART and JCAT experts on the ground who ultimately determined the aircraft was non-repairable and non-recoverable. Their recommendation to destroy it was based on a risk assessment of the terrain and the lack of a safe and suitable HLZ for a CH-47 Chinook helicopter landing in the vicinity of the site. Based on the circumstances, the commanders' decision to destroy the aircraft in place and avoid further risk to Soldiers based on the threat assessment in the area was prudent and appropriate.

(4) ~~(S//RUIN)~~ Coalition Forces must remain vigilant and mindful of the enemy's capability to observe, detect, and capitalize on CF patterns. These lessons and the counter-measures focused on enemy action, re-action and counter-action must be passed on to incoming units during relief in place (RIP) and transfer of authority (TOA) operations. Threat-based altitudes, airspeeds, maneuver and CF task organization are all critical components to the risk analysis.

(5) ~~(S//RUIN)~~ The enemy network responsible for this deadly attack should be targeted and defeated in support of building a safe and secure environment for the ANSF and the local Afghan population.

(6) ~~(U//FOUO)~~ See exhibits 5, 37, 52, 64, 65, 68, 86, 111, 146, 148, 149, and 150.

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5. ~~(U//FOUO)~~ **Recommendations. Include recommend changes to TTPs as a result of this incident.**

(b)(5)

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Page 42 redacted for the following reason:

(b)(1)1.4a, (b)(5)

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(b)(1)1.4a, (b)(5)

q. ~~(U//FOUO)~~ For paragraph 5, see exhibit 2.

6. ~~(U//FOUO)~~ The investigative team included two detailed assistant investigating officers and voting members, (b)(3), (b)(6), and two non-voting members, (b)(3), (b)(6). The POC for this memorandum is the undersigned at (b)(3), (b)(6) @afghan.swa.army.mil.


RONALD F. LEWIS
BG, USA
Investigating Officer

Approved for Release



DEPARTMENT OF THE ARMY
COMBINED JOINT TASK FORCE-101
HEADQUARTERS, REGIONAL COMMAND-EAST
BAGRAM AIRFIELD, AFGHANISTAN
APO AE 09354

CJTF-101-DCG-S

21 December 13

MEMORANDUM FOR RECORD

SUBJECT: Witness Phone Interview, [REDACTED], Kandahar, Afghanistan,
21 Dec 13 at 2145

1. (S//RUJIN) On 21 Dec 13, I spoke with [REDACTED] on an unclassified
phoneline while he was recovering at the Landstuhl Regional Medical Center (LRMC),
in Germany. I advised him that I was an investigating officer conducting an inquiry of
a downed helicopter, in which he was a passenger. During our conversation, [REDACTED]
[REDACTED] told me the following things:

a. (S//RUJIN) [REDACTED] was seated in the rightmost, aft facing seat during the
mission. His role on the aircraft was an aerial forward observer/electronic warfare
specialist and was responsible for [REDACTED] (b)(1)1.4a

[REDACTED] (b)(1)1.4a

b. (S//RUJIN) [REDACTED] described that SSG Williams was seated in the far left
rear seat (forward facing, a.k.a. hurricane seat) and that SFC Forde was seated
closest to and across from him in the middle rear-forward facing seat. He was not on
a headset with any of the crew or anyone else in the aircraft and thus could not speak
or hear anything over the aircraft intercom system.

c. (S//RUJIN) [REDACTED] mentioned that the aircraft seemed to circle around a lot
and that he felt nervous. He said that he was also feeling nauseous and that he had
put his head down when he heard an explosion that shook the aircraft. As he looked
around the aircraft, he said that SSG Williams was looking out the left window and that
SFC Forde was using his left arm to brace SSG Williams and was reaching forward
with his right arm to attempt to protect [REDACTED] also.

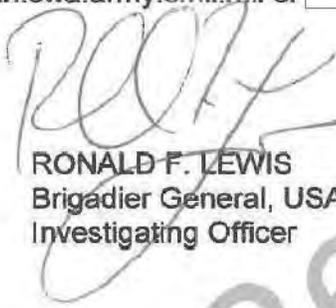
d. (S//RUJIN) [REDACTED] said he looked out the window and saw that they were
spinning and could see thick dark grey smoke. As they spun out of control, he
blacked out before impact with the ground. After regaining consciousness on the
ground, he told us that he took off his IOTV to allow him to breathe easier.

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SUBJECT: Witness Phone Interview, [redacted (b)(3), (b)(6)], Kandahar, Afghanistan,
21 Dec 13 at 2145

e. (S//RUIN) He mentioned that for a moment he looked around and wondered where SSG Williams and SFC Forde had gone, but that he didn't know what had happened to them.

2. (S//RUIN) The POC for this memorandum is [redacted (b)(3), (b)(6)], Chief,
Administrative Law, at [redacted (b)(3), (b)(6)]@afghan.swa.army.smil.mil or [redacted (b)(3), (b)(6)]



RONALD F. LEWIS
Brigadier General, USA
Investigating Officer

Approved for Release

Pages 3 through 4 redacted for the following reasons:

Withheld: Duplicate of pgs 44-45

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Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

Full Name and Rank:

Last four of SSN

Current unit of assignment and location of that unit: HHC 1st CAB, Kandahar Airfield

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am a 290A Electronic Warfare Technician and am currently serving as the TF Demon Electronic Warfare Officer

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I sat in the CONOP's briefings and received a verbal briefing from the Pilot in Command and the crew chiefs immediately prior to the mission.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5. NA

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PC s/PCCs, etc.)?

A6: NA

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: NA

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: NA

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

(b)(1)1.4a, (b)(5)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: NA

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: (b)(1)1.4a, (b)(3), (b)(6) here in RC South and can give you more detailed information on what goes on during every mission

Approved for Release

Pages 8 through 9 redacted for the following reasons:

(b)(1)1.4a, (b)(3), (b)(6)

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
-------------	--------------------	---------	----------------

5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS
(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
163rd MI BN, Fort Hood TX

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My current MOS is 352N Traffic Analysis Technician and I serve as the 163rd MI BN SIGINT Tech. I am assigned to the S3 for the 163rd MI BN and I have been in the unit for 8 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

A4: N/A

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: As soon as the aircraft went down and RC-South CJ2 was informed we started monitoring any reflections of the incident. As soon as we got some reflections from Insurgents we went in-depth to confirm or deny it. We identified possible HVI's and monitored them.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Based on my experience and the reports received, I am inclined to lean towards enemy actions. As information is pieced together from the different intelligence sections it is drawing a clearer picture of what could have happened. This seems to be some sort of IED attack.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(1)1.4g, (b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I think that everyone who could provide information for the incident has been addressed.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(b)(3), (b)(6) Investigating Officer
(Administering Oath)
136 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary

1. LOCATION FOB APACHE	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1315	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
AERIAL REACTION FORCE, ZABUL PROVINCE, FOB APACHE

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

A1) I am a Staff Sergeant who has been in the military for six years and this is my third combat deployment. My previous two deployments were with 3-16 FAR 2nd Brigade 4th ID. The first was to Iraq from 2008-2009 and the second was from 2011-2012. My skills include JFO, Air Assault, Sniper, and Dari-Persian Language Proficient.

(b)(3), (b)(6)

A3) While a member of the ARF I have flown a wide variety of missions from cache search and seizure, battle damage assessment, med evac chase, personnel recovery, detainee operations, and call for fire trainers. Our unit does rehearse and practice TTPs to enemy contact. You can not be an effective ground force without such rehearsal.

A4) After the (b)(1)1.4a call, we never got a full on mission brief. It was not until we were airborne en route to the down helicopter that we recieved that there was seven passengers, nor did we recieve a sensitive items report before departure that would have helped in identifying all sensitive items that were manifested on the helicopter.

A5) We never recieved the commander's intent although it was definitely an implied task to execute our personnel recovery just as we had trained and rehearsed. It is always implied that we get boots on ground, evaluate the crash site, rescue any passenger still alive and render aid, then properly recover all those who were killed in action and all sensitive items that were on board the air craft.

A6) We already have a pre determined TTP on how to handle the situation on the ground. Thus once we got the (b)(1)1.4a call we just handed out the equipment ensured everyone had batteries and their sensitive items and manifested on the helicopter. Everyone was told their role, prior to landing on the crash sight.

A10) After conducting a search and a secondary search of the crash site, no craters were found were an Improvised Explosive Device would have been buried. Due to my experience in previous deployments, after an IED blast, there was always a decent sized crater in the area where the device was detonated. this was not the case. I personally conducted a primary and secondary search of the crash site.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1430 DATED 2013/12/26

9. STATEMENT (Continued)

A11) It is my opinion that one could easily say the loss of aircraft could have been prevented if it had simply never left the ground. But, we all have a mission and a purpose to assist coalition forces with securing the borders of Afghanistan, we can not secure these borders without going after a very diverse and manueverable enemy on the battlefield. These service members were given a mission to damage or destroy communication equipment that taliban forces were using, they died serving their country, and are patriots.

A12) I have already covered my experience with Brigadier General Lewis and his investigation team. I was the first person on scene and evaluated the crash site, and rendered aide to (b)(3), (b)(6) Upon evaluation of the crash site, all crew members and two passengers were dead. The helicopter's nose was facing up slope of the mountain. On the left side of the cockpit were a pilot, who was buried underneath a crew chief, hanging out of the front windshield, face up. This crew chief was a light complexion African American, who was shorter than the other crewchief on the right. The crew chief had fresh blood coming out of his nose and mouth. Upon moving around the nose, I found a passenger, who was wearing a rifleman's kit and had a SSG patrol laying near his body. This passenger was about 25 meters off the right side nose of the plane. He was also dead by the time I reached him. After manuevering around the right side of the Aircraft, there was yet another pilot and crew chief on the right side of the air craft, also in the pilot's compartment. The pilot and crew chief were both also dead. The crew chief on this side was taller and had a very long face. He appeared to also be an African American male of very light complexion. After I cleared the right side of the aircraft, I found (b)(6) (b)(3), (b)(6) laying right next to the right side of the aircraft. Since I was the first person on site, I rendered aid to (b)(3), (b)(6) and conducted an evaluation of his medical condition. After my evaluation it appeared that (b)(3), (b)(6) was in immense back pain, had a gash on his head, and was bleeding around his pelvic region. His bleeding was not substantial, so I immediately tried to figure out if he had feelings in his limbs. He was able to move his head, wiggle his finger, move his arms, and move his feet. I did not move (b)(6) (b)(3), (b)(6) because of his complaint of his back pain. The whole time I was talking to him, he kept saying "I don't know what happened." I asked him if he was the only one alive, he then stated, "I think so, I don't know where SSG Williams is though." After that I tried to keep him calm and stablized, until the medic and more personnel arrived. The medic was atleast fifteen minutes behind me, and the nearest friendly forces, arrived approximately eight to ten minutes after I had been on site. Once I found (b)(6) (b)(3), (b)(6) I immediately relayed to Dust Off on the combined arms net that we had a passenger alive. Once the medic (b)(3), (b)(6) arrived, I allowed him to conduct his evaluation of (b)(3), (b)(6) and then called in the flight medics. Once the flight medics were on ground, we packaged (b)(3), (b)(6) up in a skedco, to be hoisted to the helicopter. I was mainly assisting in keeping (b)(3), (b)(6) calm, ensuring him he would be okay. Once (b)(3), (b)(6) was evacuated, our attention turned to the crash site. (b)(3), (b)(6) (b)(3), (b)(6) and I immediately started putting bodies in body bags. After a while, we had (b)(3), (b)(6) on site helping us collect sensitive items and packaging up the KIA. The only things out of the norm to me was SSG Williams' injuries. He seemed to have no wounds to his body, he was just missing his face. After rolling him over, we discovered that his face was gone, and it was taken on in a clean swipe. He had no noticeable facial feature at all. The Pilot on the right side of the aircraft was found with a 9MM in his right hand and some sort of blade in his left hand. That was an easy sign that he survived the crash. SFC Forde's body was found underneath the helicopter. His body was perpendicular to the aircraft and his feet were poking out from underneath the left side of the aircraft with his toes pointing towards the nose. (b)(3), (b)(6) lifted the helicopter off of him with the jaws of life, enough to wiggle his body from underneath the helicopter. This was about the time that the Apaches were firing, and I was on the CAN trying to figure out what they were engaging. They had been given clearance to shoot harrassing fire to the west, where reportedly forces were assembling. We had recieved a report in flight that a possible IED blast, had taken down the helicopter. Due to this intelligence, I was very decisive when conducting a secondary search. I did not find any craters in the are, or anything that resembled pieces to an IED or components that could give a clue to what took the helicopter down. The fuel tank of the helicopter was found outside the aircraft, approximately 150 down slope of the aircraft. All sensitive items were cleared on sight, to ensure a safe transport of them. All weapons were cleared besides the pilot on the right side, who had a round in the chamber. Although he had a weapon, no casings were found on site, and it is my assessment that he had his 9MM in his hands, because of instincts or what he was trained to do. Those were basically the only things that I saw that were out of the norm, as well as what I saw on the ground upon arriving on site.

///End of Statement///

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

J. STATEMENT (Continued)

Appropriated for Release

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES

(b)(3), (b)(6)
RC (S) ARF, FOR APACHE
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
RC (S) ARF, FOR APACHE
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)
(Signature)

(b)(3), (b)(6) Investigating Officer
(Authority To Administer Oaths)
Article 136(b)(4), UCIMJ

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1 LOCATION Kandahar Airfield	2 DATE (YYYYMMDD) 20131227	3 TIME 1100	4 FILE NUMBER N/A
5 LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6)	6 SSN (b)(3), (b)(6)	7 GRADE/STATUS	

8 ORGANIZATION OR ADDRESS
B Co 163rd MI BN Kandahar Air Field

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 35S (b)(1)1.4a operator, B Co 163 MI BN Red Platoon

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown one Collection only (b)(1)1.4a mission and approximately 13 Repeater Destruction missions.

10 EXHIBIT	11 INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 2013/2/27

9. STATEMENT (Continued)

(b)(1)1.4a

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: After we received the mission change we made minor changes to our collection system. There wasn't any type of rehearsals needed because we were just waiting to see what happened.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: See question 5 about the mission change. The unit didn't make any type of reports during the mission. The pilots may have called TF Duke and informed them about the enemy reporting on our air craft's. (b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

(b)(1)1.4a, (b)(1)1.4c

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 2 OF 4 PAGES

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131227

9 STATEMENT (Continued)

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: After the aircraft went down the pilots immediately called higher headquarters to report the Fallen Angel. We began to circle the crash site from a distance. The pilots and crew chiefs kept eyes on the helicopter to ensure nobody could get to the aircraft. The (b)(1)1.4a team was listening to the insurgents congratulating themselves for bringing the aircraft down.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I'm 99.5% sure enemy action is what brought the aircraft down. The only reason I'm leaving that .5% doubt is because I didn't see the beginning part of the probable explosion. I saw the huge dust/debris cloud after the probable detonation of an IED. I've gone through the (b)(1)1.4a collection with our linguist and we have multiple transcripts in where they said a mine had taken down the aircraft immediately after the aircraft crashed.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: No, I don't think the loss was preventable. I believe they dug a hole up there to peak our interests to take a look at it and achieved their victory by exploding the IED/mine bringing the helicopter down. (b)(1)1.4g

(b)(1)1.4g

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I would hope this event doesn't eliminate the repeater destruction mission in the future. I hear all the time to keep continuing the job that I'm doing, it would be hard to do that if the repeater destruction mission is taken away to disrupt the enemy communications. If this mission stops then the enemy has achieved its desired victory.

---NOTHING FOLLOWS---

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 4 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 2013 12 27

6. STATEMENT (Continued)

[Redacted Statement Content]

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1 AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) (Authority)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 4 OF 4 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield (KAF) Afghanistan	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1944	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
A Co. HHBN 4 ID

9. (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(3), (b)(6) asked if I had any part of the planning process for the Operation as the Repeater Targeting Officer. I replied with no and the CAB has DIRLAUTH with BSOs according to the Repeater Targeting SOP. I told him if the BSOs use any indirect asset then I would get involved. (b)(3), (b)(6) had a hardcopy of the SOP and asked if I could find where it states that the CAB had DIRLAUTH. I search for that statement and could not find it in the SOP. I told both (b)(3), (b)(6) that I would find where it states that and tell them where. Later I found it on page 4 of the SOP and highlighted it. Then I gave it (b)(3), (b)(6) so he can give it to (b)(3), (b)(6)

Nothing follows (b)(3), (b)(6)

(b)(3), (b)(6)

10. EXHIBIT	11. INITIALS (b)(3), (b)(6)	MAKING STATEMENT	PAGE 1 OF 1 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 26 Dec 2013

9. STATEMENT (Continued) Nothing Follows

(b)(3), (b)(6)

Applied for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL II

(b)(3), (b)(6)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

WITNESSES:

(b)(3), (b)(6)

F 120 144 20 400 126 09355
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

A Co. 11800 430 400AE 09355
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(b)(3), (b)(6) - Investigating officer
136 (b)(4) 121215
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB Apache	2. DATE (YYYYMMDD) 2013/12/27	3. TIME 10:50	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			
8. ORGANIZATION OR ADDRESS C co 2-1 GSAB, TF Gunfighter			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH.

(b)(3), (b)(6)

A2: My current duty position is as a flight medic with C co 2-1 GSAB, 3rd platoon. I have been with C co since may of 2012 in the same job position.

A3: I fly medevac missions while deployed. I have flown approximately 15 patient transfers, and approximately 15 POI(point of injury) missions. We train extensively to react to enemy fire, and being medevac aircraft our response is to break contact and report up to higher where and what has attacked us so that they can respond in kind. Our unit does not involve itself in the destruction or identification of enemy repeater towers.

A4: Our mission briefings are usually our daily crew briefs from whichever PC is in charge on that given day. Our missions are not planned and therefore cannot be briefed prior to being dropped. We have a (b)(1)1.4a wheels up requirement on any CAT-A casualty 9-line, so our briefing for that is whatever info is included on said 9-line. They can be verbal, written, or both depending on who drops it and whatever information they include before we launch.

A5: We were not involved with the mission for destroying the repeater tower, our mission did not start until the fallen angel occurred. At that point we launched based on the information that a helicopter had crashed and there were 7 possible casualties. Our mission was to recover any and all WIA and return them to FOB Apache FST where they would receive emergency medical treatment.

A6: Our mission dropped around (b)(1)1.4a and we were wheels up enroute the crash site in less than (b)(1)1.4a. Our preparation was to make sure we had adequate hoist equipment and medical equipment prepped and ready for whatever casualties we may encounter from the crash.

A9: The actions which we performed once the aircraft went down was what we always do for a 9-line medevac call. We ran up the helicopter as fast as we could and went airborne so we could provide care to any and all injured in the crash.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/27

9. STATEMENT (Continued)

A10: I believe from my talk with the survivor, (b)(3), (b)(6) that the helicopter was struck by some explosive and this caused the pilots to lose control. He said he remembered the helicopter flying close to the mountain, then seeing a flash and the helicopter maneuvering wildly, and then he remembers waking up on the ground and crawling out of the wreckage. They tried to land it on the mountainside, but because of either the damage to the aircraft, the terrain, or both, the aircraft rolled or slid down the hill to where it stopped and we recovered the WIA and KIA.

A11: My experiences with flying do not really permit me to speak on this, I have never participated in a mission set such as the one they were performing.

A12: I do not.

Nothing follows

(b)(3), (b)(6)

Approved for Release

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT

FBI Apache

DATED

27 Dec 2013

STATEMENT (Continued)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 23 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)

(Signature)

WITNESSES

(b)(3), (b)(6)

RC (S) ARF, FCB APACHE
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

RC (S) ARF Fob Apache
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6)

Investigating Officer
(Authority To Administer Oaths)

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD) 2013/12/31	3. TIME 17:39	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS (b)(3), (b)(6)	
8. ORGANIZATION OR ADDRESS			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH

Full Name and Rank:
(b)(3), (b)(6)

Current unit of assignment and location of that unit:
B CO 3-1 Kandahar, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?
(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: Current MOS 15T assigned to B CO 3-1 first flight/platoon I have been in B CO 3-1 for 1 year 8 months as a UH60 M crew chief

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

A3: We destroy repeater towers with 240H (7.62) crew served weapons from aerial platforms at a slow forward moving hover 50 -70ft out and up

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: received a verbal briefing from pc/amc of aircraft and flight told of area we were operating in and possible add on to mission from Duke.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Made sure we had plenty of ammunition, water, air hammer equipment installed on aircraft and briefings of general location of repeaters (b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"		
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.		

STATEMENT OF (b)(3), (b)(6) TAKEN AT 17:39 DATED 2013/12/31

9. STATEMENT (Continued)

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

(b)(1)1.4a, (b)(1)1.4c

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: when the aircraft went down my PC/AMC (b)(3), (b)(6) started making "Fallen Angel" calls over the radio.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: in my experience with this unit and what I saw that day I believe the aircraft was struck by some sort of explosive device which may have incapacitated some of the crew and caused some malfunctions of equipment which caused the aircraft to go down

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: any aircraft loss is preventable and yes it could have been prevented, better recon of sites may prevent further mishaps

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: na

(b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT 17:39 DATED 2013/12/31

9. STATEMENT (Continued)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)
by law to

WITNESSES:

administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
in Administering Oaths
Article 130 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Air Field	2. DATE (YYYYMMDD) 2013/12/19	3. TIME 1209	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS 982nd Combat Camera Detachment Afghanistan CJTF-101 Bagram Air Field APO, AE 09354			

9. I, , WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(1)1.4a, (b)(3), (b)(6)

(b)(1)1.4a, (b)(3), (b)(6)

As we continued to fly overhead the scene was like something out of a movie. I knew we had to pull security and stay on location then it finally hit me and I realized that we had a "Fallen Angel" and now knew that we were no longer looking for repeaters. This was now a rescue and recovery mission and we were now going follow protocol and secure the site until the AWT came on scene. We probably pulled security for about 35-40 min, but it felt like a lifetime. We circled around the crash site and looking for any signs of life or and kind of enemy activity that might have come into the area. With no success at finding any two more UH-60 finally came on scene and we left slowly and started our trip back to Apache. While at Apache we refueled and I saw all the helicopters gearing up and leaving including 2 UH-60 medicvac helicopters. We were going to head back to the scene but I guess we recieved the word to head back to Kandahar Air Field cause the next thing i knew we were getting escorted by two Kiawa choppers back to KAF. Once back at KAF we were debriefed and went over the events that occurred in the order they occurred while everything was still fresh in everyone's mind.

(b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

Q: (b)(3), (b)(6) (b)(3), (b)(6)

A: (b)(3), (b)(6) (b)(3), (b)(6)

Q: Who briefed you once at KAF?

A: (b)(3), (b)(6) (USAF), (b)(3), (b)(6) AND TWO OTHER PEOPLE. (b)(3), (b)(6)

Q: WHERE DID YOU SIT ON THE AIRCRAFT AND COULD YOU TALK TO THE CREW?

A: BACK LEFT REAR FACING SEAT AND NO INTERCOM (b)(3), (b)(6)

Q: HOW MANY PASSENGERS WERE ON THE AIRCRAFT?

A: 4, 2 x (b)(1)1.4a (b)(3), (b)(6) + TERP (b)(3), (b)(6)

Q: DID THEY HAVE COMMS WITH THE CREW?

A: YES THEY DID (b)(3), (b)(6)

Q: What was the aircraft mission profile while engaging the separator?

A: (b)(1)1.4a (b)(1)1.4a, (b)(3), (b)(6)

Q: ANYTHING ELSE YOU'D LIKE TO ADD.

A: NO (b)(3), (b)(6)

/// END OF STATEMENT /// (b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 19 day of DECEMBER 2013 at KAF 410 HQ
(b)(3), (b)(6)
(Signature of Person Administering Oath)
(b)(3), (b)(6)
(Typed Name of Person Administering Oath)
15-0, 10
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

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ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER N/A
5. LAST NAME, FIRST NAME, MIDDLE NAME		6. SSN	7. GRADE/STATUS
		(b)(3), (b)(6)	

8. ORGANIZATION OR ADDRESS
B Co, HHBN, 4ID, Kandahar Airfield

9. I, _____ (b)(3), (b)(6) _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My MOS is 35N. I'm assigned to B Co, HHBN, 4ID. G2 SIGINT section. (CJTF-4). My main duties are those of Senior Reporter (writing, QC'ing and overall responsibility for all reporting published by CJTF-4 SIGINT) and Collection Manager (Managing targets and target allocations for my unit, and partially for the BSO's and other units within RC-South). I have been assigned to this unit since July, 2012. I deployed with my unit in July, 2013, and I have been fulfilling these roles since then.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A. I have never flown on an (b)(1)1.4a mission

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A. I have never flown on an (b)(1)1.4a mission

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
-------------	---	-------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

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STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A. I have never flown on an (b)(1)1.4a mission

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A. I have never flown on an (b)(1)1.4a mission

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A. I did not fly on this particular mission

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A. I did not fly on this particular mission

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: As soon as we learned of the crash, we began taking appropriate actions. We (CJTF-4 SIGINT) coordinated with the BSO and began focusing our efforts to finding out who was responsible. We opened high priority tasking slots in order develop the network for those responsible. Analysis regarding the events began immediately and still continues. We coordinated with other units (CJSOTF, SOTF-S, ETF, 3-1) so as to maximize our resources and efficiency.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I believe an IED was the cause of the crash. I'm not sure how the IED actually brought the helicopter down. I don't know if the explosion was a direct impact, or somehow disrupted the aero dynamics, or disoriented the pilot, etc. However, after analyzing the crash and looking all the available information, I absolutely believe that if that IED had not detonated, the bird would not have crashed.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I don't know if the loss was preventable. If I was on that mission, and I saw what they saw, I think I would have responded in the same manner. There's an accepted risk every time you go on mission. I think this is a situation where unfortunately, the enemy studied our TTPs and on that day, they hit us. It was a matter of when, not if. I hate saying that, but no amount of TTP changes or FM updates will eliminate risk, especially in these types of missions.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: From my understanding, you've spoken with everyone that I know of that would be able to shed light on this investigation.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Administering Oath

ORGANIZATION OR ADDRESS

Article 136 (b)(1A), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

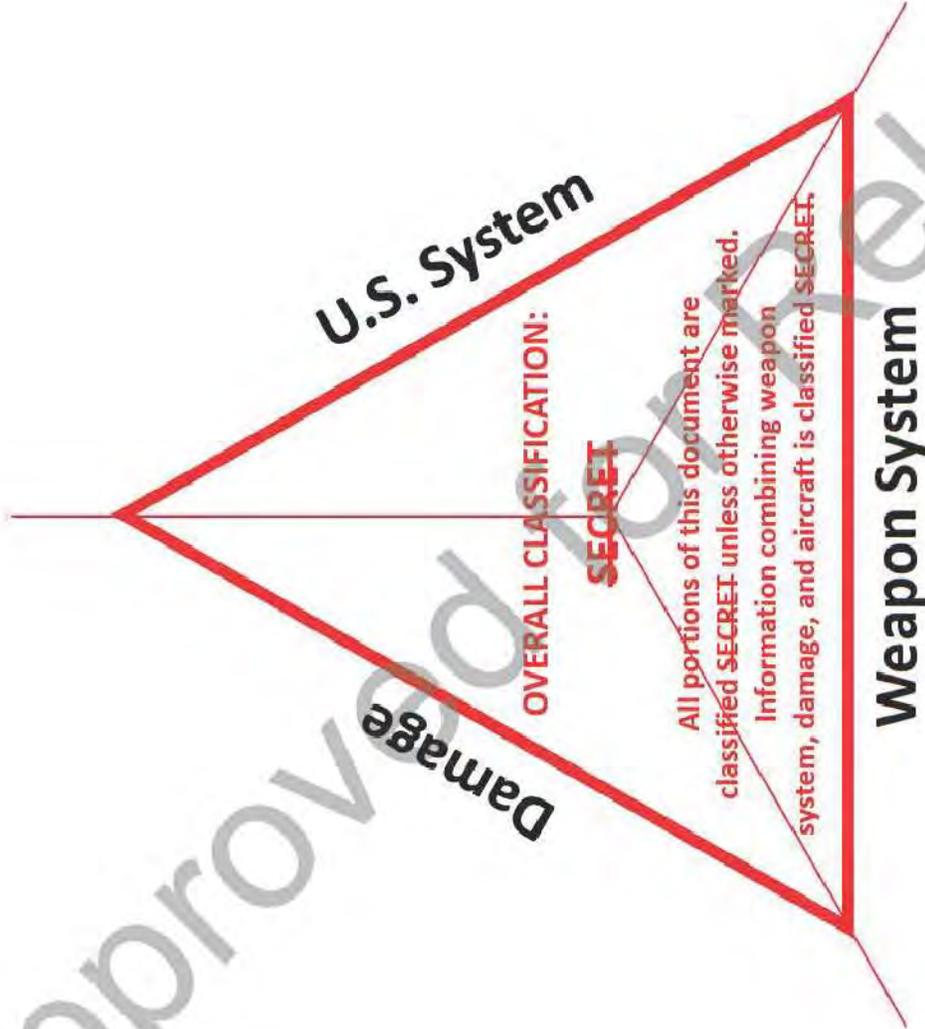
Approved for Release

Pages 33 through 45 redacted for the following reasons:

- (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4, (b)(3) 10 USC 455
- (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g, (b)(3) 10 USC 455
- (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g, (b)(3) 10 USC 455



Approved for Release



CLASSIFIED BY: (b)(3), (b)(6)

DERIVED FROM: Multiple Sources

DECLASSIFY ON: 20381217

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(U) JCAT Mission

(U) The Joint Combat Assessment Team investigates aircraft battle damage and shoot downs to determine the threat weapon system(s) used in the attack and the enemy TTP employed, enabling the commander to determine the best counter-tactics to defeat the threat. Additionally JCAT cooperates with the acquisition and test community, and the Survivability Information Analysis Center to share lessons learned, archive survivability data, and reduce future aircraft vulnerabilities.

Pages 48 through 79 redacted for the following reasons:

- (b)(1)1-4a, (b)(1)1-4c, (b)(1)1-4g, (b)(3) 10 USC 455
- (b)(1)1-4a, (b)(1)1-4c, (b)(1)1-4g, (b)(3) 10 USC 455, (b)(6)
- (b)(1)1-4a, (b)(1)1-4c, (b)(1)1-4g, (b)(3) (b)(6)

Approved for Release



(U) JCAT Contact Information

(U) Afghanistan

RC-N, E & C

RC-S & W

RC-SW

(b)(3), (b)(6)

(U) CONUS

US Army

Aviation Survivability Development and Tactics (ASDAT) Team

DOTD/Doctrine Division
Aviation Survivability Development and Tactics (ASDAT) Team
Building 4507 Andrews Avenue
Fort Rucker, AL 36362

(b)(3), (b)(6)

usarmy.rucker.avncoe.mbx.asdat@mail.mil

US Air Force

Air Force Joint Combat Assessment Team (AF JCAT)

AFLCMC/EN
1970 Monahan Way, Bldg 11A, Rm 001
Wright-Patterson AFB, OH 45433

(b)(3), (b)(6)

US Navy

In-Service Engineering and Logistics (ISEL)

NAVAIR, NAS Patuxent River, MD

(b)(3), (b)(6)

Det A Wright-Patterson AFB, OH
(b)(3), (b)(6)

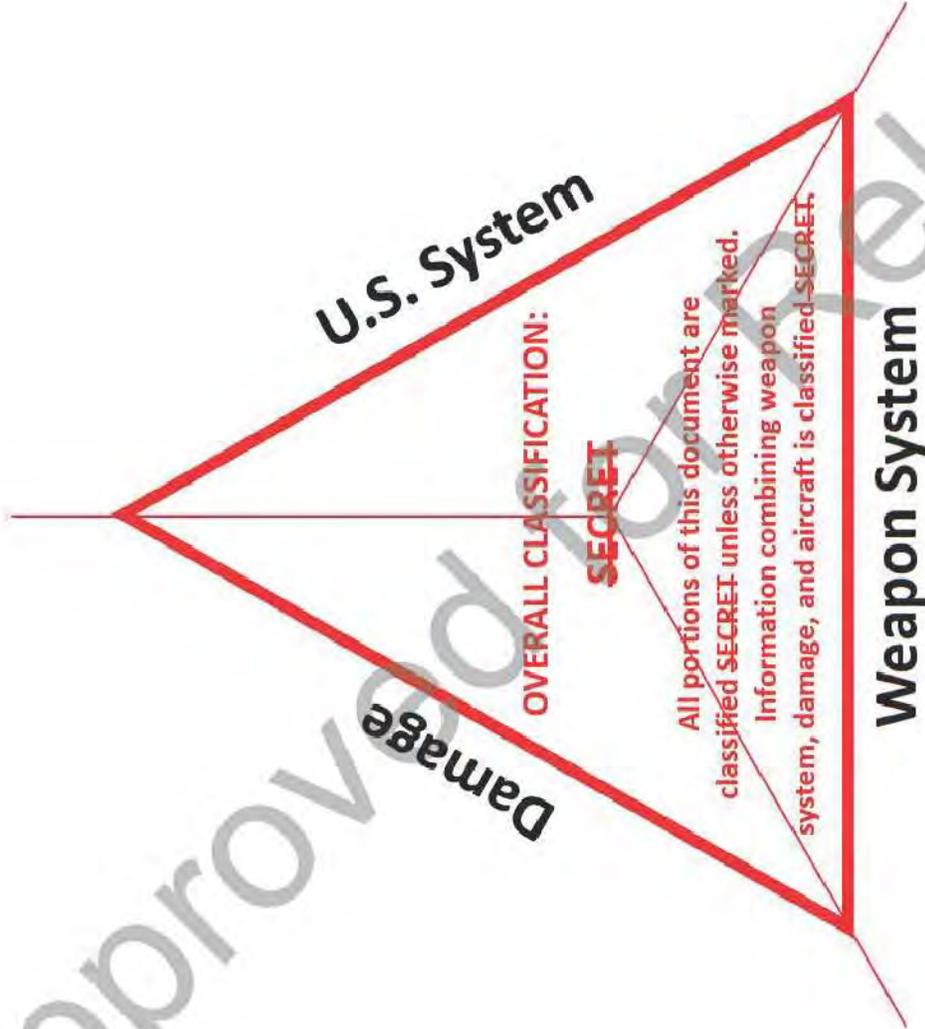


(U) References

TITLE	DATE	ORIGINATOR
OEF, ONE SCG	28 MAR 2002	OASD
JCAT Pocket Guide	02 MAR 2011	JCAT
Small Arms Ammunition Identification – OEF and OIF	04 MAR 2005	NGIC
Afghanistan: Small Arms Identification Handbook NGIC-1142-7092-05	MAR 2005	NGIC
SPIRIT System ngicoraapps.mi.army.smil.mil/prod/SpiritSearch.HomePage	2013	NGIC
Intellipedia www.intelink.sgov.gov/wiki	2013	Intelink
UH-60 SCG	15 APR 2005	PEO Aviation



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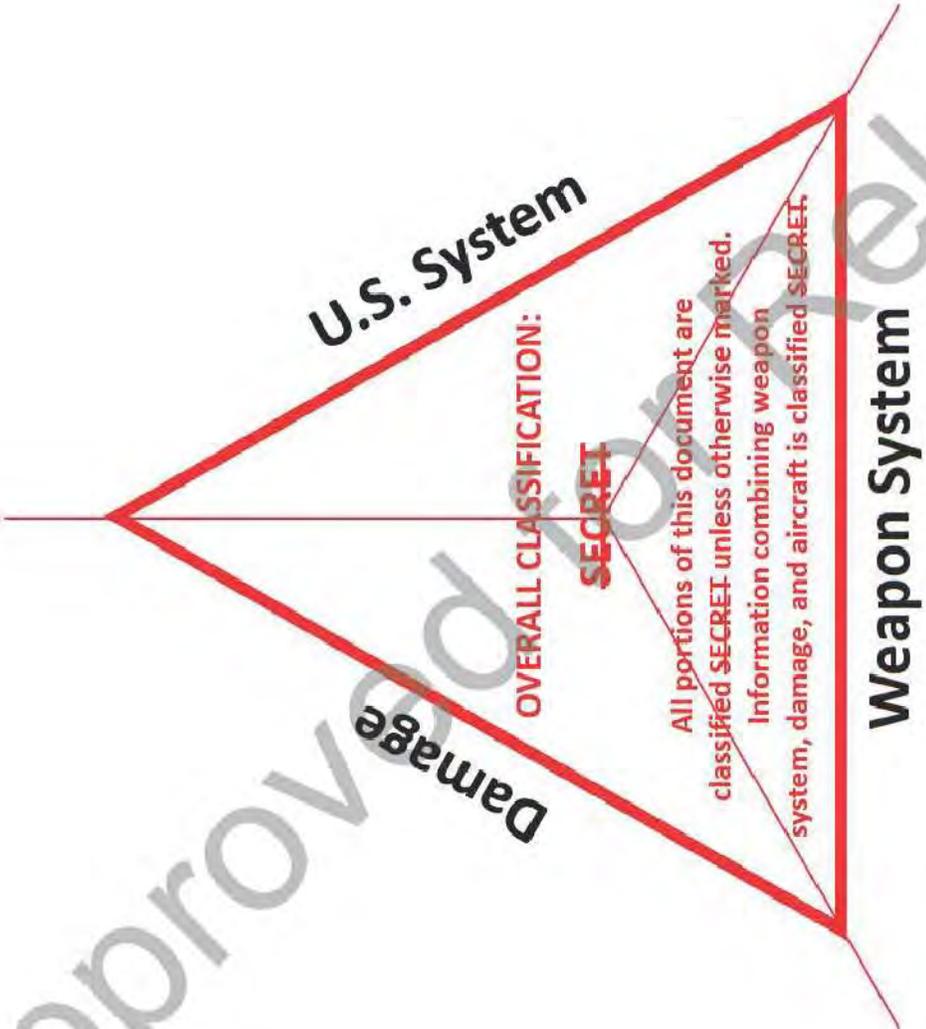
Pages 83 through 87 redacted for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g
(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g, (b)(3) 50 USC 455

Approved for Release



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Pages 90 through 91 redacted for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

Approved for Release



(U) Team Composition

(b)(3), (b)(6) JCAT, USAF- Forward AFG

(b)(3), (b)(6) ASDAT Team, Army- Forward AFG

ASDAT Team, Army- USAACE, Fort Rucker, AL

(U) Date Assessment Conducted: 18 DEC 13

Approved for Release

Pages 93 through 12 redacted for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g
(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g, (b)(3) 0 USC 455

Approved for Release



(U) JCAT Contact Information

(U) Afghanistan

RC-N, E & C

RC-S & W

RC-SW

(b)(3), (b)(6)

(U) CONUS

US Army

Aviation Survivability Development and Tactics (ASDAT) Team

DOTD/Doctrine Division
Aviation Survivability Development and Tactics (ASDAT) Team
Building 4507 Andrews Avenue
Fort Rucker, AL 36362

(b)(3), (b)(6)

usarmy.rucker.avncoe.mbx.asdat@mail.mil

US Air Force

Air Force Joint Combat Assessment Team (AF JCAT)

AFLCMC/EN
1970 Monahan Way, Bldg 11A, Rm 001
Wright-Patterson AFB, OH 45433

(b)(6)

US Navy

In-Service Engineering and Logistics (ISEL)

NAVAIR, NAS Patuxent River, MD

(b)(3), (b)(6)

Det A Wright-Patterson AFB, OH

(b)(3), (b)(6)

(b)(3), (b)(6)



(U) References

TITLE	DATE	ORIGINATOR
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JCAT Pocket Guide	02 MAR 2011	JCAT
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Afghanistan: Small Arms Identification Handbook NGIC-1142-7092-05	MAR 2005	NGIC
SPIRIT System ngicoraapps.mi.army.smil.mil/prod/SpiritSearch.HomePage	2013	NGIC
Intellipedia www.intelink.sgov.gov/wiki	2013	Intelink
UH-60 SCG	15 APR 2005	PEO Aviation



U.S. System

Damage

OVERALL CLASSIFICATION:

~~SECRET~~

All portions of this document are classified ~~SECRET~~ unless otherwise marked. Information combining weapon system, damage, and aircraft is classified ~~SECRET~~.

Weapon System

CLASSIFIED BY: (b)(3), (b)(6)

DERIVED FROM: Multiple Sources

DECLASSIFY ON: 20381217

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Page 125 redacted for the following reason:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

Approved for Release

SWORN STATEMENT

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1600	4. FILE NUMBER
---------------------------	----------------------------------	-----------------	----------------

5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS
(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
AERIAL REACTION FORCE, ZABUL PROVINCE, FOB APACHE

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(3), (b)(6)

A2) I am a 68W20 and the Senior Medic attached to Alpha Battery 1-6 FA, 3-1 IBCT. I have been at this position and unit since May 2013.

A3) The unit constantly trains and prepares for multiple potential enemy activity. Prior to deployment we spent two month in the field training with Pathfinders for this upcoming deployment. We have had no missions or training associated with any repeater missions.

A4) We were alerted via the code word of (b)(1)1.4a which was called over the speakers on FOB Apache. We quickly gathered at our CP where we geared up and got onto the UH-60 that was carrying us out to the scene of the helicopter crash as quickly as possible.

A5) Our mission on the scene of the crash was to get to the casualties and perform any necessary medical care, secure any sensitive items, and to get the Hero's bodies back to the FOB. This was done quickly and efficiently. Prior to leaving the FOB we were alerted that there was 7 US Soldiers in the UH-60 and their was no radio communication with this helicopter.

A6) Twice a day all sensitive items and equipment are inspected and prepared for any upcoming potential mission.

A9) The ARF responded as quickly as possible. When the UH-60 did a pinnacle landing on the objective the ARF moved on the objective preformed their mission and accomplished according to our training what was necessary to completing the mission.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1600 DATED 2013/12/26

9. STATEMENT (Continued)

A10) Based on what I know, it seems that this attack was premeditated by the enemy. I did not see where the repeaters were located at. When I came upon the helicopter it had obviously been involved in a crash. I do not feel at all that there was any maintenance or human error involved in this crash. The survivor did mention that he had been blown out of the sky. While talking to the soldier he seemed to be answering any and all questions without any mental issues.

A11) Within my Army experience I have been around Aviation units but never invested time in learning how maintenance or how the aircraft works. I am not quite sure even what happens in a repeater mission. It does seem that the enemy was watching and tracking our missions though and took the time to prepare a plan to produce a MASCAL event. It would not even surprise me if they had further plans that were thwarted by the amount of air assets we provided while the ARF and the Special forces unit were on the ground of the helicopter crash.

A12) We did have a meeting with BG Lewis about this crash. There we discussed what happened while we were on the ground. As the lone medical personnel taken on this mission from the ARF team, I was the first medical personal to get to the surviving soldier. When I got the only survivor I started a Rapid Trauma Assessment on him. Where I was able to ask question about what had happened and what was going on with him. He was very relieved to see us and was able to answer all and any questions I asked without hesitation. The soldier that was alive was laying on the right side of the helicopter. He was unable to move on his own. It was about 10 minutes later when the flight medics arrived. When they arrived the patient was quickly put into a SKEDCO and airlifted out of the crash site. The aircraft was crunched and appeared to be stopped from falling further down the steep mountain by its top blades that were embedded in the ground. Looking at all the casualties, I fully believe that the Hero's died upon impact. A Special forces unit also arrived to help in pulling security. Prior to exfil an element from 2-2 INF arrived to take over security from our ARF unit.

Approved for Release

INITIALS OF PERSON MAKING STATEMENT
(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1600 DATED 26 Dec 13

STATEMENT (Continued)

~~(b)(3), (b)(6)~~

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6) (Signature)

WITNESSES:

(b)(3), (b)(6) (Signature)

RC (S) ART, FOB APACHE
ORGANIZATION OR ADDRESS

(b)(3), (b)(6) (Signature)

RC (S) ART, FOB Apache
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6) (Signature)

(b)(3), (b)(6) (Signature)

Investigating officer
Administering Oath

Article 136 (b)(4) UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

Pages 129 through 130 redacted for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g
(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g, (b)(3) 0 USC 455

Approved for Release

Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S

From: (b)(3), (b)(6) USA CJTF Paladin South XO
Sent: Monday, December 23, 2013 12:11 PM
To: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Cc: (b)(3), (b)(6)
Paladin South J3 OIC; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S; (b)(3), (b)(6)
(b)(3), (b)(6) JTF Paladin-South
Subject: RE: ~~(S//REL)~~ Sample Test ~~(S//RTUIN)~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

After taking into consideration all currently known aspects of the Fallen Angel incident, it is my opinion there is a high degree of probability that an explosive event and the ensuing blast wave caused (b)(1)1.4a to lose control and make a hard landing. I cannot make a determination with absolute certainty as to the type of explosive and initiation system without conducting a post blast analysis of the incident site. Further details follow.

(b)(3), (b)(6) and I linked up with the CAB XO to examine the equipment and aircraft pieces recovered from the Fallen Angel crash site. (b)(3), (b)(6) utilized the ETK (Explosives Testing Kit) (trace) detection kit to test recovered items from the left side of the aircraft for explosive residue. (b)(1)1.4a, (b)(3), (b)(6)

(b)(1)1.4a, (b)(3), (b)(6)

(b)(1)1.4a
(b)(1)1.4a I understand we are still waiting on several key pieces of information that will provide greater fidelity as to the position of (b)(1)1.4a when it lost power and what happened immediately after. Although the following observations are more than speculation, they still rely on knowing the exact location of the UH-60 with relation to the crater IOT confirm their validity.

Initial observations are as follows:

(b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c

-There does not appear to be any significant fragmentation damage to the frame of the aircraft. By itself, that does not mean a detonation did not occur, only that it did not contain significant fragmentation.

In order to conclusively determine whether or not a detonation occurred and if so, what type of initiation system was employed, an EOD team would need to conduct a post blast analysis (PBA) of the crater. Due to the amount of time since the incident and the fact that it is unsecured, if anyone goes back out to the scene, I highly recommend at least one EOD team escorts them to sweep the entire area for additional IEDs. While there, they could conduct the PBA. I also recommend the (b)(1)1.4a platforms conduct an analysis of the area prior to a team being re-inserted at the crash site IOT identify specific areas to focus on or avoid.

Please let me know if you have any questions at this time. I will let you know as soon as we get results back from the ACME lab.

V/r,

(b)(3), (b)(6)

-----Original Message-----

From: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Sunday, December 22, 2013 11:34 PM

To: [redacted]
Cc: [redacted] (b)(3), (b)(6) USA 466 B EOD FLIGHT
[redacted] (b)(6); [redacted] (b)(3), (b)(6) CJTF Paladin South
J3 OIC; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S
Subject: RE: (U//~~FOUO~~) Sample Test (~~S//RTUIN~~)

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Thank you very much, (b)(3), (b)(6) Will check in tomorrow. v/r, [redacted] (b)(3), (b)(6)

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF Paladin South XO
Sent: Sunday, December 22, 2013 10:20 PM
To: [redacted]
Cc: [redacted] (b)(3), (b)(6) USA 466 B EOD FLIGHT
COMMANDER; [redacted] (b)(3), (b)(6) CJTF Paladin South
J3 OIC
Subject: RE: test (~~S//RTUIN~~)

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Sir,

We are tracking the next flight from KAF to BAF at 0300Z, 0730L. The evidence we collected will be on that flight. I will provide you an update as soon as ACME has a chance to analyze the items.

V/r,

[redacted] (b)(3), (b)(6)

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Sunday, December 22, 2013 8:49 PM
To: [redacted] (b)(3), (b)(6) USA CJTF Paladin South XO
Cc: [redacted] (b)(3), (b)(6) RC(S) CJ3 Air
Subject: RE: (U//~~FOUO~~) test

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Thanks (b)(3), (b)(6)

-----Original Message-----

From: [redacted] (b)(3), (b)(6) CJTF Paladin South XO
Sent: Sunday, December 22, 2013 8:49 PM
To: [redacted] JSA CJTF-101 DIV AVN
Cc: [redacted] (b)(3), (b)(6) RC(S) CJ3 Air
Subject: test (U//~~FOUO~~)

Classification: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

V/r,

[redacted]
(b)(3), (b)(6)

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

Pages 5 through 8 redacted for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

Approved for Release

From: [redacted] (b)(3), (b)(6)
To: [redacted] (b)(3), (b)(6)
Subject: FW: (S//REL) Sample Test (S//RTUIN)
Date: Thursday, December 26, 2013 6:23:01 PM

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Tuesday, December 24, 2013 6:04 PM
To: [redacted] (b)(3), (b)(6) USA CJTF-101 JUDGE ADVOCATE
Subject: FW: ~~(S//REL) Sample Test (S//RTUIN)~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Email discussion with [redacted] (b)(3), (b)(6) from TF Paladin concerning swab samples.

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF Paladin South XO
Sent: Monday, December 23, 2013 3:30 PM
To: [redacted] (b)(3), (b)(6) USA CJTF-101 DIV AVN
Cc: [redacted] (b)(3), (b)(6) RC(S) CJ3 Air; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S
Subject: RE: ~~(S//REL) Sample Test (S//RTUIN)~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

All evidence is currently at ACME-BAF being tested for explosive residue.

V/r,

[redacted] (b)(3), (b)(6)

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Monday, December 23, 2013 1:26 PM
To: [redacted] (b)(3), (b)(6) USA CJTF Paladin South XO
Cc: [redacted] (b)(3), (b)(6) RC(S) CJ3 Air; [redacted] (b)(3), (b)(6) USA USA 466 B EOD FLIGHT
COM [redacted] (b)(3), (b)(6) USA CJTF Paladin South
J3 OIC; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S; [redacted] (b)(3), (b)(6) JTF Paladin-South

Subject: RE: ~~(S//REL)~~ Sample Test ~~(S//RTUIN)~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Thank you ~~(b)(3), (b)(6)~~ Do not forward this email.

Acknowledge all. One point of disagreement is your statement:

"With reports that all seven personnel on board had blood coming from their ears, it is likely that they were exposed to more than 5 PSI of blast pressure."

That has not been confirmed and am very interested in your source of that report.

Reminder to all....there is still and ongoing investigation and all information related to this incident must be kept under close control to protect the investigation. Thank you very much for the quick turn on the samples.

v/r,

~~(b)(3), (b)(6)~~

-----Original Message-----

From: ~~(b)(3), (b)(6)~~. MAJ USA CJTF Paladin South XO

Sent: Monday, December 23, 2013 12:11 PM

To: ~~(b)(3), (b)(6)~~ USA CJTF-101 DIV AVN

Cc: ~~(b)(3), (b)(6)~~ RC(S) CJ3 Air; ~~(b)(3), (b)(6)~~ USA USA 466 B EOD FLIGHT

COMMANDER; ~~(b)(3), (b)(6)~~ USA USAF EOD TLDR; ~~(b)(3), (b)(6)~~ USA CJTF Paladin South

J3 OIC; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S; ~~(b)(3), (b)(6)~~ JTF Paladin-South

Subject: RE: ~~(S//REL)~~ Sample Test ~~(S//RTUIN)~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

After taking into consideration all currently known aspects of the Fallen Angel incident, it is my opinion ~~(b)(1)1.4a~~ h degree of probability that an explosive event and the ensuing blast wave caused ~~(b)(1)1.4a~~ to lose control and make a hard landing. I cannot make a determination with absolute certainty as to the type of explosive and initiation system without conducting a post blast analysis of the incident site. Further details follow.

~~(b)(1)1.4a, (b)(3), (b)(6)~~

Initial observations are as follows:



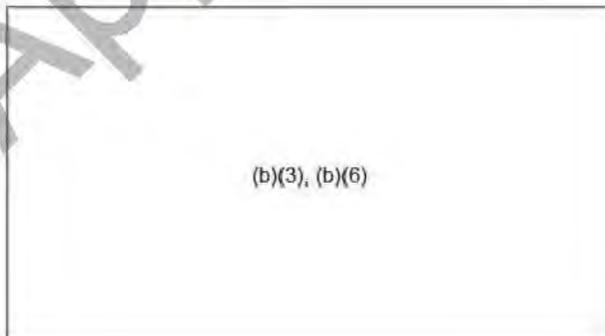
-There does not appear to be any significant fragmentation damage to the frame of the aircraft. By itself, that does not mean a detonation did not occur, only that it did not contain significant fragmentation.

In order to conclusively determine whether or not a detonation occurred and if so, what type of initiation system was employed, an EOD team would need to conduct a post blast analysis (PBA) of the crater. Due to the amount of time since the incident and the fact that it is unsecured, if anyone goes back out to the scene, I highly recommend at least one EOD team escorts them to sweep the entire area for additional IEDs. While there, they could conduct the PBA. I also recommend the [b 1 1.4a] and [b 1 1.4a] platforms conduct an analysis of the area prior to a team being re-inserted h site specific areas to focus on or avoid.

Please let me know if you have any questions at this time. I will let you know as soon as we get results back from the ACME lab.

V/r,
(b)(3), (b)(6)

V/r,



SIPR: (b)(3), (b)(6)@afghan.swa.army.smil.mil

-----Original Message-----

From: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Sunday, December 22, 2013 11:34 PM

To: (b)(3), (b)(6)
Cc: (b)(3), (b)(6)

COMMANDER; (b)(3), (b)(6) USA USAF EOD TLDR; (b)(3), (b)(6) USA CJTF Paladin South
J3 OIC; Lewis, Ronald BG USA CJTF-101 CMD GRP DCG-S
Subject: RE: (U//~~FOUO~~) Sample Test (~~S//RTUIN~~)

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Thank you very much (b)(3), (b)(6) Will check in tomorrow. v/r, (b)(3), (b)(6)

-----Original Message-----

From: (b)(3), (b)(6) USA CJTF Paladin South XO
Sent: Sunday, December 22, 2013 10:20 PM

To: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Cc: (b)(3), (b)(6) RC(S) CJ3 Air; Fuson, (b)(3), (b)(6) USA 466 B EOD FLIGHT
CO (b)(3), (b)(6) USA USAF EOD TLDR; (b)(3), (b)(6) CJTF Paladin South
J3 OIC

Subject: RE: test (~~S//RTUIN~~)

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Sir,

We are tracking the next flight from KAF to BAF at 0300Z, 0730L. The evidence we collected will be on that flight. I will provide you an update as soon as ACME has a chance to analyze the items.

(b)(3), (b)(6)

-----Original Message-----

From: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Sent: Sunday, December 22, 2013 8:49 PM

To: (b)(3), (b)(6) USA CJTF Paladin South XO
Cc: (b)(3), (b)(6) RC(S) CJ3 Air

Subject: RE: (U//~~FOUO~~) test

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Thank you, (b)(3), (b)(6)

-----Original Message-----

From: (b)(3), (b)(6) USA CJTF Paladin South XO
Sent: Sunday, December 22, 2013 8:49 PM
To: (b)(3), (b)(6) USA CJTF-101 DIV AVN
Cc: (b)(3), (b)(6) RC(S) CJ3 Air
Subject: test (U//~~FOUO~~)

Classification: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

V/r,

(b)(3), (b)(6)

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Classification: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

From: [redacted]
To: [redacted] (b)(3), (b)(6)
Subject: FW: ~~(S)~~ Sensors covering location for downed helo --- ~~SECRET//REL TO USA, AUS, CAN, GBR, and NZL//25X1~~
Date: Tuesday, December 24, 2013 6:09:08 PM
Attachments: [IR Reporting for FALLEN ANGEL.kmz](#)

CLASSIFICATION: ~~SECRET//REL TO USA, FVEY~~

FYI (b)(3), (b)(6) from the STO below. See classification.

-----Original Message-----

From: [redacted] (b)(3), (b)(6) RC(S) 4ID STO CHIEF
Sent: Tuesday, December 24, 2013 4:16 PM
To: Lewis, Ronald BG USA CJTF-101 DCG-S

[redacted] (b)(3), (b)(6)

RC(S) CJ3 Space Deputy
Subject: FW: ~~(S)~~ Sensors covering location for downed helo --- ~~SECRET//REL TO USA, AUS, CAN, GBR, and NZL//25X1~~

CLASSIFICATION: SECRET//REL TO USA, FVEY

[redacted] (b)(1)1.4a, (b)(1)1.4d, (b)(3), (b)(6)

-----Original Message-----

From: [redacted] b 3 b 6
Sent: Tuesday, December 24, 2013 12:36 PM
To: [redacted] RC(S) CJ3 Space Deputy
Cc: [redacted] (b)(3), (b)(6) SA AFCENT CAOC/BCD; OOD
Subject: Sensors covering location for downed helo --- ~~SECRET//REL TO USA, AUS, CAN, GBR, and NZL//25X1~~

classification: ~~SECRET//REL TO USA, AUS, CAN, GBR, and NZL//25X1~~

Per [redacted] b 3, b 6 request:

The sensors that had coverage of the area were DSP18, 21 & 22 and SHO 2. Nothing was detected during playback of the timeframe.

Please contact us with any additional questions

V/r,



Warning: This document may not be used as a source of derivative classification.

CL By: qjc

CL Reason: 1.4(c)

DECL ON: 25X1

Derived From: NCG 5.1 01 May 00

~~SECRET//REL TO USA, AUS, CAN, GBR, and NZL//25X1~~

CLASSIFICATION: ~~SECRET//REL TO USA, FVEY~~

CLASSIFICATION: ~~SECRET//REL TO USA, FVEY~~

CLASSIFICATION: ~~SECRET//REL TO USA, FVEY~~

Pages 16 through 33, dated for the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

Approved for Release

Report Date: 30-Dec-2013

Selection Range : 01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION:

15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/29/2013 6:38 pm	1	X	MF727082	1,182.3	8/19/2013 6:17:00AM	1,182.3	0	1	00
FAULT WRITE-UP: ACFT PREPARED FOR SHIPMENT						ACTION TAKEN: ACFT RETURNED TO FLIGHT CONFIGURATION, SEE SHIPPING PACKET IN HISTORICALS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	RS701955	0.10	F
E	O	9	00	O	51						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/14/2013 4 14 am	1	X	COMGEN	1,182.3	8/19/2013 8 09 00AM	1,182.3	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Was Due at: 01-Jul-2013. Upgrade to Red X Status on 06-Jul-2013						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		AE988067	0.20	PB434952	0.50	O
O	O	1	00	O	5						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
DATE	SEQ NO	STATUS	WUC								
14-Aug-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
14-Aug-2013	5	X	00	COMPLETED				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE
				AE988067	0.2	RS701955	0.20	F

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		08/14/2013 4:14 am	2	X	COMGEN	1,182.3
FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Was Due at: 12-Jul-2013. Upgrade to Red X Status on 16-Jul-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	00	0	5	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/19/2013 6:22:00AM	1,182.3	0	1	00	
ACTION TAKEN: RECON DEFERRED TO FACILITATE MAINTENANCE BUT NLT 15 SEP 13					
TIPID	MMH	PID	MMH	TYPE	
RS701955	0.10	RS701955	0.10	0	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		08/14/2013 4:14 am	3	X	COMGEN	1,182.3
FAULT WRITE-UP: INSP A003 - ENGINE RUN-UP FOR FLYABLE STORAGE. Was Due at: 13-Jul-2013. Upgrade to Red X Status on 15-Jul-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	04A	0	5	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/19/2013 7:50:00AM	1,182.3	0	1	04A	
ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE	
RS701955	0.10	AE988067	1.10	F	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		08/14/2013 4:14 am	4	X	COMGEN	1,182.3
FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Was Due at: 11-Jul-2013 or 1200.2 Hours. Upgrade to Red X Status on 15-Jul-2013 or 1202.2 Hours						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	00	0	5	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/19/2013 7:51:00AM	1,182.3	0	1	00	
ACTION TAKEN: STATUS DOWNGRADED FOR MAINTENANCE TEST FLIGHT					
TIPID	MMH	PID	MMH	TYPE	
RS701955	0.10	R 701955	0.10	0	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		08/14/2013 4:14 am	5	X	COMGEN	1,182.3
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Was Due at: 14-Jul-2013. Upgrade to Red X Status on 18-Jul-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	04A	0	5	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/19/2013 8:05:00AM	1,182.3	0	1	04A	
ACTION TAKEN: COMPLETED LCF1: 499 LCF2: 2265 INDEX: 827 HRS: 1122					
TIPID	MMH	PID	MMH	TYPE	
RS701955	0.20	PB434952	0.30	F	

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/14/2013 4:14 am	6	X	COMGEN	1,182.3	8/19/2013 8:06:00AM	1,182.3	0	1	04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Was Due at: 14-Jul-2013. Upgrade to Red X Status on 18-Jul-2013						ACTION TAKEN: COMPLETED LCF1: 497 LCF2: 3403 INDEX: 640 HRS: 1231					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	PB434952	0.30	F
O	O	1	04A	O	5						
DELAY											
	A	08/14/2013 4:14 am	7	X	COMGEN	1,182.3	8/19/2013 7:57:00AM	1,182.3	0	1	00
FAULT WRITE-UP: INSP A103 - AIRCRAFT WASH DUE. Was Due at: 11-Jul-2013. Upgrade to Red X Status on 15-Jul-2013						ACTION TAKEN: STATUS DOWNGRADED TO FACILITATE MAINTENANCE TEST FLIGHT					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.20	RS701955	0.10	F
O	O	1	00	O	5						
DELAY											
	A	08/14/2013 4:14 am	8	X	COMGEN	1,182.3	8/19/2013 7:58:00AM	1,182.3	0	1	16D01A
FAULT WRITE-UP: INSP A107 - TAIL ROTOR PITCH BEAM INSPECTION. Was Due at: 13-Jul-2013. Upgrade to Red X Status on 17-Jul-2013						ACTION TAKEN: STATUS DOWNGRADED TO FACILITATE MAINTENANCE TEST FLIGHT					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		R 701955	0.10	RS701955	0.10	F
O	O	1	16D01A	O	5						
DELAY											
	A	08/14/2013 4:14 am	9	X	COMGEN	1,182.3	8/19/2013 7:59:00AM	1,182.3	0	1	00
FAULT WRITE-UP: INSP A160 - 90 DAY CORROSION INSPECTION. Was Due at: 17-Jul-2013. Upgrade to Red X Status on 27-Jul-2013						ACTION TAKEN: STATUS DOWNGRADED TO FACILITATE MAINTENANCE TEST FLIGHT					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	RS701955	0.10	F
O	O	1	00	O	5						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/14/2013 4:14 am	10	X	COMGEN	1,182.3	8/19/2013 3:20:00AM	1,182.3	0	1	00
FAULT WRITE-UP: INSP A177 - 90 DAY REVIEW/UPDATE OF 365-4 ENTRIES. Was Due at: 04-Aug-2013. Upgrade to Red X Status on 05-Aug-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	RS701955	0.50	O
O	O	1	00	O	5						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/16/2013 2:09 am	2	X	COMGEN	1,225.4	9/16/2013 10:50:00AM	1,225.4	0	3	04A
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE. Was Due at: 15-Sep-2013. Upgrade to Red X Status on 16-Sep-2013						ACTION TAKEN: ENGINE 1 SN GE-E 991300 HIST REC SN LMDH4074 LCF1 530 LCF2 2440 INDEX 986 HRS 1161 APU SN SP-E 846021 HRS 124 EVENTS 623					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		JL085789	0.10	NC949518	0.10	F
O	O	1	04A	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/16/2013 2:09 am	3	X	COMGEN	1,225.4	9/16/2013 10:52:00AM	1,225.4	0	3	04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE. Was Due at: 15-Sep-2013. Upgrade to Red X Status on 16-Sep-2013						ACTION TAKEN: ENGINE 2 SN GE-E 991527 HIST REC SN LMDH4776 LCF1 529 LCF2 3568 INDEX 739 HRS 1270 APU SN SP-E 846021 HRS 124 EVENTS 623					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		JL085789	0.10	NC949518	0.10	F
O	O	1	04A	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	E	09/18/2013 12:43 pm	1	X	COMGEN	1,225.4	9/18/2013 12:44:00PM	1,225.4	0	4	19
FAULT WRITE-UP: INSP E815 - 5 DAY BFT SECURITY DATABASE UPDATE DUE ACFT BFT SYSTEM MUST BE ON AND OPERATIONAL FOR NO LESS THAN 20 MINUTES. Was Due at: 02-Sep-2013. Upgrade to Red X Status on 04-Sep-2013						ACTION TAKEN: COMGEN IN ERROR DUE TO TRANSFER OF SERVER					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		AS664506	0.10	AS664506	0.10	O
O	O	1	19	O	0						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/08/2013 5:31 pm	6	X	MG234154	1,264.5	10/8/2013 7:42:00PM	1,264.5	0	A	19
FAULT WRITE-UP: #1 STEP FAIRING, FORWARD FORCE GENERATOR ELECTRICAL CONNECTORS ARE BROKEN						ACTION TAKEN: REPLACED BACKSHELL					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		BS486864	0.30	JV104493	1.00	O
K	O	2	19	D	0						
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
08-Oct-2013	1	X	19	REPINED
FAULT WRITE-UP: DEPIN ELECTRICAL CANNON PLUG P1187R ON VCA MECH U5				TIPID B 486864 MMH 0.1 PID JV104493 MMH 0.30 TYPE O

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
08-Oct-2013	2	X	19	REPINED
FAULT WRITE-UP: DEPIN ELECTRICAL CANNON PLUG P1186R ON VCAS MECH U5				TIPID BS486864 MMH 0.1 PID JV104493 MMH 0.30 TYPE O

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
08-Oct-2013	3	X	19	COMPLETED
FAULT WRITE UP FOD CHECK REQUIRED				TIPID BS486864 MMH 0.1 PID JV104493 MMH 0.30 TYPE O

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
08-Oct-2013	4	X	19	COMPLETED
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				TIPID BS486864 MMH 0.1 PID JV104493 MMH 0.10 TYPE O

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 9:28 am	3	X	AL587015	1,264.5	10/9/2013 5:15:00PM	1,264.5	0	P	00
FAULT WRITE-UP: PROSEAL REQ ON LEFT MAIN L/G WHEEL NUT						ACTION TAKEN: PROSEAL INSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RT548619	0.20	PS615012	0.20	O
Z	G	2	00	F	0						
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		10/09/2013 9:36 am	4	X	AL587015	1,264.5
FAULT WRITE-UP: PROSEAL REQ ON RIGHT MAIN L/G WHEEL NUT						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
Z	G	2	00	F	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
10/9/2013 5:15:00PM	1,264.5	0	P	00	
ACTION TAKEN:					
PROSEAL INSTALLED					
TIPID	MMH	PID	MMH	TYPE	
RT548619	2.00	PS615012	0.20	0	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		10/09/2013 9:37 am	5	X	AL587015	1,264.5
FAULT WRITE-UP: PROSEAL REQ ON TAIL L/G AXLE & NUT						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
V	G	1	00	F	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
10/9/2013 5:15:00PM	1,264.5	0	P	00	
ACTION TAKEN:					
PROSEAL INSTALLED					
TIPID	MMH	PID	MMH	TYPE	
RT548619	0.20	PS615012	0.20	0	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		10/17/2013 3:39 pm	2	X	COMGEN	1,272.2
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE. Was Due at: 16-Oct-2013. Upgrade to Red X Status on 17-Oct-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	04A	O	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
10/17/2013 3:41:00PM	1,272.2	0	6	04A	
ACTION TAKEN:					
#1 ENGINE SERIAL NUMBER: GE-E991300, LCF1: 562, LCF2: 2626, TTI: 1135, HOURS: 1213. HISTORY RECORDER SERIAL NUMBER: LMDH4074. APU SERIAL NUMBER: 811-6021, EVENTS: 699, HOURS: 142					
TIPID	MMH	PID	MMH	TYPE	
ZM521473	0 10	CM178765	1.00	0	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		10/17/2013 3:39 pm	3	X	COMGEN	1,272.2
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE. Was Due at: 16-Oct-2013. Upgrade to Red X Status on 17-Oct-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	04A	O	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
10/17/2013 3:41:00PM	1,272.2	0	6	04A	
ACTION TAKEN:					
ENGINE SERIAL NUMBER: GE-E991527, LCF1: 561, LCF2: 3742, TTI: 817, HOURS: 1321. HISTORY RECORDER SERIAL NUMBER: LMDH4776. APU SERIAL NUMBER: 811-6021, EVENTS: 699, HOURS: 142					
TIPID	MMH	PID	MMH	TYPE	
ZM521473	0.10	CM178765	1.00	0	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/09/2013 8:21 am	1	X	COMGEN	1,289.9	11/9/2013 8:25:00AM	1,289.9	0	3	00
FAULT WRITE-UP: INSP A103 - AIRCRAFT WASH DUE. Was Due at: 08-Nov-2013. Upgrade to Red X Status on 09-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		CT780929	0.10	JC531087	0.60	D
O	O	1	00	O	0						
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	1	/	00	REINSTALLED							
FAULT WRITE-UP: REMOVED HYDRAULIC DECK COVER				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	2	/	00	REINSTALLED							
FAULT WRITE-UP: REMOVED T/G/B COVER				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	3	/	00	REINSTALLED							
FAULT WRITE UP REMOVED I/G/B COVER				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	4	/	00	REINSTALLED							
FAULT WRITE-UP: REMOVED R/H TAILCONE ACCESS COVER				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	5	/	00	COMPLETED							
FAULT WRITE-UP: TOOLBOX INVENTORY				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Nov-2013	6	/	00	COMPLETED							
FAULT WRITE-UP: FOD CHECK DUE				TIPID	MMH	PID	MMH	TYPE			
						JC531087	0.10	D			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/16/2013 6:10 am	1	X	COMGEN	1,292.9	11/18/2013 8:57:00AM	1,292.9	0	1	00
FAULT WRITE-UP: INSP A553 - AIRCRAFT WEIGHING INVENTORY (365-1). Was Due at: 15-Nov-2013. Upgrade to Red X Status on 16-Nov-2013						ACTION TAKEN: WEIGH INVENTORY COMPLETED ON 17 NOV 13					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		JK954169	0.10	JK954169	1.00	F
O	O	1	00	O	2						
DELAY											
	A	11/18/2013 3:15 am	2	X	COMGEN	1,292.9	11/18/2013 8:56:00AM	1,292.9	0	1	00
FAULT WRITE-UP: INSP A177 - 90 DAY REVIEW/UPDATE OF 365-4 ENTRIES. Was Due at: 17-Nov-2013. Upgrade to Red X Status on 18-Nov-2013						ACTION TAKEN: 365-4 UPDATED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		JK954169	1.00	JK954169	1.50	F
O	O	1	00	O	0						
DELAY											
	A	11/18/2013 3:20 am	3	X	AH413670	1,292.9	11/18/2013 3:34:00AM	1,292.9	0	A	02
FAULT WRITE-UP: BAPS PALET MOUNT HELICOIL STRIPPED 3 EA						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		EH893468	0.10	CP040208	3.00	F
Z	G	2	02	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REPLACED HELI COILS 3EACH					
18-Nov-2013	1	X	02			TIPID	MMH	PID	MMH	TYPE	
FAULT WRITE UP REMOVED HELI COILS 3 EACH						EH893468	0.1	CP040208	2.00	F	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: 100 PERCENT INVENTORY COMPLETED					
18-Nov-2013	2	X	02			TIPID	MMH	PID	MMH	TYPE	
FAULT WRITE-UP: TOOLBOX INVENTORY						EH893468	0.1	CP040208	0.10	F	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: FOD CHECK COMPLETE					
18-Nov-2013	3	X	02			TIPID	MMH	PID	MMH	TYPE	
FAULT WRITE-UP: FOD CHECK						EH893468	0.1	CP040208	0.10	F	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/07/2013 12:24 pm	1	X	AM075348	1,323.2	12/7/2013 1:08:00PM	1,323.2	0	2	00
FAULT WRITE-UP: #1 STARTER WILL NOT DISENGAGE AFTER GOING TO IDLE						ACTION TAKEN: REPLACED START CONTROL VALVE OLD REMOVED S/N: 12216 NEW INSTALLED S/N: 20937					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RB829777	0.50	MB920943	0.40	F
G	G	2	00	O	0						
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	1	X	00	CONNECTED
FAULT WRITE-UP: DI CONNECTED ELECTRICAL CONNECTOR P440				TIPID RB829777
				MMH 0.2
				PID MB920943
				MMH 0.10
				TYPE F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	2	X	00	REINSTALLED TQ 45 INLBS
FAULT WRITE-UP: RMVD HARDWARE SECURING CLAMPS (2 EA)				TIPID RB829777
				MMH 0.1
				PID MB920943
				MMH 0.10
				TYPE F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	3	X	00	REINSTALLED
FAULT WRITE UP RMVD CLAMPS FROM START CONTROL VALVE (2EA)				TIPID RB829777
				MMH 0.1
				PID MB920943
				MMH 0.10
				TYPE F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	4	X	00	REPLACED
FAULT WRITE-UP: RMVD START CONTROL VALVE				TIPID RB829777
				MMH 0.1
				PID MB920943
				MMH 0.10
				TYPE D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	5	X	00	FAULT ENTERED IN ERROR
FAULT WRITE-UP: FOD CHECK TOOLBOX INVENTORY REQUIRED				TIPID RB829777
				MMH 0.1
				PID AM075348
				MMH 0.10
				TYPE F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
07-Dec-2013	6	X	00	COMPLETED
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				TIPID RB829777
				MMH 0.1
				PID MB920943
				MMH 0.10
				TYPE F

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 7</p> <p>STATUS: X</p> <p>WUC: 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID: RB829777</p> <p>MMH: 0.1</p> <p>PID: MB920943</p> <p>MMH: 0.10</p> <p>TYPE: F</p>
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DISCOVERY

SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		12/07/2013 3:13 pm	5	X	AM075348	1,324.7

FAULT WRITE-UP:
R/H CREW SEAT SHOULDER REEL WILL NOT RELEASE

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
G	G	2	02A04	O	0

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
12/7/2013 7:13:00PM	1,324.7	0	G	02A04

ACTION TAKEN:
REPLACED SEAT BELT

TIPID	MMH	PID	MMH	TYPE
JS913886	0.40	LG980440	1.00	F

===== 13-2s to Follow =====

<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 1</p> <p>STATUS: X</p> <p>WUC: 02A04</p> <p>FAULT WRITE-UP: DISCONNECTED MANUAL LOCK CABLE</p>	<p>ACTION TAKEN: RECONNECTED</p> <p>TIPID: JS913886</p> <p>MMH: 0.2</p> <p>PID: LG980440</p> <p>MMH: 0.30</p> <p>TYPE: F</p>
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<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 2</p> <p>STATUS: X</p> <p>WUC: 02A04</p> <p>FAULT WRITE-UP: RMVD HARDWARE FROM SHOULDER SEAT REEL</p>
--

<p>ACTION TAKEN: REPLACED TQ 105 INCH LBS</p> <p>TIPID: JS913886</p> <p>MMH: 0.3</p> <p>PID: LG980440</p> <p>MMH: 0.20</p> <p>TYPE: F</p>

<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 3</p> <p>STATUS: X</p> <p>WUC: 02A04</p> <p>FAULT WRITE-UP: RMVD HOULDER EAT REEL</p>
--

<p>ACTION TAKEN: REPLACED</p> <p>TIPID: J 913886</p> <p>MMH: 0.2</p> <p>PID: LG980440</p> <p>MMH: 0.30</p> <p>TYPE: F</p>

<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 4</p> <p>STATUS: X</p> <p>WUC: 02A04</p> <p>FAULT WRITE-UP: ROD CHECK REQUIRED</p>

<p>ACTION TAKEN: COMPLETED</p> <p>TIPID: JS913886</p> <p>MMH: 0.2</p> <p>PID: LG980440</p> <p>MMH: 0.30</p> <p>TYPE: F</p>
--

<p>DATE: 07-Dec-2013</p> <p>SEQ NO: 5</p> <p>STATUS: X</p> <p>WUC: 02A04</p> <p>FAULT WRITE UP TOOLBOX INVENTORY REQUIRED</p>
--

<p>ACTION TAKEN: COMPLETED</p> <p>TIPID: JS913886</p> <p>MMH: 0.3</p> <p>PID: LG980440</p> <p>MMH: 0.40</p> <p>TYPE: F</p>
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CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>07-Dec-2013 6 X 02A04</p> <p>FAULT WRITE-UP: RMVD SAFETY FROM MANUAL RELEASE CABLE</p>	<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JS913886 0.3 LG980440 0.40 F</p>
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DISCOVERY

SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		12/11/2013 9:16 pm	6	X	JO773114	1,347.1

FAULT WRITE-UP:
L/H STRUT FAIRING MIDDLE WIRING BUNDLE CLAMP HDWR LOOSE

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
	G	4	02	F	0

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
12/11/2013 9:25:00PM	1,347.1	0	B	02

ACTION TAKEN:
TIGHTENED HDWR

TIPID	MMH	PID	MMH	TYPE
RS701955	0.10	JO773114	0.10	F

DISCOVERY

SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		12/11/2013 9:19 pm	8	X	JO773114	1,347.1

FAULT WRITE-UP:
2 EA ESSS WIRES CUT ON RIGHT HAND STRUT ACCESS AREA MIDDLE WIRING BUNDLE

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
X	G	3	19	F	1

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
12/12/2013 2:55:00AM	1,347.1	0	C	19

ACTION TAKEN:
REPAIRED

TIPID	MMH	PID	MMH	TYPE
TW219145	0.30	SB868753	3.00	F

===== 13-2s to Follow =====

<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 1 X 19</p> <p>FAULT WRITE-UP: RMVD R/H UPPER STRUT FAIRING HDWR</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 CM156809 0.10 F</p>
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<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 2 X 19</p> <p>FAULT WRITE-UP: RMVD R/H UPPER STRUT FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 CM156809 0.10 F</p>
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<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 3 X 19</p> <p>FAULT WRITE-UP: RMVD R/H ESSS UPPER ROOT FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 CM156809 0.10 F</p>
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<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 4 X 19</p> <p>FAULT WRITE-UP: FOD CHECK DUE</p>	<p>ACTION TAKEN: DUPLICATE ENTRY</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 JO773114 0.10 F</p>
--	---

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
11-Dec-2013	5	X	19	DUPLICATE ENTRY	TW219145	0.2	JO773114	0.10	F
FAULT WRITE-UP: TOOLBOX INVENTORY DUE									
11-Dec-2013	6	X	19	RECONNECTED	TW219145	0.2	SB868753	0.40	F
FAULT WRITE-UP: DISCONNECTED P677 FROM DUMMY JACK									
11-Dec-2013	7	X	19	RECONNECTED	TW219145	0.2	SB868753	0.40	F
FAULT WRITE-UP: DISCONNECTED P679 FROM DUMMY JACK									
11-Dec-2013	8	X	19	TIGHTENED	TW219145	0.2	SB868753	0.30	F
FAULT WRITE-UP: LOO ENEC 4EA QUICK FASTENER FROM AU FUEL MANAGEMENT PANEL									
11-Dec-2013	9	X	19	RECONNECTED	TW219145	0.2	SB868753	0.30	F
FAULT WRITE-UP: DISCONNECTED 1EA ELEC CONNEC FROM AUX FUEL MANAGEMENT PANEL									
11-Dec-2013	10	X	19	REINSTALLED	TW219145	0.2	SB868753	0.30	F
FAULT WRITE UP: RMVD AUX FUEL MANAGEMENT PANEL									
11-Dec-2013	11	X	19	COMPLETED	TW219145	0.2	JO773114	0.10	F
FAULT WRITE-UP: TOOLBOX INV DUE									
11-Dec-2013	12	X	19	COMPLETED	TW219145	0.3	JO773114	0.10	F
FAULT WRITE-UP: FOD CHECK DUE									

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 13 X 19</p> <p>FAULT WRITE-UP: RMVD LOOP CLAMP (2EA)</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 JO773114 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 14 X 19</p> <p>FAULT WRITE-UP: RMVD LOOP CLAMP HDWR</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TW219145 0.2 JO773114 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 12/11/2013 9:21 pm 9 X RS701955 1,347.1</p> <p>FAULT WRITE-UP: YELLOW T/R BLADE DEICE CANNON PLUG HAS 2 EA SCREWS ATTACHING CANNON PLUG TO DE-ICE BRACKET NOT INSTALLED</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>X G 4 12E08 F 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>12/11/2013 10:22:00PM 1,347.1 0 A 12E08</p> <p>ACTION TAKEN: REPLACED DEICE BRACKET HARDWARE</p> <p>TIPID MMH PID MMH TYPE</p> <p>RS701955 0.20 ST510688 0.50 F</p>					
<p>===== 13-2s to Follow =====</p>									
<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 1 X 12E08</p> <p>FAULT WRITE UP DISCONNECTED DEICE CANNON PLUG</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RS701955 0.1 ST510688 0.30 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 2 X 12E08</p> <p>FAULT WRITE-UP: REMOVED HDWR SECURING BLADE DEICE CANNON PLUG TO DEICE BRACKET</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RS701955 0.1 ST510688 0.30 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 3 X 12E08</p> <p>FAULT WRITE-UP: REMOVED RETAINING NUT PLATE FROM DEICE BRACKET</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RS701955 0.1 ST510688 0.30 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>11-Dec-2013 4 X 12E08</p> <p>FAULT WRITE-UP: FOD CHECK REQ.</p>				<p>ACTION TAKEN COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RS701955 0.1 ST510688 0.30 F</p>					

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 11-Dec-2013 5 X 12E08</p> <p>FAULT WRITE-UP: TOOLBOX INV. REQ.</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.1 ST510688 0.30 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 12/11/2013 9:23 pm 10 X RS701955 1,347.1</p> <p>FAULT WRITE-UP: L/H APU INLET SCREEN HAS 6 CRACKS IN FORWARD PART OF SCREEN</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X G 1 02 F 1</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/12/2013 12:21:00AM 1,347.1 0 1 02</p> <p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.30 JO773114 0.10 F</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC 11-Dec-2013 1 X 02</p> <p>FAULT WRITE-UP: REMOVED HARDWARE TO L/H APU INLET SCREEN</p>				<p>ACTION TAKEN: REINSTALLED (23 EA)</p> <p>TIPID MMH PID MMH TYPE RS701955 0.1 JO773114 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 11-Dec-2013 2 X 02</p> <p>FAULT WRITE UP REMOVED L/H APU INLET SCREEN</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.1 JO773114 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 11-Dec-2013 3 X 02</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.2 JO773114 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 11-Dec-2013 4 X 02</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY DUE</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.1 JO773114 0.10 F</p>						
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 9:28 pm	12	X	JO773114	1,347.1	12/11/2013 10:39:00PM	1,347.1	0	1	11B01D
FAULT WRITE-UP: CO-PILOTS COLLECTIVE BOOT TORN						ACTION TAKEN: REPLACED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	JO773114	0.10	F
X	G	2	11B01D	F	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	1	X	11B01D								
FAULT WRITE-UP: RMVD BOOT/COVER HDWR				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RS701955	0.1	JO773114	0.10	F							
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	2	X	11B01D								
FAULT WRITE-UP: RMVD BOOT/COVER				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RS701955	0.1	JO773114	0.10	F							
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	3	X	11B01D								
FAULT WRITE-UP: RMVD BOOT TO COVER HDWR				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RS701955	0.1	JO773114	0.10	F							
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	4	X	11B01D								
FAULT WRITE-UP: RMVD BOOT FROM COVER				ACTION TAKEN: REPLACED							
TIPID	MMH	PID	MMH	TYPE							
R 701955	0.1	JO773114	0.10	F							
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	5	X	11B01D								
FAULT WRITE-UP: TOOLBOX INVENTORY REQ'D				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
RS701955	0.1	JO773114	0.10	F							
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	6	X	11B01D								
FAULT WRITE UP FOD CHECK REQ'D				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
RS701955	0.1	JO773114	0.10	D							

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 10:15 pm	13	X	ST510688	1,347.1	12/11/2013 10:24:00PM	1,347.1	0	1	00
FAULT WRITE-UP: YELLOW TAIL ROTOR PADDLE DEICE BRACKET MISSING HARDWARE						ACTION TAKEN: FAULT ENTERED IN ERROR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.10	ST510688	0.30	F
B	G	1	00	F	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	05/07/2013 5:09 pm	2		BM824024	1,152.5	8/19/2013 7:11:00AM	1,182.3	0	2	00
FAULT WRITE-UP: OPERATE WITHIN LIMITATIONS AND RESTRICTIONS SPECIFIED IN THE FOLLOWING AWR(S):AWR 1872 (AWIS) DTD 24 JAN 13;AWR 1792 R3 (HONTEK) DTD 07 JAN 13; AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12; AWR 1726 R7 (UH-60M) DTD 04 OCT 12; AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1578 R3 (IMPROVED DRAG BEAM) 18 JAN 13; AWR 1539 R2 (APU IBF) DTD 27 JUL 12;AWR 1531 R6 (M4 MOUNT) DTD 14 MAR 12; AWR 1518 R3 (PHX DRIP PAN) DTD 20 JUL 12; AWR 1465 R9 (M/B SEAT AND TRACK PALLET SYS INSTALLED) DTD 29 JUN 12; AWR 1309 R7 (OREGON SEAT CUSHIONS) DTD 10 FEB 12; AWR 1279 R4 (DOORS REMOVED) DTD 25 MAY 12; AWR 1120 R9 (M-240H) DTD 30 NOV 12.						ACTION TAKEN: SEE FAULT NO. 2 DATED 19 AUG 13 FOR MOST CURRENT AWR LISTING					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		RS701955	0.20	RS701955	0.20	F
O	G	1	00	O	104						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:11 am	2		RS701955	1,182.3	11/22/2013 4:39:00PM	1,296.8	0	A	00
FAULT WRITE-UP: OPERATE WITHIN LIMITATIONS AND RESTRICTIONS SPECIFIED IN THE FOLLOWING AWR(S):AWR 1872 (AWIS) DTD 24 JAN 13;AWR 1792 R3 (HONTEK) DTD 07 JAN 13; AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12; AWR 1726 R7 (UH-60M) DTD 04 OCT 12; AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1578 R3 (IMPROVED DRAG BEAM) 18 JAN 13; AWR 1539 R2 (APU IBF) DTD 27 JUL 12;AWR 1531 R6 (M4 MOUNT) DTD 14 MAR 12; AWR 1524 R4 (BAPS); AWR 1518 R3 (PHX DRIP PAN) DTD 20 JUL 12; AWR 1465 R9 (M/B SEAT AND TRACK PALLET SYS INSTALLED) DTD 29 JUN 12; AWR 1309 R7 (OREGON SEAT CUSHIONS) DTD 10 FEB 12; AWR 1279 R4 (DOORS REMOVED) DTD 25 MAY 12; AWR 1223 R6 (IR ANTI-COLLISION LIGHT); AWR 1120 R9 (M-240H) DTD 30 NOV 12 AWR 1119 R6 (DESERT COMBAT OPERATIONS).						ACTION TAKEN: WRITE UP SUPERCEDED SEE FAULT DTD 22 NOV 2013					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		JL085789	0.10	JL085789	0.10	F
B	O	1	00	O	95						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 8:11 am	13		RS701955	1,182.3	8/19/2013 3:12:00PM	1,183.3	0	3	00
FAULT WRITE-UP: ACFT WASH, 90 DAY CORROSSION CONTROL INSPECTION, 40 HR/30 DAY LUBES, T/R PITCH BEAM CORROSSION INSPECTION, NOT COMPLETED ACFT RESTRICTED TO MAINTENANCE TEST FLIGHTS ONLY						ACTION TAKEN: COMPLETED					
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS		TIPID	MMH	PID	MMH	TYPE
O	O	1	00	O	0		DD344867	0.10	AM075348	2.00	D
DELAY											
13 2 to Follow											
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	1	X	09B01								
FAULT WRITE-UP: DISCONNECTED #1 BATTERY				ACTION TAKEN: CONNECTED							
TIPID	MMH	PID	MMH	TYPE							
DD344867	0.1	AM075348	0.10	D							
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	2	X	09B01								
FAULT WRITE-UP: DISCONNECTED #2 BATTERY				ACTION TAKEN: CONNECTED							
TIPID	MMH	PID	MMH	TYPE							
DD344867	0.1	AM075348	0.10	D							
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	3	X	02A03								
FAULT WRITE-UP: TILTED CO-PILOTS SEAT				ACTION TAKEN: RAISED							
TIPID	MMH	PID	MMH	TYPE							
DD344867	0.1	AM075348	0.10	D							
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	4	/	02								
FAULT WRITE-UP: RMVD CO-PILOTS SEAT WELL COVER				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		AM075348	0.10	D							
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	5	X	02A03								
FAULT WRITE-UP: TILTED PILOTS SEAT				ACTION TAKEN: RAISED							
TIPID	MMH	PID	MMH	TYPE							
DD344867	0.1	AM075348	0.10	D							
DATE	SEQ NO	STATUS	WUC								
19-Aug-2013	6	/	02								
FAULT WRITE-UP: RMVD PILOT EAT WELL COVER				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		AM075348	0.10	D							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	7	X	02	REINSTALLED	DD344867	0.1	JO303960	0.20	O
FAULT WRITE-UP: RMVD L/H BROOM CLOSET									
19-Aug-2013	8	X	02	REINSTALLED	DD344867	0.1	JO303960	0.20	F
FAULT WRITE-UP: RMVD R/H BROOM CLOSET									
19-Aug-2013	9	/	02	RAISED			JO303960	0.20	F
FAULT WRITE-UP: LOWERED FORWARD SOUNDPROOFING PANELS									
19-Aug-2013	10	/	02	REINSTALLED			JO773114	0.10	F
FAULT WRITE-UP: RMVD 2 EA MID OUTBOARD CABIN SOUNDPROOFING PANELS									
19-Aug-2013	11	/	02	RAISED			JO303960	0.20	F
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING PANEL									
19-Aug-2013	12	X	02	REINSTALLED	DD344867	0.1	JO773114	0.10	F
FAULT WRITE UP RMVD R/H FUEL ENCLOSURE PANEL									
19-Aug-2013	13	X	02	REINSTALLED	DD344867	0.1	AM075348	0.30	D
FAULT WRITE-UP: RMVD HDWR FROM AFT M/R PYLON									
19-Aug-2013	14	X	09C04G	FAULT ENTERED IN ERROR	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: DISCONNECTED 2 EA FORMATION / IR LIGHT ELECTRICAL CONNECTOR FROM APU FAIRING									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	15	X	19	INSTALLED	DD344867	0.1	JO303960	0.20	F
FAULT WRITE-UP: RMVD SAFETY FROM BFT ANTENNA CONNECTOR (2EA)									
19-Aug-2013	16	X	19	RECONNECTED	DD344867	0.1	JO303960	0.20	F
FAULT WRITE-UP: DISCONNECTED BFT CO-AXIAL CONNECTORS P5861R & P5862R									
19-Aug-2013	17	X	02	REINSTALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: RMVD AFT M/R PYLON									
19-Aug-2013	18	X	02	INSTALLED	DD344867	0.1	WW50232	0.10	S
FAULT WRITE-UP: RMVD HDWR FROM R/H TAIL CONE ACCE PANEL									
19-Aug-2013	19	X	02	INSTALLED	DD344867	0.1	WW50232	0.10	O
FAULT WRITE-UP: RMVD R/H TAIL CONE ACCESS PANEL									
19-Aug-2013	20	/	02	REINSTALLED			JO773114	0.10	F
FAULT WRITE UP RMVD I/G/B COVER									
19-Aug-2013	21	X	19	RECONNECTED	DD344867	0.1	JO773114	0.10	F
FAULT WRITE-UP: DISCONNECTED #2 FM ANNTENNA CONNECTOR FROM SEC IV DRIVE SHAFT COVER									
19-Aug-2013	22	X	19	REIN TALLED	DD344867	0.1	JO773114	0.10	F
FAULT WRITE-UP: RMVD SEC IV DRIVE SHAFT COVER									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	23	/	02	REINSTALLED			JO773114	0.10	F
FAULT WRITE-UP: RMVD T/G/B COVER									
19-Aug-2013	24	X	00	COMPLETED	DD344867	0.1	AM075348	0.20	D
FAULT WRITE-UP: FOD CHECK DUE									
19-Aug-2013	25	X	00	COMPLETED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: TOOL BOX INVENTORY DUE									
19-Aug-2013	26	-	19	COMPLETED			AM075348	0.60	D
FAULT WRITE-UP: IN P FOR CORRO ION AND APPLY CPC TO ALL ELECTRICAL CONNECTORS AS NESSARY									
19-Aug-2013	27	-	02	COMPLETED			AM075348	0.10	D
FAULT WRITE-UP: INSP AND LUBE ALL EXPOSED METAL (SERVOS, STRUTS, BIFILAR WEIGHTS)									
19-Aug-2013	28	X	02	REINSTALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE UP REMOVE L/H M/L/G ROOT FAIRING									
19-Aug-2013	29	X	02	REINSTALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: REMOVE L/H M/L/G STEP FAIRING HARDWARE									
19-Aug-2013	30	X	02	REIN TALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: REMOVE L/H M/L/G STEP FAIRING									

CLOSED FAULT REPORT

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MODEL: UH-60M

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	31	X	02	REINSTALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: REMOVE L/H M/L/G LOWER STRUT FAIRING HARDWARE									
19-Aug-2013	32	X	02	REINSTALLED	DD344867	0.1	AM075348	0.10	D
FAULT WRITE-UP: REMOVE L/H M/L/G LOWER STRUT FAIRING									
19-Aug-2013	33	X	02	NOT REMOVED	DD344867	0.1	JO303960	0.20	F
FAULT WRITE-UP: REMOVE R/H M/L/G ROOT FAIRING									
19-Aug-2013	34	X	02	INSTALLED	DD344867	0.1	WW50232	0.10	O
FAULT WRITE-UP: REMOVE R/H M/L/G TEP FAIRING HARDWARE									
19-Aug-2013	35	X	02	INSTALLED	DD344867	0.1	WW50232	0.10	O
FAULT WRITE-UP: REMOVE R/H M/L/G STEP FAIRING									
19-Aug-2013	36	X	02	NOT REMOVED	DD344867	0.1	WW50232	0.10	O
FAULT WRITE UP REMOVE R/H M/L/G LOWER STRUT FAIRING HARDWARE									
19-Aug-2013	37	X	02	NOT REMOVED	DD344867	0.1	WW50232	0.10	O
FAULT WRITE-UP: REMOVE R/H M/L/G LOWER STRUT FAIRING									
19-Aug-2013	38	/	02	IN TALLED			WW50232	0.10	O
FAULT WRITE-UP: REMOVE MAIN MOD DRIP PAN									

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

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Current Status O:

Current Status W:

<p>DATE 19-Aug-2013 SEQ NO 39 STATUS - WUC 02</p> <p>FAULT WRITE-UP: INSP AND APPLY CPC TO AFT M/R PYLON STRAP (DOGHOUSE)</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AM075348 0.10 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE A DATE / TIME 11/22/2013 8:17 am NO 2 STATUS PID AT145757 HOURS 1,296.8</p> <p>FAULT WRITE-UP: DE-ICE TEST FAILED STEP G ACFT RESTRICTED FORM ICEING CONDITIONS</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X G 2 00 O 3</p> <p>DELAY WORK ORDER H6JC13300001</p>				<p>CORRECTION</p> <p>DATE / TIME 11/25/2013 6:12:00AM HOURS 1,296.8 ROUNDS 0 ACTCD 6 WUC 00</p> <p>ACTION TAKEN: COULD NOT DUPLICATE - PASSED ALL CHECKS</p> <p>TIPID MMH PID MMH TYPE DR889242 0.20 BC794224 0.10 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE A DATE / TIME 11/22/2013 4:40 pm NO 4 STATUS PID JL085789 HOURS 1,296.8</p> <p>FAULT WRITE-UP: OPERATE WITHIN LIMITATIONS AND RESTRICTIONS SPECIFIED IN THE FOLLOWING AWR(S):AWR 1872 (AWIS) DTD 24 JAN 13;AWR 1858 R2 DTD 08 MAR 13 (EAWIS);AWR 1816 R2(SEARCHLIGHT CONTROL SWITCH RE-WIRING) DTD 04 JUN 12; AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12; AWR 1726 R11 (UH-60M) DTD 25 SEP 13; AWR 1591 R4 (ABACH) DTD 30 JUL 13; AWR 1578 R3 (IMPROVED DRAG BEAM) 18 JAN 13;AWR 1531 R6 (M4 MOUNT) DTD 14 MAR 12; AWR 1524 R4 (BAPS); AWR 1518 R3 (PHX DRIP PAN) DTD 20 JUL 12; AWR 1465 R9 (M/B SEAT AND TRACK PALLET SYS INSTALLED) DTD 29 JUN 12; AWR 1309 R7 (OREGON SEAT CUSHIONS) DTD 10 FEB 12; AWR 1279 R4 (DOORS REMOVED) DTD 25 MAY 12; AWR 1223 R7 (IR ANTI-COLLISION LIGHT)DTD 27 SEP 13; AWR 1120 R9 (M-240H) DTD 30 NOV 12 AWR 1119 R6 (DESERT COMBAT OPERATIONS)DTD 06JUL12.</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 F 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME 11/22/2013 5:09:00PM HOURS 1,296.8 ROUNDS 0 ACTCD A WUC 00</p> <p>ACTION TAKEN: FAULT ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE JL085789 0.10 JL085789 0.10 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE A DATE / TIME 12/14/2013 4:47 pm NO 1 STATUS PID DB478598 HOURS 1,354.0</p> <p>FAULT WRITE-UP: RWR DEG: RWR FWD R FAULT/RWR FWD L FAULT</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS G G 3 19 F 1</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME 12/15/2013 2:46:00AM HOURS 1,356.2 ROUNDS 0 ACTCD B WUC 19</p> <p>ACTION TAKEN: FAULT ENTERED INCORRECTLY SEE ENTRY BELOW DATED 15 DEC 2013</p> <p>TIPID MMH PID MMH TYPE RS701955 0.10 TC824586 3.00 F</p>				

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/14/2013 4:48 pm	2		DB478598	1,354.0	12/15/2013 2:48:00AM	1,356.2	0	B	19
FAULT WRITE-UP: LWR DEG: AVR2 AFT R FAULT / AVR2 AFT L FAULT / AVR2 FWD R FAULT / AVR FWD L FAULT RESTRICTED FROM FLIGHT INTO KNOWN LASER GUIDED WEAPONS THREAT ENVIRONMENT						ACTION TAKEN: FAULT ENTERED INCORRECTLY SEE ENTRY BELOW DATED 15 DEC 2013					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS	RS701955	0.10	TC824586	0.30	F
	G	G	3	19	F	1					
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	05/14/2013 1:44 pm	3		TW219145	1,160.2	10/29/2013 1:24:00PM	1,283.9	0	6	00
FAULT WRITE-UP: INBOARD RETENTION PLATE TORQUE CHECK REQUIRED IAW H-60-13-ASAM-06 BEFORE 1509.5 ACFT HRS, BUT NLT 7 NOV 13						ACTION TAKEN: COMPLETE. FOUND OK, TQ STABILIZED					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS			CM178765	5.00	F
	X	G	1	00	O	168			WP06150	5.00	F
DELAY											
----- 13-2s to Follow -----											
	DATE	SEQ NO	STATUS	WUC							
	14-May-2013	1	X	00	ACTION TAKEN: REPLACED						
FAULT WRITE-UP: RMVD PITCH BEAM NUT AFETY							TIPID	MMH	PID	MMH	TYPE
					A	664506	0.1	PS615012	0.50	F	
	DATE	SEQ NO	STATUS	WUC							
	14-May-2013	2	X	00	ACTION TAKEN: REINSTALLED						
FAULT WRITE-UP: RMVD PITCH BEAM NUT HDWR							TIPID	MMH	PID	MMH	TYPE
					AS664506	0.1	PS615012	0.40	F		
	DATE	SEQ NO	STATUS	WUC							
	14-May-2013	3	X	00	ACTION TAKEN: REINSTALLED. TORQUED TO 79 FT LBS						
FAULT WRITE UP RMVD PITCH BEAM NUT							TIPID	MMH	PID	MMH	TYPE
					AS664506	0.1	PS615012	0.30	F		
	DATE	SEQ NO	STATUS	WUC							
	14-May-2013	4	X	00	ACTION TAKEN: REPLACED						
FAULT WRITE-UP: RMVD PITCH BEAM TO PC ROD COTTER PINS							TIPID	MMH	PID	MMH	TYPE
					AS664506	0.1	PS615012	0.80	F		
							WP061502	0.80	F		

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

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Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:															
14-May-2013	5	X	00	REINSTALLED. TORQUED TO 145 IN LBS															
FAULT WRITE-UP: RMVD RED PC ROD OUTER HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>PS615012</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	PS615012	1.00	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	PS615012	1.00	F															
14-May-2013	6	X	00	REINSTALLED. TORQUED TO 145 IN LBS															
FAULT WRITE-UP: RMVD BLACK PC ROD OUTER HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>PS615012</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	PS615012	0.40	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	PS615012	0.40	F															
14-May-2013	7	X	00	REINSTALLED. TORQUED TO 145 IN LBS															
FAULT WRITE-UP: RMVD YELLOW PC ROD OUTER HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>PS615012</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	PS615012	1.00	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	PS615012	1.00	F															
14-May-2013	8	X	00	REINSTALLED. TORQUED TO 145 IN LBS															
FAULT WRITE-UP: RMVD BLUE PC ROD OUTER HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>A 664506</td> <td>0.1</td> <td>PS615012</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	A 664506	0.1	PS615012	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
A 664506	0.1	PS615012	0.50	F															
14-May-2013	9	X	00	REINSTALLED															
FAULT WRITE-UP: RMVD PITCH BEAM				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>CM178765</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	CM178765	0.40	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	CM178765	0.40	F															
14-May-2013	10	X	00	REINSTALLED															
FAULT WRITE UP DISCONNECTED BLADE DE ICE CANNON PLUGS				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>PS615012</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	PS615012	0.30	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	PS615012	0.30	F															
14-May-2013	11	X	00	REINSTALLED. TORQUED TO 105 IN LBS															
FAULT WRITE-UP: RMVD T/R BALANCE WIEGHTS				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>CM178765</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	CM178765	0.20	F					
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	CM178765	0.20	F															
14-May-2013	12	X	00	REPLACED TQ TO IN QUENCE AT 215 IN LB ; 440 IN LB ; FINAL TQ 690 IN LBS															
FAULT WRITE-UP: RMVD OUTBOARD RETENTION PLATE HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AS664506</td> <td>0.1</td> <td>WP061502</td> <td>0.50</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>CM178765</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	WP061502	0.50	F			CM178765	0.50	F
TIPID	MMH	PID	MMH	TYPE															
AS664506	0.1	WP061502	0.50	F															
		CM178765	0.50	F															

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CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

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HOURS: 1363 3

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<p>DATE SEQ NO STATUS WUC 14-May-2013 13 X 00</p> <p>FAULT WRITE-UP: RMVD OUTBOARD RETENTION PLATE</p>	<p>ACTION TAKEN: REINSTALLED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>AS664506</td> <td>0.1</td> <td>WP061502</td> <td>0.70</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.70</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	WP061502	0.70	F			PS615012	0.70	F																																					
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AS664506	0.1	WP061502	0.70	F																																																	
		PS615012	0.70	F																																																	
<p>DATE SEQ NO STATUS WUC 14-May-2013 14 X 00</p> <p>FAULT WRITE-UP: RMVD INBOARD RETENTION PLATE SAFETIES</p>	<p>ACTION TAKEN: REPLACED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>AS664506</td> <td>0.1</td> <td>WP061502</td> <td>0.40</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>CM178765</td> <td>0.40</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	AS664506	0.1	WP061502	0.40	F			CM178765	0.40	F																																					
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AS664506	0.1	WP061502	0.40	F																																																	
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<p>DATE SEQ NO STATUS WUC 14-May-2013 15 - 00</p> <p>FAULT WRITE-UP: INBOARD RETENTION PLATE TQ CHK REQD</p>	<p>ACTION TAKEN: COMPLETED ALL TQS STABILIZED AT 120" LBS</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.20</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.20	F																																										
TIPID	MMH	PID	MMH	TYPE																																																	
		PS615012	0.20	F																																																	
<p>DATE SEQ NO STATUS WUC 14-May-2013 16 - 00</p> <p>FAULT WRITE-UP: TOOL BO INV REQD</p>	<p>ACTION TAKEN: COMPLETE</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>CM178765</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			CM178765	0.10	F																																										
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		CM178765	0.10	F																																																	
<p>DATE SEQ NO STATUS WUC 14-May-2013 17 - 00</p> <p>FAULT WRITE-UP: FOD CHK REQD</p>	<p>ACTION TAKEN: COMPLETE</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>CM178765</td> <td>0.30</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			CM178765	0.30	F																																										
TIPID	MMH	PID	MMH	TYPE																																																	
		CM178765	0.30	F																																																	
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
A	A	05/31/2013 7:38 am	1	-	COMGEN	1,169.5																																															
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
A	A	06/04/2013 12:53 pm	1	-	COMGEN	1,169.5																																															
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																																
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TIPID	MMH	PID	MMH	TYPE																																																	
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Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/05/2013 1:08 am	1		COMGEN	1,172.3	6/5/2013 12:03:00PM	1,172.3	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE TA289419 0.30 0					
===== 13-2s to Follow =====											
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		05-Jun-2013	1	/	02		RAISED				
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING							TIPID	MMH	PID	MMH	TYPE
		05-Jun-2013	2	/	02				TA289419	0.10	D
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		05-Jun-2013	3	/	02				TA289419	0.10	D
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		05-Jun-2013	4	X	00		ACTION TAKEN:				
FAULT WRITE-UP: FOD CHECK REQUIRED							COMPLETED				
		05-Jun-2013	5	X	00		ACTION TAKEN:				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
		05-Jun-2013					TIPID	MMH	PID	MMH	TYPE
							RB829777	0.1	TA289419	0.10	D
		05-Jun-2013					TIPID	MMH	PID	MMH	TYPE
							RB829777	0.1	TA289419	0.10	D
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/07/2013 8:57 am	1	-	COMGEN	1,172.3	6/11/2013 4:58:00PM	1,172.3	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 13-Jun-2013. Upgrade to Red X Status on 18-Jun-2013 WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 4 DELAY USCENTCOM FOIA 14-0177 & 14-0179						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH AIRCRAFT WASH 11JUN 13 TIPID MMH PID MMH TYPE JG081193 0 10 0					

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/07/2013 9:46 am	2		RS701955	1,172.3	6/7/2013 9:47:00AM	1,172.3	0	T	00
FAULT WRITE-UP: COMPLY WITH INSPECTION REQUIREMENTS OF H-60-13-AMAM-09 BY 29 JUN 13							ACTION TAKEN: NOT APPLICABLE THIS ACFT				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				RS701955	0.20	O
O	O	1	00	O	0						
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/10/2013 7:12 am	1	-	COMGEN	1,172.3	6/13/2013 10:18:00AM	1,172.3	0	1	04A
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Due at: 14-Jun-2013. Upgrade to Red X Status on 18-Jun-2013							ACTION TAKEN: #1 ENGINE SN GE-D-991300, LCF1 493, LCF2 2227, TTI 826, HRS 1111,#1 HIST REC S/N LMDH4074, APU S/N 846021, EVENTS 521, APU HRS 105				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NE906253	0.10	D
O	O	1	04A	O	3						
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/10/2013 7:12 am	2	-	COMGEN	1,172.3	6/13/2013 10:40:00AM	1,172.3	0	1	04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Due at: 14-Jun-2013. Upgrade to Red X Status on 18-Jun-2013							ACTION TAKEN: #2 ENGINE SN GE-D-991527, LCF1 491, LCF2 3366, TT1 640, HRS 1220, #2 HIST REC SN LMDH4776				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NE906253	0.10	D
O	O	1	04A	O	3						
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/10/2013 7:12 am	3	-	COMGEN	1,172.3	6/11/2013 5:41:00PM	1,172.3	0	1	16D01A
FAULT WRITE-UP: INSP A107 - TAIL ROTOR PITCH BEAM INSPECTION. Due at: 13-Jun-2013. Upgrade to Red X Status on 17-Jun-2013							ACTION TAKEN: COMPLETE				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG894652	0.30	O
O	O	1	16D01A	O	1						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/11/2013 6:25 am	1		COMGEN	1,172.3	6/12/2013 2:42:00PM	1,172.3	0	G	00
FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Due at: 16-Jun-2013. Upgrade to Red X Status on 20-Jun-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				RT548619	2.00	O
O	O	1	00	O	1						
DELAY											
DISCOVERY						CORRECTION					
	A	06/11/2013 3:36 pm	2	-	COMGEN	1,172.3	6/11/2013 4:56:00PM	1,172.3	0	I	00
FAULT WRITE-UP: ACFT WASH DUE						ACTION TAKEN: COMPLETED 11 JUN 13					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JG081193	0.10	O
O	G	1	00	O	0						
DELAY											
----- 13-2s to Follow -----											
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REMOVED					
11-Jun-2013	6	X	00								
FAULT WRITE-UP: INSTALLED COVER ON T/R G/B FILL PORT						TIPID	MMH	PID	MMH	TYPE	
						AE988067	0.2	BS313334	0.10	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REINSTALLED					
11-Jun-2013	7	/	02								
FAULT WRITE-UP: REMOVED T/R G/B COVER						TIPID	MMH	PID	MMH	TYPE	
								BS313334	0.10	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REINSTALLED					
11-Jun-2013	8	/	02								
FAULT WRITE-UP: REMOVED I/G/B COVER						TIPID	MMH	PID	MMH	TYPE	
								BS313334	0.10	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REINSTALLED					
11-Jun-2013	9	/	02								
FAULT WRITE-UP: REMOVED M/R PYLON SLIDING COVER						TIPID	MMH	PID	MMH	TYPE	
								JG081193	0.10	O	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: REINSTALLED					
11-Jun-2013	10	X	02								
FAULT WRITE-UP: REMOVED HDRW FROM R/H TAIL CONE ACCESS PANEL						TIPID	MMH	PID	MMH	TYPE	
						AE988067	0.2	BS313334	0.10	D	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
11-Jun-2013	11	X	02	REINSTALLED	AE988067	0.2	BS313334	0.10	D
FAULT WRITE-UP: REMOVED R/H TAIL CONE ACCESS PANEL									
11-Jun-2013	12	X	02	REINSTALLED	AE988067	0.2	JG081193	0.10	O
FAULT WRITE-UP: REMOVED HDRW FROM R/H STRUT FAIRINGS									
11-Jun-2013	13	X	02	REINSTALLED	AE988067	0.2	JG081193	0.10	O
FAULT WRITE-UP: REMOVED R/H STRUT FAIRINGS									
11-Jun-2013	14	X	02	REINSTALLED	AE988067	0.2	TT157690	0.20	O
FAULT WRITE-UP: REMOVED HDRW FROM L/H TRUT FAIRING									
11-Jun-2013	15	X	02	REINSTALLED	AE988067	0.2	TT157690	0.20	O
FAULT WRITE-UP: REMOVED L/H STRUT FAIRINGS									
11-Jun-2013	16	/	05	REINSTALLED			TT157690	0.20	O
FAULT WRITE UP REMOVED XSMN DRIP PAN									
11-Jun-2013	17	X	00	COMPLETED	AE988067	0.2	BS313334	0.10	D
FAULT WRITE-UP: FOD CK DUE									
11-Jun-2013	18	X	00	COMPLETED	AE988067	0.2	BS313334	0.10	D
FAULT WRITE-UP: TOOL BOX INVENTORY DUE									

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 11-Jun-2013 5 X 00</p> <p>FAULT WRITE-UP: INSTALLED COVER ON I/G/B FILL PORT</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE AE988067 0.2 BS313334 0.10 D</p>																																		
<p>DATE SEQ NO STATUS WUC 11-Jun-2013 4 X 00</p> <p>FAULT WRITE-UP: INSTALLED COVER ON XSMN FILL PORT</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE AE988067 0.2 JG081193 0.10 O</p>																																		
<p>DATE SEQ NO STATUS WUC 11-Jun-2013 3 X 00</p> <p>FAULT WRITE-UP: INSTALLED COVER ON XSMN DIP STICK</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE AE988067 0.2 JG081193 0.10 O</p>																																		
<p>DATE SEQ NO STATUS WUC 11-Jun-2013 2 X 00</p> <p>FAULT WRITE-UP: INSTALLED COVER ON HYDRAULIC RESERVOIR</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE AE988067 0.2 JG081193 0.10 O</p>																																		
<p>DATE SEQ NO STATUS WUC 11-Jun-2013 1 X 00</p> <p>FAULT WRITE-UP: INSTALLED COVER ON MIXER</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE AE988067 0.2 JG081193 0.10 O</p>																																		
<p>DISCOVERY</p> <p>SYSTEM</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>06/18/2013 8:44 am</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,172.3</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 20-Jun-2013. Upgrade to Red X Status on 25-Jun-2013</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>1</td> </tr> </tbody> </table> <p>DELAY</p>	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	06/18/2013 8:44 am	1	-	COMGEN	1,172.3	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	00	O	1	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>6/19/2013 6:08:00PM</td> <td>1,176.5</td> <td>0</td> <td>P</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE LG894652 1.00 O</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	6/19/2013 6:08:00PM	1,176.5	0	P	00
CODE	DATE / TIME	NO	STATUS	PID	HOURS																														
A	06/18/2013 8:44 am	1	-	COMGEN	1,172.3																														
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																														
O	O	1	00	O	1																														
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																															
6/19/2013 6:08:00PM	1,176.5	0	P	00																															
<p>DATE SEQ NO STATUS WUC 18-Jun-2013 1 / 02</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>	<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE NR046640 1.00 O</p>																																		

13 2 to Follow

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 18-Jun-2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE LG894652 0.30 O</p>
<p>DATE SEQ NO STATUS WUC 18-Jun-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE LG894652 0.30 O</p>
<p>DATE SEQ NO STATUS WUC 18-Jun-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RB829777 0.1 LG894652 1.00 O</p>
<p>DATE SEQ NO STATUS WUC 18-Jun-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BO INVENTORY REQUIRED</p>	<p>ACTION TAKEN: NOT USED FOR THIS TASK</p> <p>TIPID MMH PID MMH TYPE RB829777 0.1 LG894652 0.10 O</p>

<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>A</td> <td>06/18/2013 8:44 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,172.3</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A003 - ENGINE RUN-UP FOR FLYABLE STORAGE. Due at: 19-Jun-2013. Upgrade to Red X Status on 21-Jun-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>04A</td> <td>O</td> <td>1</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	A	06/18/2013 8:44 am	2	-	COMGEN	1,172.3	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	04A	O	1	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>6/19/2013 1:51:00PM</td> <td>1,174.3</td> <td>0</td> <td>4</td> <td>04A</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>MB886938</td> <td>2.00</td> <td>D</td> </tr> </tbody> </table>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	6/19/2013 1:51:00PM	1,174.3	0	4	04A	TIPID	MMH	PID	MMH	TYPE			MB886938	2.00	D
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
A	A	06/18/2013 8:44 am	2	-	COMGEN	1,172.3																																															
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																																
DISC	REC	EFF		TYPE	DAYS																																																
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
A	A	06/19/2013 10:00 am	1	-	COMGEN	1,172.3																																															
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																																
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TIPID	MMH	PID	MMH	TYPE																																																	
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Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	06/19/2013 6:09 pm	2		COMGEN	1,176.5	6/19/2013 6:10:00PM	1,176.5	0	P	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED SEE CLOSED FAULTS TIPID MMH PID MMH TYPE LG894652 1.00 O					
	A	06/21/2013 3:37 pm	1	-	COMGEN	1,176.5	6/24/2013 11:47:00AM	1,176.5	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 27-Jun-2013. Upgrade to Red X Status on 02-Jul-2013 WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 3 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE MB920943 0.50 D					
	A	06/24/2013 9:58 am	1	-	COMGEN	1,176.5	6/24/2013 11:47:00AM	1,176.5	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE MB920943 0.50 D					
===== 13-2s to Follow =====											
	DATE	SEQ NO	STATUS	WUC							
	24-Jun-2013	1	/	02	ACTION TAKEN: REINSTALLED. TIPID MMH PID MMH TYPE MB920943 0.10 D						
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING											
	DATE	SEQ NO	STATUS	WUC							
	24-Jun-2013	2	/	02	ACTION TAKEN: REINSTALLED. TIPID MMH PID MMH TYPE MB920943 0.10 D						
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBO FAIRING											
	DATE	SEQ NO	STATUS	WUC							
	24-Jun-2013	3	/	02	ACTION TAKEN: REINSTALLED. TIPID MMH PID MMH TYPE MB920943 0.10 D						
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING											

Report Date: 30-Dec-2013

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CLOSED FAULT REPORT

FOR: WH6JB0

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SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
24-Jun-2013	4	X	00	COMPLETED.				
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID RB829777	MMH 0.1	PID MB920943	MMH 0.10	TYPE D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
24-Jun-2013	5	X	00	COMPLETED.				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID RB829777	MMH 0.1	PID MB920943	MMH 0.10	TYPE D

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		06/25/2013 8:22 am	1	-	COMGEN	1,176.5
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 01-Jul-2013. Upgrade to Red X Status on 06-Jul-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	00	O	50	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/14/2013 4:14:27AM				00	
ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:1 on 8/14/2013. All 2408-13-2 write-ups were re-assigned to new fault					
TIPID	MMH	PID	MMH	TYPE	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		06/26/2013 11:26 am	1	-	JT315831	1,176.5
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-ASAM-08 BY 3 JUL 13						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	G	1	00	O	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
6/26/2013 11:28:00AM	1,176.5	0	2	00	
ACTION TAKEN: COMPLETED WITH					
TIPID	MMH	PID	MMH	TYPE	
		JT315831	0.10	O	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		08/14/2013 4:14 am	11	-	COMGEN	1,182.3
FAULT WRITE-UP: INSP A496 - CF3BR FIRE EXTINGUISHER WEIGHT TEST & INSPECTION. Due at: 13-Aug-2013. Upgrade to Red X Status on 01-Sep-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	17B	O	7	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
8/21/2013 2:42:00PM	1,183.3	0	1	17B	
ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE	
		BS313334	0.20	D	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	08/19/2013 5:21 am	1		TO207582	1,182.3	8/19/2013 5:31:00AM	1,182.3	0	S	09C04C
FAULT WRITE-UP: IR ANTICOLLISION LIGHT TO BE INSTALLED IAW THEATRE REQUIREMENTS.						ACTION TAKEN: INSTALLED IR ANTI-COLLISION JUMPER WIRE.				
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
S	G	2	09C04C	F	0			MF920352 TO207582	0.30 0.30	F F
DELAY										

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
19-Aug-2013	1	X	09	TIGHTENED
FAULT WRITE-UP: LOO ENED DEZEU FASTENER ON UPPER CON OLE				TIPID: DK062222 MMH: 0.2 PID: TO207582 MMH: 0.30 TYPE: F
19-Aug-2013	2	X	09	REINSTALLED
FAULT WRITE-UP: REMOVED TWO SCREWS FROM ANTICOLLISION IR SWITCH				TIPID: DK062222 MMH: 0.2 PID: TO207582 MMH: 0.30 TYPE: F
19-Aug-2013	3	-	09	TOOLBOX INVENTORY COMPLETE
FAULT WRITE UP: TOOLBOX INVENTORY REQUIRED				TIPID: TO207582 MMH: 0.10 TYPE: F
19-Aug-2013	4	-	09	FOD CHECK COMPLETE
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID: TO207582 MMH: 0.10 TYPE: F

DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	08/19/2013 7:15 am	3	-	RS701955	1,182.3	8/19/2013 10:04:00AM	1,182.3	0	4	00
FAULT WRITE-UP: MOC OF M/R DE-ICE DUE FOR THE FOLDING OF THE MAIN ROTOR BLADES						ACTION TAKEN: COMPLETE				
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
B	G	1	00	O	0			AE988067	1.00	O
DELAY										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:15 am	4		RS701955	1,182.3	8/19/2013 10:04:00AM	1,182.3	0	4	00
FAULT WRITE-UP: MOC OF T/R DE-ICE DUE FOR THE FOLDING OF THE T/R BLADES						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AE988067	1.00	O
B	G	1	00	F	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:16 am	5	-	RS701955	1,182.3	8/21/2013 5:23:00PM	1,183.3	0	4	00
FAULT WRITE-UP: ENGINE FRESH WATER RINSE DUE FOR THE OPERATION WITHIN 10 MILES OF SALT WATER ENVIRONMENT						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AE988067	0.30	O
B	G	1	00	O	2						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:17 am	6	-	RS701955	1,182.3	8/24/2013 4:51:00AM	1,191.3	0	1	00
FAULT WRITE-UP: 9-11 HR TQ CHECK OF THE OUTBOARD RETENTION PLATE HDWR DUE AT 1191.3 - 1193.3 ACFT HRS						ACTION TAKEN: TQ CHECK FAILED, TORQUED TO 690IN LBS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.50	F
B	G	1	00	O	5						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:19 am	7	-	RS701955	1,182.3	8/19/2013 10:07:00AM	1,183.3	0	4	00
FAULT WRITE-UP: LMTF DUE FOR THE FOLDING OF THE T/R BLADES						ACTION TAKEN: LMTF COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AE988067	3.00	O
B	G	1	00	O	0				RB829777	3.00	O
									PB434952	3.00	O
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/19/2013 7:20 am	8		RS701955	1,182.3	8/19/2013 7:21:00AM	1,182.3	0	T	00
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-13-AMAM-11 NLT 26 AUG 13						ACTION TAKEN: COMPLIED WITH					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				RS701955	0.10	F
O	O	1	00	O	0						
DELAY											
	A	08/19/2013 7:21 am	9	-	RS701955	1,182.3	8/19/2013 7:22:00AM	1,182.3	0	T	00
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-13-AMAM-12 NLT 26 AUG 13						ACTION TAKEN: COMPLIED WITH					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				RS701955	0.20	O
O	O	1	00	O	0						
DELAY											
	A	08/19/2013 7:55 am	12	-	COMGEN	1,182.3	8/19/2013 3:13:00PM	1,183.3	0	3	00
FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 18-Aug-2013 or 1200.2 Hours. Upgrade to Red X Status on 22-Aug-2013 or 1202.2 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AM075348	0.10	D
O	O	1	00	O	0						
DELAY											
	A	08/19/2013 11:40 am	16	-	COMGEN	1,183.3	8/19/2013 3:14:00PM	1,183.3	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH CCI					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AM075348	0.10	D
X	O	1	00	O	0						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
22-Aug-2013	4	X	00	ZIPPED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: UNZIPPED CO-PILOTS YAW PEDAL BOOTS									
22-Aug-2013	5	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: REMOVED LEFT M/L/G STRUT PANEL HARDWARE									
22-Aug-2013	6	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: REMOVED LEFT M/L/G STRUT PANEL									
22-Aug-2013	7	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: REMOVED RIGHT M/L/G TRUT PANEL HARDWARE									
22-Aug-2013	8	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: REMOVED RIGHT M/L/G STRUT PANEL									
22-Aug-2013	9	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE UP REMOVED LEFT HORIZONTAL STORES SUPPORT FAIRING									
22-Aug-2013	10	X	02	REINSTALLED	AE988067	0.2	JS913886	0.10	D
FAULT WRITE-UP: REMOVED RIGHT HORIZONTAL STORES SUPPORT FAIRING									
22-Aug-2013	11	/	02	RAI ED			JO773114	0.10	F
FAULT WRITE-UP: LOWERED CABIN SOUNDPROOFING									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

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Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
22-Aug-2013	12	X	02	INSTALLED	AE988067	0.2	WW50232	0.10	F
FAULT WRITE-UP: REMOVED R/H FUEL ENCLOSURE PANEL									
22-Aug-2013	13	X	02	REINSTALLED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL HARDWARE									
22-Aug-2013	14	X	02	REINSTALLED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL									
22-Aug-2013	15	/	02	REINSTALLED			SP299837	0.10	D
FAULT WRITE-UP: REMOVED INTERMEDIATE GEAR BO COVER									
22-Aug-2013	16	/	02	REINSTALLED			BS313334	0.10	F
FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX COVER									
22-Aug-2013	17	X	02	CLOSED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE UP OPENED SECTION 4 DRIVE SHAFT COVER									
22-Aug-2013	18	X	05	REINSTALLED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: REMOVED RIGHT STABILATOR LOCK PIN COVER									
22-Aug-2013	19	X	02	E TENDED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: RETRACTED RIGHT STABILATOR LOCK PIN									

CLOSED FAULT REPORT

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Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
22-Aug-2013	20	X	02	REINSTALLED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: REMOVED LEFT STABILATOR LOCK PIN COVER									
22-Aug-2013	21	X	02	EXTENDED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: RETRACTED LEFT STABILATOR LOCK PIN									
22-Aug-2013	22	X	04	UNFOLDED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: FOLDED RIGHT STABILATOR WING									
22-Aug-2013	23	X	04	UNFOLDED	AE988067	0.2	AM075348	0.10	D
FAULT WRITE-UP: FOLDED LEFT TABILATOR WING									
22-Aug-2013	24	X	05	REINSTALLED	AE988067	0.2	NW044151	0.10	D
FAULT WRITE-UP: REMOVED #1 ENGINE STARTER PLUG									
22-Aug-2013	25	X	04	REINSTALLED	AE988067	0.2	NW044151	0.10	D
FAULT WRITE UP REMOVED #2 ENGINE STARTER PLUG									
22-Aug-2013	26	X	02	REINSTALLED TQ TO 115IN-POUNDS	AE988067	0.2	NW044151	0.10	D
FAULT WRITE-UP: REMOVED ROTOR BRAKE COVER HARDWARE									
22-Aug-2013	27	X	02	REIN TALLED	AE988067	0.2	NW044151	0.10	D
FAULT WRITE-UP: REMOVED ROTOR BRAKE COVER									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
22-Aug-2013	28	X	15	REINSTALLED										
FAULT WRITE-UP: REMOVED APU FUEL CONTROL COVER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AE988067</td> <td>0.2</td> <td>NW044151</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AE988067	0.2	NW044151	0.10	D
TIPID	MMH	PID	MMH	TYPE										
AE988067	0.2	NW044151	0.10	D										
22-Aug-2013	29	X	02	REINSTALLED										
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AE988067</td> <td>0.2</td> <td>NW044151</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AE988067	0.2	NW044151	0.10	D
TIPID	MMH	PID	MMH	TYPE										
AE988067	0.2	NW044151	0.10	D										
22-Aug-2013	30	X	02	REINSTALLED										
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AE988067</td> <td>0.2</td> <td>NW044151</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AE988067	0.2	NW044151	0.10	D
TIPID	MMH	PID	MMH	TYPE										
AE988067	0.2	NW044151	0.10	D										
22-Aug-2013	31	-	05	REINSTALLED										
FAULT WRITE-UP: IN PECT WA HPLATE CI OR ATTACHMENT SPHERICAL BEARINGS FOR PLAY (WP 0512)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>JC303960</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			JC303960	0.30	F
TIPID	MMH	PID	MMH	TYPE										
		JC303960	0.30	F										
22-Aug-2013	32	-	05	REINSTALLED										
FAULT WRITE-UP: INSPECT ROTATING SCISSOR BEARINGS FOR PLAY (WP 0513)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>JC303960</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			JC303960	0.30	F
TIPID	MMH	PID	MMH	TYPE										
		JC303960	0.30	F										
22-Aug-2013	33	X	00	REINSTALLED										
FAULT WRITE UP REMOVED APU INLET BARRIER FILTER HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AE988067</td> <td>0.2</td> <td>NW044151</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AE988067	0.2	NW044151	0.10	D
TIPID	MMH	PID	MMH	TYPE										
AE988067	0.2	NW044151	0.10	D										
22-Aug-2013	34	X	00	REINSTALLED										
FAULT WRITE-UP: REMOVED APU INLET BARRIER FILTER FOR CLEANING IAW AWR 1539				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>AE988067</td> <td>0.2</td> <td>NW044151</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	AE988067	0.2	NW044151	0.10	D
TIPID	MMH	PID	MMH	TYPE										
AE988067	0.2	NW044151	0.10	D										
22-Aug-2013	35	-	02	COMPLETED										
FAULT WRITE-UP: Perform a coin tap inspection of skin to spar bond on outboard stabilator panels				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>BS313334</td> <td>0.10</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			BS313334	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		BS313334	0.10	F										

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION:

15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE 22-Aug-2013 SEQ NO 36 STATUS X WUC 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID AE988067 MMH 0.2 PID AM075348 MMH 0.10 TYPE D</p>																																		
<p>DATE 22-Aug-2013 SEQ NO 37 STATUS X WUC 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID AE988067 MMH 0.2 PID AM075348 MMH 0.10 TYPE D</p>																																		
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>08/22/2013 4:24 pm</td> <td>3</td> <td>-</td> <td>COMGEN</td> <td>1,189.8</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A112 - 40 HOUR APU INLET BARRIER FILTER INSPECTION. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>15B</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	08/22/2013 4:24 pm	3	-	COMGEN	1,189.8	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	15B	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>8/22/2013 6:15:00PM</td> <td>1,189.8</td> <td>0</td> <td>1</td> <td>15B</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40HR</p> <p>TIPID JO773114 MMH 0.20 PID JO773114 MMH 0.20 TYPE F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	8/22/2013 6:15:00PM	1,189.8	0	1	15B
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																														
A	08/22/2013 4:24 pm	3	-	COMGEN	1,189.8																														
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																														
O	O	1	15B	O	0																														
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																															
8/22/2013 6:15:00PM	1,189.8	0	1	15B																															
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>08/22/2013 4:24 pm</td> <td>4</td> <td>-</td> <td>COMGEN</td> <td>1,189.8</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A115 - INSP FRAME 327 AND LBL 10 WEB FITTING. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	08/22/2013 4:24 pm	4	-	COMGEN	1,189.8	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>8/22/2013 4:40:00PM</td> <td>1,189.8</td> <td>0</td> <td>1</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40HR</p> <p>TIPID JO773114 MMH 0.10 PID JO773114 MMH 0.10 TYPE F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	8/22/2013 4:40:00PM	1,189.8	0	1	00
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																														
A	08/22/2013 4:24 pm	4	-	COMGEN	1,189.8																														
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																														
O	O	1	00	O	0																														
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																															
8/22/2013 4:40:00PM	1,189.8	0	1	00																															
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>08/22/2013 4:24 pm</td> <td>5</td> <td>-</td> <td>COMGEN</td> <td>1,189.8</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A806 - Perform PMS (40 hr) visual inspection of UES assembly IAW AWR 1726 R7, dated 04 OCT 12. Due at: 1189.5 Hours. Upgrade to Red X Status on 1191.6 Hours</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>02</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	08/22/2013 4:24 pm	5	-	COMGEN	1,189.8	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	02	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>8/22/2013 6:16:00PM</td> <td>1,189.8</td> <td>0</td> <td>1</td> <td>02</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED INCONJUNCTION WITH 40HR</p> <p>TIPID JO773114 MMH 0.20 PID JO773114 MMH 0.20 TYPE F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	8/22/2013 6:16:00PM	1,189.8	0	1	02
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																														
A	08/22/2013 4:24 pm	5	-	COMGEN	1,189.8																														
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																														
O	O	1	02	O	0																														
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																															
8/22/2013 6:16:00PM	1,189.8	0	1	02																															
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>	<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p> <p>146</p>																																		

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/22/2013 4:24 pm	6		COMGEN	1,189.8	8/22/2013 4:41:00PM	1,189.8	0	1	00
FAULT WRITE-UP: INSP A842 - VISUALLY INSPECT THE SUPPORT BEAM AT STA. 308 FOR CRACKS INSPECT RBL AND LBL 34.5 JOINT LOWER CAPS AT AFT SIDE OF JOINTS FOR CRACKS.. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 10	F
O	O	1	00	O	0						
DELAY											
	A	08/22/2013 4:24 pm	7	-	COMGEN	1,189.8	8/22/2013 4:42:00PM	1,189.8	0	1	00
FAULT WRITE UP INSP A843 - INSPECT FRAME AT STA 485 (AROUND FUSELAGE FITTINGS AND UPPER LH STRINGERS) FOR CRACKS. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours						ACTION TAKEN COMPLETED IN CONJUNCTION WITH 40HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 10	F
O	O	1	00	O	0						
DELAY											
	A	08/22/2013 4:24 pm	8	-	COMGEN	1,189.8	8/22/2013 6:17:00PM	1,189.8	0	1	00
FAULT WRITE UP INSP A844 - PERFORM A COIN TAP INSPECTION OF SKIN TO SPAR BOND ON OUTBOARD STABILATOR PANELS.. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours						ACTION TAKEN COMPLETED IN CONJUNCTION WITH 40HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 10	F
O	O	1	00	O	0						
DELAY											
	A	08/22/2013 4:24 pm	9	-	COMGEN	1,189.8	8/22/2013 6:19:00PM	1,189.8	0	1	00
FAULT WRITE UP INSP A846 - PERFORM MAIN ROTOR BLADE ROOT LAMINATES INSPECTIONS.. Due at: 1189.5 Hours. Upgrade to Red X Status on 1193.6 Hours						ACTION TAKEN COMPLETED IN CONJUNCTION WITH 40HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 50	F
O	O	1	00	O	0						
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/22/2013 6:25 pm	10		COMGEN	1,189.8	8/22/2013 6:28:00PM	1,189.8	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40 HR INSP. TIPID MMH PID MMH TYPE MB920943 0.50 F					
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/23/2013 1:27 am	1		COMGEN	1,189.8	8/24/2013 10:39:00AM	1,192.5	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 29-Aug-2013. Upgrade to Red X Status on 03-Sep-2013 WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 1 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE KT201178 0.50 F					
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
23-Aug-2013	1	/	02	CLOSED							
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				TIPID	MMH	PID	MMH	TYPE			
						MF727082	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
23-Aug-2013	2	/	02	REINSTALLED							
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						MF727082	0.10	D			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
23-Aug-2013	3	/	02	REINSTALLED							
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						MF727082	0.10	F			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
23-Aug-2013	4	X	00	COMP							
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				DD344867	0.1	MF727082	0.10	F			
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
23-Aug-2013	5	X	00	COMP							
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				DD344867	0.1	MF727082	0.10	F			

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/24/2013 4:55 am	1		KT201178	1,191.3	9/4/2013 9:09:00PM	1,200.5	0	2	05B
FAULT WRITE-UP: 9-11 HR TQ CHECK OF THE OUTBOARD RETENTION PLATE HDWR DUE AT 1200.3 - 1202.3 ACFT HRS						ACTION TAKEN: COMPLETED. TQ STABILIZED AT 630 IN LBS. IAW WP 1555					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH118377	0.40	D
B	G	1	05B	F	11						
DELAY 2ND 9-11 TQ CHK											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/24/2013 10:11 am	2	-	COMGEN	1,192.5	8/24/2013 10:12:00AM	1,192.5	0	1	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
X	O	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/25/2013 3:29 am	1	-	COMGEN	1,192.5	8/31/2013 10:22:00AM	1,192.5	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 31-Aug-2013. Upgrade to Red X Status on 05-Sep-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH118377	0.50	O
O	O	1	00	O	6						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/31/2013 10:04 am	1	-	COMGEN	1,192.5	8/31/2013 10:22:00AM	1,192.5	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH118377	0.40	O
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
31-Aug-2013	1	/	00								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX COVER				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
						CH118377	0.30	O			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 31-Aug-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD T/R GEARBOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.40 D</p>						
<p>DATE SEQ NO STATUS WUC 31-Aug-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>						
<p>DATE SEQ NO STATUS WUC 31-Aug-2013 4 / 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>						
<p>DATE SEQ NO STATUS WUC 31-Aug-2013 5 / 00</p> <p>FAULT WRITE-UP: FOD CHECK</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/01/2013 6:08 am 1 - COMGEN 1,192.5</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 07-Sep-2013. Upgrade to Red X Status on 12-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 1</p> <p>DELAY</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/2/2013 8:37:00AM 1,195.0 0 P 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW54268 0.10 O</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/02/2013 8:10 am 1 - COMGEN 1,195.0</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/2/2013 8:36:00AM 1,195.0 0 P 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW54268 0.50 O</p>				
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 02-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: RMVD T/R GEARBOX COVER</p> <p>USCENTCOM FOIA 14-0177 & 14-0179</p>						<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 02-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																														
<p>DATE SEQ NO STATUS WUC 02-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																														
<p>DATE SEQ NO STATUS WUC 02-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																														
<p>DATE SEQ NO STATUS WUC 02-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBO INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																														
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>A</td> <td>09/03/2013 7:43 am</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,195.0</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 09-Sep-2013. Upgrade to Red X Status on 14-Sep-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>				SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	A	09/03/2013 7:43 am	1	-	COMGEN	1,195.0	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/3/2013 8:37:00AM</td> <td>1,197.0</td> <td>0</td> <td>C</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WD65447 0.10 F</p>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/3/2013 8:37:00AM	1,197.0	0	C	00
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																												
A	A	09/03/2013 7:43 am	1	-	COMGEN	1,195.0																																												
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																													
DISC	REC	EFF		TYPE	DAYS																																													
O	O	1	00	O	0																																													
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																														
9/3/2013 8:37:00AM	1,197.0	0	C	00																																														
<p>DATE SEQ NO STATUS WUC 03-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING</p>				<p>ACTION TAKEN: RAI ED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																														
<p>DATE SEQ NO STATUS WUC 03-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX COVER</p>				<p>ACTION TAKEN REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																														

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 03-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 03-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 03-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/04/2013 7:09 am 1 - COMGEN 1,197.0</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 10-Sep-2013. Upgrade to Red X Status on 15-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/4/2013 12:19:00PM 1,199.5 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.40 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/04/2013 7:55 am 2 - COMGEN 1,199.5</p> <p>FAULT WRITE-UP: PMD IN PECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/4/2013 12:18:00PM 1,199.5 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>				
<p>===== 13-2s to Follow =====</p>								
<p>DATE SEQ NO STATUS WUC 04-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>				
<p>DATE SEQ NO STATUS WUC 04-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 04-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CH118377 0.30 D</p>						
<p>DATE SEQ NO STATUS WUC 04-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 CH118377 0.30 O</p>						
<p>DATE SEQ NO STATUS WUC 04-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 CH118377 0.30 D</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/05/2013 7:03 am 1 - COMGEN 1,200.5</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 11-Sep-2013. Upgrade to Red X Status on 16-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/5/2013 8:36:00AM 1,200.5 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.50 F</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC 05-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 05-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REIN TALLED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 05-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: REMOVED TAILROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>						

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 05-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC 05-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/05/2013 8:15 am 2 - COMGEN 1,200.5</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/5/2013 8:16:00AM 1,200.5 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.50 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/05/2013 11:30 am 3 - COMGEN 1,200.5</p> <p>FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-13-AMAM-12 BY 25 JULY 13</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O G 1 02 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/5/2013 11:33:00AM 1,200.5 0 6 02</p> <p>ACTION TAKEN: COMPLETE, IN COMPLIANCE</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 O</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/06/2013 6:59 am 1 - COMGEN 1,200.5</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 12-Sep-2013. Upgrade to Red X Status on 17-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 1</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/7/2013 8:22:00AM 1,203.3 0 P 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE TE505879 0.50 F</p>					
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 06-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: REMOVED T/R GEARBOX COVER</p>				<p>ACTION TAKEN: REIN TALLED</p> <p>TIPID MMH PID MMH TYPE JC890533 0.10 F</p>					

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 06-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX COVER</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JC890533 0.10 F</p>																																										
<p>DATE SEQ NO STATUS WUC 06-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING</p>	<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE JC890533 0.10 F</p>																																										
<p>DATE SEQ NO STATUS WUC 06-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: FOD CHECK COMPLETE</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 JC890533 0.10 F</p>																																										
<p>DATE SEQ NO STATUS WUC 06-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBO INVENTORY REQUIRED</p>	<p>ACTION TAKEN: TOOLBOX INVENTORY COMPLETE</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 JC890533 0.10 F</p>																																										
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>A</td> <td>09/06/2013 6:59 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,200.5</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A660 - REPLACE FUEL CELL O-RING SEAL. Due at 08-Oct-2013. Upgrade to Red X Status on 08-Nov-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>10D</td> <td>O</td> <td>53</td> </tr> </tbody> </table> <p>DELAY WILL BE DONE IN KAF</p>	SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	A	09/06/2013 6:59 am	2	-	COMGEN	1,200.5	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	10D	O	53	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>10/29/2013 1:24:00PM</td> <td>1,283.9</td> <td>0</td> <td>A</td> <td>10D</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 1.00 F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	10/29/2013 1:24:00PM	1,283.9	0	A	10D
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																					
A	A	09/06/2013 6:59 am	2	-	COMGEN	1,200.5																																					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																						
DISC	REC	EFF		TYPE	DAYS																																						
O	O	1	10D	O	53																																						
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																							
10/29/2013 1:24:00PM	1,283.9	0	A	10D																																							
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 06-Sep-2013 1 X 10D</p> <p>FAULT WRITE-UP: RMVD L/H ACCESS COVER HDWR 4 EA</p>	<p>ACTION TAKEN: REIN TALLED TQ TO 45 IN LB</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 WP061502 0.10 F</p>																																										
<p>DATE SEQ NO STATUS WUC 06-Sep-2013 2 X 10D</p> <p>FAULT WRITE-UP: RMVD R/H ACCESS COVER HDWR 4 EA</p>	<p>ACTION TAKEN REINSTALLED TQ TO 45 IN LBS</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 WP061502 0.30 F</p>																																										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
06-Sep-2013	3	X	10D	REINSTALLED	AS664506	0.1	WP061502	0.20	F
FAULT WRITE-UP: RMVD L/H ACCESS COVER									
06-Sep-2013	4	X	10D	REINSTALLED	AS664506	0.1	WP061502	0.30	F
FAULT WRITE-UP: RMVD R/H ACCESS COVER									
06-Sep-2013	5	X	10D	REPLACED	AS664506	0.1	WP061502	0.20	F
FAULT WRITE-UP: RMVD L/H FUEL CELL O-RING									
06-Sep-2013	6	X	10D	REPLACED	A 664506	0.1	WP061502	0.20	F
FAULT WRITE-UP: RMVD R/H FUEL CELL O RING									
06-Sep-2013	7	-	10D	COMPLETED			WP061502	0.20	F
FAULT WRITE-UP: FOD CHECK DUE									
06-Sep-2013	8	-	10D	COMPLETED			WP061502	0.20	F
FAULT WRITE UP TOOL BOX INVENTORY DUE									

DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	09/06/2013 10:06 am	3	-	COMGEN	1,201.8	9/6/2013 10:07:00AM	1,201.8	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMP				
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
X	O	1	00	O	0			TE505879	0.60	F
DELAY										

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/06/2013 1:51 pm	4		COMGEN	1,201.8	9/6/2013 1:53:00PM	1,201.8	0	3	19
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-13-AMAM-13 BY 13 SEP 13 (UPLOAD OF VERSION 1.08 EFPM SOFTWARE FOR BUILD 2/BLOCK 2)						ACTION TAKEN: COMPLIED WITH					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TE505879	0.10	F
O	G	1	19	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/07/2013 8:15 am	1		COMGEN	1,203.3	9/7/2013 8:16:00AM	1,203.3	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JC890533	0.50	F
X	O	1	00	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/08/2013 7:12 am	1	-	COMGEN	1,206.8	9/8/2013 8:46:00AM	1,206.8	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 14-Sep-2013. Upgrade to Red X Status on 19-Sep-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NC949518	0.50	F
O	O	1	00	O	0						
DELAY											

===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
08-Sep-2013	1	/	00	REINSTALLED							
FAULT WRITE-UP: REMOVED T/R GEAR BOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						NC949518	0.10	F			
08-Sep-2013	2	/	00	REINSTALLED							
FAULT WRITE-UP: REMOVED INTERMEDIATE GEAR BOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						NC949518	0.10	F			
08-Sep-2013	3	/	00	RAISED							
FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING				TIPID	MMH	PID	MMH	TYPE			
						NC949518	0.10	F			

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>08-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RW542681 0.1 NC949518 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>08-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>RW542681 0.1 NC949518 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 09/08/2013 8:37 am 2 - COMGEN 1,206.8</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>9/8/2013 8:38:00AM 1,206.8 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>NC949518 0.50 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 09/09/2013 7:10 am 1 - COMGEN 1,208.8</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 15-Sep-2013. Upgrade to Red X Status on 20-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>9/9/2013 8:53:00AM 1,208.8 0 3 00</p> <p>ACTION TAKEN: COMP</p> <p>TIPID MMH PID MMH TYPE</p> <p>NC949518 0.50 F</p>					
<p>===== 13-2s to Follow =====</p>									
<p>DATE SEQ NO STATUS WUC</p> <p>09-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE</p> <p>NC949518 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>09-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD T/R GB COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>NC949518 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC</p> <p>09-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEAR BOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>NC949518 0.10 F</p>					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 09-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQD</p>				<p>ACTION TAKEN: COMP</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 TE505879 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 09-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQD</p>				<p>ACTION TAKEN: COMP</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 TE505879 0.10 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/09/2013 8:15 am 2 - COMGEN 1,208.8</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/9/2013 8:16:00AM 1,208.8 0 3 00</p> <p>ACTION TAKEN: COM</p> <p>TIPID MMH PID MMH TYPE TE505879 0.50 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/10/2013 11:37 am 1 - COMGEN 1,210.8</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 16-Sep-2013. Upgrade to Red X Status on 21-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/10/2013 11:48:00AM 1,212.9 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.50 F</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC 10-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 10-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEAR BOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 10-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEAR BOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>						

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 10-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>					
<p>DATE SEQ NO STATUS WUC 10-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/10/2013 11:37 am 2 - COMGEN 1,210.8</p> <p>FAULT WRITE-UP: INSP A222 - AMSS SURVIVAL KIT INSPECTION. Due at: 19-Sep-2013. Upgrade to Red X Status on 27-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 5</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/15/2013 4:52:00PM 1,225.4 0 G 00</p> <p>ACTION TAKEN: COMPLETED 05 JUN 2013, NEXT DUE 05 JUN 2014</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/10/2013 11:42 am 3 - COMGEN 1,212.9</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/10/2013 11:49:00AM 1,212.9 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/11/2013 7:13 am 1 - COMGEN 1,214.9</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 17-Sep-2013. Upgrade to Red X Status on 22-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/11/2013 7:48:00AM 1,214.9 0 P 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE JM939297 0.50 O</p>					
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 11-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: RMVD FWD T/R G/B FAIRING</p>				<p>ACTION TAKEN: REIN T</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 O</p>					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 11-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD I/G/B FAIRING</p>				<p>ACTION TAKEN: REINST</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 D</p>																																																										
<p>DATE SEQ NO STATUS WUC 11-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 F</p>																																																										
<p>DATE SEQ NO STATUS WUC 11-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQD</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 JM939297 0.10 F</p>																																																										
<p>DATE SEQ NO STATUS WUC 11-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBO INV REQD</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 JM939297 0.10 F</p>																																																										
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td>09/11/2013 7:50 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,214.9</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>						SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A		09/11/2013 7:50 am	2	-	COMGEN	1,214.9	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	X	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/11/2013 7:51:00AM</td> <td>1,214.9</td> <td>0</td> <td>P</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>RW54268</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/11/2013 7:51:00AM	1,214.9	0	P	00	TIPID	MMH	PID	MMH	TYPE			RW54268	0.10	O
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																								
A		09/11/2013 7:50 am	2	-	COMGEN	1,214.9																																																								
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																								
A		09/12/2013 7:56 am	1	-	COMGEN	1,216.4																																																								
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TIPID	MMH	PID	MMH	TYPE																																																										
		WD65447	0.50	F																																																										
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 12-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEAR BOX COVER</p>						<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																																								

Report Date: 30-Dec-2013

UNCLASSIFIED//FOR OFFICIAL USE ONLY Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 12-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEAR BOX COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																																
<p>DATE SEQ NO STATUS WUC 12-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																																
<p>DATE SEQ NO STATUS WUC 12-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																																
<p>DATE SEQ NO STATUS WUC 12-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BO INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																																
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td>09/12/2013 8:28 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,216.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>						SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A		09/12/2013 8:28 am	2	-	COMGEN	1,216.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	X	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/12/2013 8:29:00AM</td> <td>1,216.4</td> <td>0</td> <td>P</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WD65447 0.50 F</p>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/12/2013 8:29:00AM	1,216.4	0	P	00
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																														
A		09/12/2013 8:28 am	2	-	COMGEN	1,216.4																																														
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X	O	1	00	O	0																																															
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																																
9/12/2013 8:29:00AM	1,216.4	0	P	00																																																
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td>09/13/2013 7:26 am</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,218.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 19-Sep-2013. Upgrade to Red X Status on 24-Sep-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>						SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A		09/13/2013 7:26 am	1	-	COMGEN	1,218.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/13/2013 8:16:00AM</td> <td>1,218.4</td> <td>0</td> <td>3</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.50 F</p>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/13/2013 8:16:00AM	1,218.4	0	3	00
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																														
A		09/13/2013 7:26 am	1	-	COMGEN	1,218.4																																														
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																															
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O	O	1	00	O	0																																															
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																																
9/13/2013 8:16:00AM	1,218.4	0	3	00																																																
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 13-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING</p>						<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>																																														

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 13-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>
<p>DATE SEQ NO STATUS WUC 13-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX COVER</p>	<p>ACTION TAKEN: REMOVED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>
<p>DATE SEQ NO STATUS WUC 13-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQD</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>
<p>DATE SEQ NO STATUS WUC 13-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBO INV REQD</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 NC949518 0.10 F</p>

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	A	09/13/2013 7:26 am	2	-	COMGEN	1,218.4	9/19/2013 9:32:00AM	1,226.4	0	G	00
<p>FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Due at: 18-Sep-2013. Upgrade to Red X Status on 22-Sep-2013</p>						<p>ACTION TAKEN: COMPLETED</p>					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				RT548619	1.00	O
O	O	1	00	O	6						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	A	09/13/2013 7:26 am	3	-	COMGEN	1,218.4	9/16/2013 2:09:23AM				04A
<p>FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE. Due at: 15-Sep-2013. Upgrade to Red X Status on 16-Sep-2013</p>						<p>ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:2 on 9/16/2013. All 2408-13-2 write-ups were re-assigned to new fault</p>					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
O	O	1	04A	O	3						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/13/2013 7:26 am	4		COMGEN	1,218.4	9/16/2013 2:09:23AM				04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE. Due at 15-Sep-2013. Upgrade to Red X Status on 16-Sep-2013						ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:3 on 9/16/2013. All 2408-13-2 write-ups were re-assigned to new fault					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
O	O	1	04A	O	3						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/13/2013 7:26 am	5	-	COMGEN	1,218.4	10/9/2013 6:14:00PM	1,264.5	0	L	05A02
FAULT WRITE-UP: INSP A501 - STABILATOR ASSEMBLY. Due at 15-Oct-2013. Upgrade to Red X Status on 15-Nov-2013						ACTION TAKEN: INSP COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AR028999	2.00	O
O	O	1	05A02	O	26				KS289504	2.00	F
DELAY											

===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
13-Sep-2013	1	X	05A02	REINSTALLED							
FAULT WRITE-UP: REMOVED LOWER STAB FAIRING HDWR				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
13-Sep-2013	2	X	05A02	REINSTALLED							
FAULT WRITE-UP: REMOVED LOWER STAB FAIRING				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
13-Sep-2013	3	X	05A02	REINSTALLED							
FAULT WRITE-UP: REMOVED UPPER STAB FAIRING HDWR				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
13 ep 2013	4	X	05A02	REINSTALLED							
FAULT WRITE-UP: REMOVED UPPER STAB FAIRING				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
13-Sep-2013	5	X	05A02	RECONNECTED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P985 FROM L/H STAB									
13-Sep-2013	6	X	05A02	RECONNECTED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P984 FROM R/H STAB									
13-Sep-2013	7	X	05A02	ADJUSTED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: RETRACTED STAB LOCKPINS (2EA)									
13-Sep-2013	8	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED HDWR FROM FWRD L/H TAB (2EA)									
13-Sep-2013	9	X	05A02	REINSTALLED AND TORQUED TO 50 IN LBS	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED NUT FROM FWD L/H STAB									
13-Sep-2013	10	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE UP REMOVED HDWR FROM AFT L/H STAB (2EA)									
13-Sep-2013	11	X	05A02	REINSTALLED AND TORQUED TO 50 IN LBS	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED NUT FROM AFT L/H STAB									
13-Sep-2013	12	X	05A02	REIN TALLED	RT548619	0.2	AR028999 KS289504	0.20 0.20	D D
FAULT WRITE-UP: REMOVED L/H STAB									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
13-Sep-2013	13	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED L/H STAB HDWR RETAINER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>KS289504</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	KS289504	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	KS289504	0.20	D										
13-Sep-2013	14	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED HDWR FROM L/H STAB HDWR RETIANER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	15	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED R/H STAB HDWR RETAINERS (2EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>KS289504</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	KS289504	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	KS289504	0.20	D										
13-Sep-2013	16	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED HDWR FROM R/H TAB HDWR RETAINER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	17	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED FWD R/H STAB HDWR (2EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	18	X	05A02	REINSTALLED AND TORQUED TO 600 IN LBS										
FAULT WRITE UP REMOVED R/H FWD STAB HDWR NUT				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	19	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED R/H AFT STAB HDWR (2EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	20	X	05A02	REIN TALLED AND TORQUED TO 50 IN LB										
FAULT WRITE-UP: REMOVED AFT R/H STAB HDWR NUT				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
13-Sep-2013	21	X	05A02	REPLACED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED SAFTEYS (4EA) FROM OUTBOARD STAB HDWR									
13-Sep-2013	22	X	05A02	REPLACED	RT548619	0.2	KS289504	0.50	D
FAULT WRITE-UP: REMOVED COTTER PINS FROM OUTBOARD STAB HDWR (4EA)									
13-Sep-2013	23	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED UPPER OUTER STAB FAIRING HDWR (4EA)									
13-Sep-2013	24	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED UPPER OUTER TAB FAIRING (2EA)									
13-Sep-2013	25	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED LOWER OUTER STAB FAIRING HDWR (4EA)									
13-Sep-2013	26	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE UP REMOVED OUTER LOWER STAB FAIRING (2EA)									
13-Sep-2013	27	X	05A02	REINSTALLED	RT548619	0.2	AR028999 KS289504	0.20 0.20	D D
FAULT WRITE-UP: REMOVED R/H OUTBOARD STAB									
13-Sep-2013	28	X	05A02	REIN TALLED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED CLAMPS SECURING WIRE HARNESS TO TAIL PYLON									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
13-Sep-2013	29	X	05A02	REINSTALLED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED HDWR (3EA) FROM LOWER STAB ACTUATOR									
13-Sep-2013	30	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED BUSHINGS, (2EA) FROM LOWER STAB ACTUATOR									
13-Sep-2013	31	X	05A02	REINSTALLED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED RUBBER BUSHINGS (2EA) FROM LOWER STAB ACTUATOR HDWR									
13-Sep-2013	32	X	05A02	REINSTALLED AND TORQUED TO 250 IN LBS	RT548619	0.2	KS289504	0.30	D
FAULT WRITE-UP: REMOVED NUT FROM LOWER TAB ACTUATOR HDWR									
13-Sep-2013	33	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED HDWR (3EA) FROM LOWER STAB POSITIONING ACTUATOR ROD									
13-Sep-2013	34	X	05A02	REINSTALLED AND TORQUED TO 21 IN LBS	RT548619	0.2	KS289504	0.20	D
FAULT WRITE UP: REMOVED NUT FROM LOWER STAB POSITIONING ACTUATOR ROD									
13-Sep-2013	35	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED HDWR FROM L/H CENTER STAB ATTACHMENT FITTING									
13-Sep-2013	36	X	05A02	REIN TALLED AND TORQUED TO 50 IN LB	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED NUT FROM L/H CENTER STAB ATTACHMENT FITTING HDWR									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
13-Sep-2013	37	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED RETAINER HDWR FROM R/H CENTER STAB ATTACHMENT HDWR									
13-Sep-2013	38	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED RETAINER FROM R/H CENTER STAB ATTACHMENT HDWR									
13-Sep-2013	39	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED R/H CENTER STAB ATTACHMENT HDWR (4EA)									
13-Sep-2013	40	X	05A02	REINSTALLED	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED BU HING (2EA) FROM R/H CENTER TAB ATTACHMENT HDWR									
13-Sep-2013	41	X	05A02	REINSTALLED AND TORQUED TO 50 IN LBS	RT548619	0.2	AR028999	0.20	D
FAULT WRITE-UP: REMOVED NUT FROM R/H CENTER STAB ATTACHMENT HWDR									
13-Sep-2013	42	X	05A02	REPLACED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE UP REMOVED COTTER PINS (2EA) FROM CENTER STAB ATTACMENT HDWR									
13-Sep-2013	43	X	05A02	RECONNECTED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P620R FROM J620R (CENTER STAB)									
13-Sep-2013	44	X	05A02	REIN TALLED	RT548619	0.2	KS289504	0.20	D
FAULT WRITE-UP: REMOVED L/H LOCKPIN PULLER HDWR (6EA)									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
13-Sep-2013	45	X	05A02	REINSTALLED AND TORQUED TO 45 IN LBS										
FAULT WRITE-UP: REMOVED NUTS (2EA) FROM L/H LOCKPIN PULLER HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>KS289504</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	KS289504	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	KS289504	0.20	D										
13-Sep-2013	46	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED HDWR FROM L/H NUT ASSEMBLY				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	47	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED L/H LOCKPIN ASSEMBLY				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	48	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED HDWR FROM R/H LOCKPIN ASSEMBLY (6EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	49	X	05A02	REINSTALLED AND TORQUED TO 45 IN LBS										
FAULT WRITE-UP: REMOVED NUTS (2EA) FROM R/H LOCKPIN HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	50	X	05A02	REINSTALLED										
FAULT WRITE UP: REMOVED HDWR FROM R/H NUT ASSEMBLY				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	51	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED R/H LOCKPIN ASSEMBLY				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										
13-Sep-2013	52	X	05A02	REINSTALLED										
FAULT WRITE-UP: REMOVED WASHERS (2EA) FROM R/H LOCKPIN				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AR028999</td> <td>0.20</td> <td>D</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AR028999	0.20	D
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AR028999	0.20	D										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 13-Sep-2013 53 X 05A02</p> <p>FAULT WRITE-UP: REMOVED WASHERS (2EA) FROM L/H LOCKPIN ASSEMBLY</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DATE SEQ NO STATUS WUC 13-Sep-2013 54 X 05A02</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQ</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DATE SEQ NO STATUS WUC 13-Sep-2013 55 X 05A02</p> <p>FAULT WRITE-UP: FOD CHECK REQ</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/13/2013 7:26 am 6 - COMGEN 1,218.4</p> <p>FAULT WRITE-UP: INSP A502 - INSPECT AND TEST GROUND RECEPTACLE IAW TM 1-1500-204-23. Due at: 15-Oct-2013. Upgrade to Red X Status on 15-Nov-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 2</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/15/2013 4:57:00PM 1,225.4 0 6 00</p> <p>ACTION TAKEN: COMPLETED, INSP FOUND OK</p> <p>TIPID MMH PID MMH TYPE JM939297 0.10 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/13/2013 8:17 am 7 - COMGEN 1,218.4</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/13/2013 8:18:00AM 1,218.4 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NC949518 0.50 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/14/2013 8:17 am 1 - COMGEN 1,222.4</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 20-Sep-2013. Upgrade to Red X Status on 25-Sep-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/14/2013 8:23:00AM 1,222.4 0 P 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WD65447 0.50 F</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 14-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>	<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																								
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD I/G/B COVER</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																								
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: RMVD T/R GEARBOX COVER</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WD654474 0.10 F</p>																																								
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																								
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RW542681 0.1 WD654474 0.10 F</p>																																								
<p>DISCOVERY</p> <p>SYSTEM</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>09/14/2013 8:17 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,222.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 17-Sep-2013 or 1229.5 Hours. Upgrade to Red X Status on 19-Sep-2013 or 1231.5 Hours</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>3</td> </tr> </tbody> </table> <p>DELAY</p>	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	09/14/2013 8:17 am	2	-	COMGEN	1,222.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	3	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/17/2013 3:49:00PM</td> <td>1,225.4</td> <td>0</td> <td>3</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMP</p> <p>TIPID MMH PID MMH TYPE NC949518 0.10 F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/17/2013 3:49:00PM	1,225.4	0	3	00
CODE	DATE / TIME	NO	STATUS	PID	HOURS																																				
A	09/14/2013 8:17 am	2	-	COMGEN	1,222.4																																				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																				
DISC	REC	EFF		TYPE	DAYS																																				
O	O	1	00	O	3																																				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																					
9/17/2013 3:49:00PM	1,225.4	0	3	00																																					
<p>DISCOVERY</p> <p>SYSTEM</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>09/14/2013 8:24 am</td> <td>3</td> <td>-</td> <td>COMGEN</td> <td>1,222.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY USCENTCOM FOIA 14-0177 & 14-0179</p>	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	09/14/2013 8:24 am	3	-	COMGEN	1,222.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	X	O	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/14/2013 8:25:00AM</td> <td>1,222.4</td> <td>0</td> <td>P</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WD65447 0.50 F</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/14/2013 8:25:00AM	1,222.4	0	P	00
CODE	DATE / TIME	NO	STATUS	PID	HOURS																																				
A	09/14/2013 8:24 am	3	-	COMGEN	1,222.4																																				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																				
DISC	REC	EFF		TYPE	DAYS																																				
X	O	1	00	O	0																																				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																					
9/14/2013 8:25:00AM	1,222.4	0	P	00																																					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/14/2013 9:27 pm	4		COMGEN	1,225.4	9/17/2013 4:13:00PM	1,225.4	0	P	00
FAULT WRITE-UP: INSP A110 - 40 HOUR INSPECTION. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NC949518	5.00	F
O	O	1	00	O	3						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	1	X	00								
FAULT WRITE-UP: REMOVED ROTOR BRAKE HEAT HEILD ATTACHMENT HARDWARE				ACTION TAKEN: REPLACED TQ. 105 IN LBS.							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	2	X	00								
FAULT WRITE-UP: REMOVED ROTOR BRAKE HEAT SHEILD				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	3	X	00								
FAULT WRITE UP REMOVED OIL COOLER ACCESS PANNEL ATTACHMENT HARDWARE				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	4	X	00								
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANNEL RUBBER GASKET				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	5	X	00								
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL				ACTION TAKEN: REIN TALLED							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							
DATE	SEQ NO	STATUS	WUC								
14-Sep-2013	6	X	00								
FAULT WRITE-UP: REMOVED APU FUEL ENCLOSURE COVER				ACTION TAKEN REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RW542681	0.1	NC949518	0.10	F							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
14-Sep-2013	7	X	00	REINSTALLED										
FAULT WRITE-UP: REMOVED L/H TAIL CONE ACCESS PANNEL ATTACHMENT HARDWARE				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RW542681</td> <td>0.1</td> <td>NC949518</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RW542681	0.1	NC949518	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RW542681	0.1	NC949518	0.10	F										
14-Sep-2013	8	X	00	REINSTALLED										
FAULT WRITE-UP: REMOVED L/H TAIL CONE ACCESS PANNEL				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RW542681</td> <td>0.1</td> <td>NC949518</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RW542681	0.1	NC949518	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RW542681	0.1	NC949518	0.10	F										
14-Sep-2013	9	-	00	COMPLETED PASSED. BLUE YELLOW UPPER AXIAL 0.001 IN, RADIAL 0.002 IN. LOWER AXIAL 0.009 IN, RADIAL 0.002 IN. RED BLACK UPPER AXIAL 0.003 IN, RADIAL 0.002 IN, LOWER AXIAL 0.004 IN, RADIAL 0.002 IN.										
FAULT WRITE-UP: INSPECTION OF SCISSOR BEARINGS REQUIRED				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JM939297</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JM939297	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JM939297	0.10	F										
14-Sep-2013	10	-	00	COMPLETED, PASSED. BLUE YELLOW AXIAL 0.025 IN, RADIAL 0.005, RED BLACK AXIAL 0.020 IN, RADIAL 0.004 IN.										
FAULT WRITE-UP: INSPECTION OF SCISSOR ATTACHMENT BEARINGS REQUIRED				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JM939297</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JM939297	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JM939297	0.10	F										
14-Sep-2013	11	/	00	WRITE UP ENTERED IN ERROR, DID NOT REMOVE										
FAULT WRITE-UP: REMOVED 5EA CABIN CEILING SOUND PROOFING				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JC890533</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JC890533	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JC890533	0.10	F										
14-Sep-2013	12	/	00	RAISED										
FAULT WRITE-UP: LOWERED 5EA CABIN CEILING SOUND PROOFING				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JC890533</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JC890533	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JC890533	0.10	F										
14-Sep-2013	13	/	00	REINSTALLED										
FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX COVERS				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JC890533</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JC890533	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JC890533	0.10	F										
14-Sep-2013	14	/	00	REINSTALLED										
FAULT WRITE-UP: REMOVED T/R GEAR BOX COVER				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td></td> <td></td> <td>JC890533</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE			JC890533	0.10	F
TIPID	MMH	PID	MMH	TYPE										
		JC890533	0.10	F										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
14-Sep-2013	15	/	00	REINSTALLED			JC890533	0.10	F
FAULT WRITE-UP: REMOVED L/H SHOULDER FAIRING COVER									
14-Sep-2013	16	/	00	REINSTALLED			JC890533	0.10	F
FAULT WRITE-UP: REMOVED R/H SHOULDER FAIRING COVER									
14-Sep-2013	17	/	00	REINATLLED			JC890533	0.10	F
FAULT WRITE-UP: REMOVED L/H STRUT PANEL									
14-Sep-2013	18	/	00	REINSTALLED			JC890533	0.10	F
FAULT WRITE-UP: REMOVED R/H TRUT PANEL									
14-Sep-2013	19	/	00	REINSTALLED			JC890533	0.10	F
FAULT WRITE-UP: LOWERED XMSN DRIP PAN									
14-Sep-2013	20	X	00	COMPLETE	RW542681	0.1	JM939297	0.10	F
FAULT WRITE UP FOD CHECK REQD									
14-Sep-2013	21	X	00	COMPLETE	RW542681	0.1	JM939297	0.10	F
FAULT WRITE-UP: TOOLBOX INV REQD									
14-Sep-2013	22	X	00	REIN TALLED	RW542681	0.1	JM939297	1.00	F
FAULT WRITE-UP: RMVD LEFT M/L/G STRUT PANEL									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
14-Sep-2013	23	X	00	REINSTALLED	RW542681	0.1	JM939297	1.00	F
FAULT WRITE-UP: RMVD RIGHT M/L/G STRUT PANEL									
14-Sep-2013	24	X	00	REINSTALLED	RW542681	0.1	JM939297	0.20	F
FAULT WRITE-UP: RMVD 2(EA) ENGINE STARTER PLUGS									
14-Sep-2013	25	X	00	CLOSED	RW542681	0.1	JM939297	0.10	F
FAULT WRITE-UP: OPENED SEC 4 DRIVE SHAFT COVER									
14-Sep-2013	26	X	00	ZIPPED	DH924124	1.0	TE505879	0.10	F
FAULT WRITE-UP: UNZIPPED 4 EA COPILOT FLIGHT CONTROL ZIPPER									
14-Sep-2013	27	X	00	ZIPPED	DH924124	0.2	TE505879	0.10	F
FAULT WRITE-UP: UNZIPPED 4 EA PILOTS FLIGHT CONTROL ZIPPERS									
14-Sep-2013	28	X	00	REINST	DH924124	1.0	JM939297	0.10	F
FAULT WRITE UP RMVD #1 ENGINE STARTER OIL CAP									
14-Sep-2013	29	X	00	REINST	DH924124	0.2	JM939297	0.10	F
FAULT WRITE-UP: RMVD #2 ENGINE STARTER OIL CAP									
14-Sep-2013	30	/	00	REIN T			JM939297	0.10	F
FAULT WRITE-UP: RMVD RH FUEL ENCLOSURE PANEL									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
14-Sep-2013	31	X	00	COMP	DH924124	0.5	TE505879	0.30	F
FAULT WRITE-UP: TOOLBOX INVENTORY REQD									
14-Sep-2013	32	X	00	COMP	DH924124	0.5	TE505879	0.10	F
FAULT WRITE-UP: TOOLBOX INVENTORY DUE									
14-Sep-2013	33	X	00	RMVD	DH924124	0.2	CH118377	0.10	D
FAULT WRITE-UP: PLACED BAG ON MIXER									
14-Sep-2013	34	X	00	RMVD	DH924124	0.5	CH118377	0.20	D
FAULT WRITE-UP: PLACED BAG OVER HYDRAULIC RE ERVOIR									
14-Sep-2013	35	X	00	RMVD	DH924124	0.3	CH118377	0.10	D
FAULT WRITE-UP: PLACED BAG OVER XMSN OIL DIPSTICK									
14-Sep-2013	36	X	00	RMVD	DH924124	0.3	CH118377	0.10	D
FAULT WRITE UP PLACED BAG OVER XMSN FILL PORT									
14-Sep-2013	37	X	00	RMVD	DH924124	0.2	CH118377	0.10	D
FAULT WRITE-UP: PLACED BAG OVER #1 GENERATOR									
14-Sep-2013	38	X	00	RMVD	DH924124	0.2	CH118377	0.10	D
FAULT WRITE-UP: PLACED BAG OVER #2 GENERATOR									

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 14-Sep-2013 39 X 00</p> <p>FAULT WRITE-UP: PLACED BAG OVER BACKUP PUMP ELEC MOTOR</p>				<p>ACTION TAKEN: RMVD</p> <p>TIPID MMH PID MMH TYPE DH924124 0.2 CH118377 0.10 D</p>																																																
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 40 X 00</p> <p>FAULT WRITE-UP: PLACED BAG OVER APU DIPSTICK</p>				<p>ACTION TAKEN: RMVD</p> <p>TIPID MMH PID MMH TYPE DH924124 0.2 CH118377 0.10 D</p>																																																
<p>DATE SEQ NO STATUS WUC 14-Sep-2013 41 X 00</p> <p>FAULT WRITE-UP: RMVD PYLON SLIDING COVER</p>				<p>ACTION TAKEN: REINST</p> <p>TIPID MMH PID MMH TYPE DH924124 1.0 JM939297 0.10 F</p>																																																
<p>DISCOVERY</p> <p>SYSTEM</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>09/14/2013 9:27 pm</td> <td>5</td> <td>-</td> <td>COMGEN</td> <td>1,225.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A112 - 40 HOUR APU INLET BARRIER FILTER INSPECTION. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>15B</td> <td>O</td> <td>3</td> </tr> </tbody> </table> <p>DELAY</p>				CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	09/14/2013 9:27 pm	5	-	COMGEN	1,225.4	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	15B	O	3	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/17/2013 3:50:00PM</td> <td>1,225.4</td> <td>0</td> <td>3</td> <td>15B</td> </tr> </tbody> </table> <p>ACTION TAKEN: REINST TQ HDWR 2 BOLTS TO 25 IN LBS</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>TE505879</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/17/2013 3:50:00PM	1,225.4	0	3	15B	TIPID	MMH	PID	MMH	TYPE			TE505879	0.20	F
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CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
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Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/16/2013 2:09 am	1		COMGEN	1,225.4	9/17/2013 3:50:00PM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 22-Sep-2013. Upgrade to Red X Status on 27-Sep-2013						ACTION TAKEN: COMP IN CONJUNCTION WITH 40 HR INSP @ 1125.4 HRS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TE505879	0.10	F
O	O	1	00	O	1						
DELAY											
	A	09/16/2013 2:09 am	4	-	COMGEN	1,225.4	9/17/2013 3:51:00PM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A103 - AIRCRAFT WASH DUE. Due at: 18-Sep-2013. Upgrade to Red X Status on 19-Sep-2013						ACTION TAKEN: COMP IN CONJUNCTION WITH 40 HR INSP @ 1125.4 ACFT HRS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TE505879	1.00	F
O	O	1	00	O	1				JM939297	1.00	F
DELAY											
	A	09/16/2013 11:21 am	5	-	COMGEN	1,225.4	9/16/2013 11:22:00AM	1,225.4	0	6	15
FAULT WRITE-UP: INSP A802 - APU HISTORY RECORDER READINGS DUE. Due at: 14-Sep-2013. Upgrade to Red X Status on 18-Sep-2013						ACTION TAKEN: APU SN: SP-E-846021 HRS:124 EVENTS: 623					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NC949518	0.10	F
O	O	1	15	O	0						
DELAY											
	A	09/17/2013 3:53 pm	1	-	COMGEN	1,225.4	9/17/2013 3:54:00PM	1,225.4	0	3	00
FAULT WRITE UP PMD INSPECTION DUE						ACTION TAKEN COMP AT 1225.4 ACFT HRS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TE505879	0.50	F
X	O	1	00	O	0						
DELAY											

Report Date: 30-Dec-2013

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CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 7:29 am	1		COMGEN	1,225.4	9/21/2013 2:42:00PM	1,226.4	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 24-Sep-2013. Upgrade to Red X Status on 29-Sep-2013						ACTION TAKEN: COMPLETED ON SEPT. 18, PID BC794224					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AL587015	0.10	D
O	O	1	00	O	3						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 12:43 pm	2	-	COMGEN	1,225.4	9/19/2013 8:21:00AM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A842 - VISUALLY INSPECT THE SUPPORT BEAM AT STA. 308 FOR CRACKS INSPECT RBL AND LBL 34.5 JOINT LOWER CAPS AT AFT SIDE OF JOINTS FOR CRACKS. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH968309	0.10	O
O	O	1	00	O	1						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 12:43 pm	3		COMGEN	1,225.4	9/19/2013 8:22:00AM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A843 - INSPECT FRAME AT STA 485 (AROUND FUSELAGE FITTINGS AND UPPER LH STRINGERS) FOR CRACKS. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH968309	0.10	O
O	O	1	00	O	1						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 12:43 pm	4		COMGEN	1,225.4	9/19/2013 8:22:00AM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A844 - PERFORM A COIN TAP INSPECTION OF SKIN TO SPAR BOND ON OUTBOARD STABILATOR PANELS. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH968309	0.10	O
O	O	1	00	O	1						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 12:43 pm	5		COMGEN	1,225.4	9/19/2013 8:22:00AM	1,225.4	0	3	00
FAULT WRITE-UP: INSP A846 - PERFORM MAIN ROTOR BLADE ROOT LAMINATES INSPECTIONS. Due at: 1229.5 Hours. Upgrade to Red X Status on 1233.6 Hours						ACTION TAKEN: COMPLETED					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS			CH968309	0.10	0
	O	O	1	00	O	1					
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2013 3:53 pm	6		COMGEN	1,226.4	9/18/2013 3:55:00PM	1,226.4	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETE					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS			BC794224	0.50	0
	X	O	1	00	O	0					
DELAY											

===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
18-Sep-2013	1	/	02	RAISED							
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				TIPID	MMH	PID	MMH	TYPE			
						MG234154	0.10	D			
18-Sep-2013	2	/	02	REINSTALLED							
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						MG234154	0.10	D			
18-Sep-2013	3	/	02	REINSTALLED							
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						MG234154	0.10	D			
18-Sep-2013	4	X	00	COMPLETED							
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				A 664506	0.1	MG234154	0.20	D			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
18-Sep-2013	5	X	00	COMPLETED				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE
				AS664506	0.1	MG234154	0.20	D

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		09/21/2013 4:33 pm	1	-	COMGEN	1,226.4
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 25-Sep-2013. Upgrade to Red X Status on 26-Sep-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	00	0	4	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
9/25/2013 1:22:00PM	1,228.2	0	3	00	
ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE	
		JC531087	0.30	D	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		09/25/2013 7:02 am	1	-	COMGEN	1,226.4
FAULT WRITE-UP: INSP A510 - UNDERWATER BEACON INSPECTION. Due at: 18-Oct-2013. Upgrade to Red X Status on 06-Nov-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
0	0	1	19E03B	0	27	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
10/22/2013 1:26:00PM	1,279.3	0	6	19E03B	
ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE	
		WP06150	0.30	F	

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
A		09/25/2013 12:55 pm	2	-	COMGEN	1,228.2
FAULT WRITE-UP: PMD INSPECTION DUE						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
X	0	1	00	0	0	
DELAY						

CORRECTION					
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
9/25/2013 2:06:00PM	1,228.2	0	3	00	
ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE	
		JC531087	0.10	D	

===== 13-2s to Follow =====								
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
25-Sep-2013	1	/	00	REINSTALLED				
FAULT WRITE-UP: RMVD T/R GB COVER				TIPID	MMH	PID	MMH	TYPE
						JC531087	0.10	D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
25-Sep-2013	2	/	00	REIN TALLED				
FAULT WRITE-UP: RMVD I/M/G/B COVER				TIPID	MMH	PID	MMH	TYPE
						JC531087	0.10	D

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 25-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LWD AFT SOUND PROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE JC531087 0.10 D</p>					
<p>DATE SEQ NO STATUS WUC 25-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INV REQD</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 JC531087 0.10 D</p>					
<p>DATE SEQ NO STATUS WUC 25-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: FOD CHK DUE</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 JC531087 0.10 D</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/26/2013 3:06 am 1 - COMGEN 1,228.2</p> <p>FAULT WRITE-UP: INSP A003 - ENGINE RUN-UP FOR FLYABLE STORAGE. Due at: 02-Oct-2013. Upgrade to Red X Status on 04-Oct-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 04A O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/26/2013 3:10:00AM 1,228.2 0 1 04A</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.10 O</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/26/2013 1:04 pm 2 - COMGEN 1,230.2</p> <p>FAULT WRITE-UP: PMD IN PECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/26/2013 1:07:00PM 1,230.2 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.50 O</p>					
<p>===== 13-2s to Follow =====</p>									
<p>DATE SEQ NO STATUS WUC 26-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>					
<p>DATE SEQ NO STATUS WUC 26-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>					

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 26-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>						
<p>DATE SEQ NO STATUS WUC 26-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 CM178765 0.20 0</p>						
<p>DATE SEQ NO STATUS WUC 26-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: NOT USED. MULTITOOL CM178765 ACCOUNTED FOR</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 CM178765 0.20 0</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/27/2013 2:34 pm 1 - COMGEN 1,234.9</p> <p>FAULT WRITE-UP: INSP A009 - SPINDLE LUG INSPECTION. Due at: 1240.2 Hours. Upgrade to Red X Status on 1241.3 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 05A011 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/27/2013 2:37:00PM 1,234.9 0 3 05A011</p> <p>ACTION TAKEN: COMPLETED IN CONJUNCTION WITH PMD</p> <p>TIPID MMH PID MMH TYPE JC531087 0.10 D</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 09/27/2013 2:34 pm 2 - COMGEN 1,234.9</p> <p>FAULT WRITE-UP: PMD IN PECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 9/27/2013 3:34:00PM 1,234.9 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AL587015 1.00 D JC531087 1.00 D</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC 27-Sep-2013 1 / 00</p> <p>FAULT WRITE-UP: REMOVED I/G/B COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE AL587015 0.10 D</p>						
<p>DATE SEQ NO STATUS WUC 27-Sep-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED T/G/B COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE AL587015 0.30 D</p>						

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 27-Sep-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED SOUNDPROOF</p>				<p>ACTION TAKEN: RAISED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>AL587015</td> <td>0.10</td> <td>D</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE			AL587015	0.10	D																																													
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DR889242	0.2	JC531087	0.30	D																																																											
		AL587015	0.30	D																																																											
		CC421839	0.30	D																																																											
<p>DATE SEQ NO STATUS WUC 27-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY DUE</p>				<p>ACTION TAKEN: TOOLBOX NOT USED MULTITOOL USED WITH PID AL587015 CC421839</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DR889242</td> <td>0.2</td> <td>JC531087</td> <td>0.10</td> <td>D</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DR889242	0.2	JC531087	0.10	D																																													
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																									
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<p>DATE SEQ NO STATUS WUC 28 ep 2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>JH318978</td> <td>0.30</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE			JH318978	0.30	F																																													
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<p>DATE SEQ NO STATUS WUC 28-Sep-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>JH318978</td> <td>0.30</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE			JH318978	0.30	F																																													
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Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 28-Sep-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DR889242</td> <td>0.2</td> <td>JH318978</td> <td>0.30</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>AH902017</td> <td>0.30</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DR889242	0.2	JH318978	0.30	F			AH902017	0.30	F																																					
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<p>DATE SEQ NO STATUS WUC 28-Sep-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: PERSONAL TOOL USED JH318978</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DR889242</td> <td>0.2</td> <td>JH318978</td> <td>0.30</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DR889242	0.2	JH318978	0.30	F																																										
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																						
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TIPID	MMH	PID	MMH	TYPE																																																								
		AT145757	0.10	O																																																								
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td>09/30/2013 1:05 pm</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,244.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: IN P A009 PINDLE LUG IN PECTION Due at 1244.9 Hours Upgrade to Red X Status on 1246.0 Hours</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>05A011</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>				SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A		09/30/2013 1:05 pm	1	-	COMGEN	1,244.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	05A011	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/30/2013 3:50:00PM</td> <td>1,244.4</td> <td>0</td> <td>3</td> <td>05A011</td> </tr> </tbody> </table> <p>ACTION TAKEN: IN P OK</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td></td> <td></td> <td>AT145757</td> <td>0.20</td> <td>F</td> </tr> </table>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/30/2013 3:50:00PM	1,244.4	0	3	05A011	TIPID	MMH	PID	MMH	TYPE			AT145757	0.20	F
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																						
A		09/30/2013 1:05 pm	1	-	COMGEN	1,244.4																																																						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																																							
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O	O	1	05A011	O	0																																																							
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																						
A		09/30/2013 1:06 pm	2	-	COMGEN	1,244.4																																																						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																																							
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TIPID	MMH	PID	MMH	TYPE																																																								
		AT145757	0.20	O																																																								

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
30-Sep-2013	1	/	02	REINSTALLED			AT145757 AL587015	0.20 0.20	F O
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING									
30-Sep-2013	2	X	02	COMPLETED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: FOD CK DUE									
30-Sep-2013	3	X	02	COMPLETED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: TOOLBOX INVENTORY DUE									
30-Sep-2013	4	/	02C15E	REINSTALLED			MG234154	0.10	D
FAULT WRITE-UP: T/R G/B COVER RMVD									
30-Sep-2013	5	/	02C12J	REINSTALLED			MG234154	0.10	D
FAULT WRITE-UP: I/G/B COVER RMVD									
30-Sep-2013	6	X	00	COMPLETED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE UP POST TOOLBOX INVENTORY REQUIRED									
30-Sep-2013	7	/	00	ENTERED IN ERROR			AT145757	0.20	F
FAULT WRITE-UP: REMOVED TRANSMISSION DRIP PAN									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/01/2013 7:26 am	1		COMGEN	1,244.4	10/9/2013 10:14:00AM	1,264.5	0	G	03B
FAULT WRITE-UP: INSP A270 - TAIL WHEEL BEARINGS LUBRICATION. Due at: 15-Oct-2013 or 1509.5 Hours. Upgrade to Red X Status on 25-Oct-2013 or 1514.5 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AR028999	2.00	F
O	O	1	03B	O	8						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	1	X	03B								
FAULT WRITE-UP: REMOVED T/W NUT FROM AXLE				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	2	X	03B								
FAULT WRITE-UP: REMOVED WASHER FROM AXLE				ACTION TAKEN: REPLACED							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	3	X	03B								
FAULT WRITE-UP: REMOVED AXLE FROM FORK				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	4	X	03B								
FAULT WRITE-UP: REMOVED BEARING RETAINER (2EA) FROM T/W				ACTION TAKEN: REPLACED TID BY SSG WASHINGTON							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	5	X	03B								
FAULT WRITE-UP: REMOVED BEARINGS (2EA) FROM T/W				ACTION TAKEN: REPLACED TID BY SSG WASHINGTON							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			
DATE	SEQ NO	STATUS	WUC								
01-Oct-2013	6	X	03B								
FAULT WRITE-UP: REMOVED T/LG TIRE				ACTION TAKEN: REINSTALLED TID BY SSG WASHINGTON							
				TIPID	MMH	PID	MMH	TYPE			
				RT548619	0.2	AR028999	0.20	D			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 01-Oct-2013 7 X 03B</p> <p>FAULT WRITE-UP: REMOVED SPACERS (2EA) FROM T/W</p>				<p>ACTION TAKEN: REINSTALLED T/D BY SSG WASHINGTON</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DATE SEQ NO STATUS WUC 01-Oct-2013 8 X 03B</p> <p>FAULT WRITE-UP: FOD CHECK REQ</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DATE SEQ NO STATUS WUC 01-Oct-2013 9 X 03B</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQ</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 AR028999 0.20 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/01/2013 3:56 pm 3 - COMGEN 1,246.0</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/1/2013 4:22:00PM 1,246.0 0 1 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 1.00 O</p>				
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 01-Oct-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN OUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>DATE SEQ NO STATUS WUC 01-Oct-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>DATE SEQ NO STATUS WUC 01-Oct-2013 3 / 00</p> <p>FAULT WRITE UP REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>				<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>				

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION:

15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 01-Oct-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 CM178765 0.20 O</p>					
<p>DATE SEQ NO STATUS WUC 01-Oct-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: NOT USED. MULTITOOL CM178765 USED AND ACCOUNTED FOR</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 CM178765 0.20 O</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/02/2013 7:03 am 1 - COMGEN 1,246.0</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 07-Oct-2013. Upgrade to Red X Status on 08-Oct-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 2</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/4/2013 4:42:00PM 1,253.2 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AL587015 1.00 D</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/04/2013 3:14 am 1 - COMGEN 1,246.0</p> <p>FAULT WRITE-UP: INSP A385 - LUBRICATION OF SWASHPLATE. Due at 08-Nov-2013 or 1415 Hours. Upgrade to Red X Status on 09-Dec-2013 or 1420 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 05B03A O 43</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/16/2013 6:22:00PM 1,292.9 0 2 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE AL587015 0.50 F</p>					
<p>===== 13-2s to Follow =====</p>									
<p>DATE SEQ NO STATUS WUC 04-Oct-2013 1 X 05A03A14</p> <p>FAULT WRITE-UP: RMVD HDWR OF INNER BEARING RETAINER RING TO SWASHPLATE</p>				<p>ACTION TAKEN: REINSTALLED TQ TO 194 IN/LBS</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 AL587015 0.50 F</p>					
<p>DATE SEQ NO STATUS WUC 04 Oct 2013 2 X 05A03A02A</p> <p>FAULT WRITE-UP: RMVD INNER BEARING RETAINER RING FROM SWASHPLATE ASSY</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 AL587015 0.10 F</p>					
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>									

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE SEQ NO STATUS WUC 04-Oct-2013 3 X 00 FAULT WRITE-UP: FOD CHECK REQ				ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE BK944665 0.1 AL587015 0.50 F				
DATE SEQ NO STATUS WUC 04-Oct-2013 4 X 00 FAULT WRITE-UP: TOOLBOX INV CHECK REQ				ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE BK944665 0.1 AL587015 0.50 F				
DISCOVERY SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/04/2013 3:14 am 2 - COMGEN 1,246.0 FAULT WRITE-UP: INSP A538 - FAT/OAT GAUGE INSPECTION/TEST. Due at: 08-Nov-2013. Upgrade to Red X Status on 09-Dec-2013.				CORRECTION DATE / TIME HOURS ROUNDS ACTCD WUC 11/17/2013 4:47:00AM 1,292.9 0 C 08B01 ACTION TAKEN: REPLACED TIPID MMH PID MMH TYPE JR473918 1.00 F DR679471 1.00 F				
WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 08B01 O 44 DELAY				===== 13-2s to Follow ===== DATE SEQ NO STATUS WUC 04-Oct-2013 1 / 08B01 FAULT WRITE UP RMVD NO.1 SIDE F.A.T GAUGE				
DATE SEQ NO STATUS WUC 04-Oct-2013 2 / 08B01 FAULT WRITE-UP: RMVD NO.2 SIDE F.A.T. GAUGE				ACTION TAKEN: REPLACED TQ SUNSHIELD TO 30 IN LBS TIPID MMH PID MMH TYPE DR679471 0.60 F				
DATE SEQ NO STATUS WUC 04-Oct-2013 3 X 08B01 FAULT WRITE-UP: FOD CHECK DUE				ACTION TAKEN: COMPLETE TIPID MMH PID MMH TYPE EH893468 0.1 JR473918 0.50 F				
DATE SEQ NO STATUS WUC 04-Oct-2013 4 X 08B01 FAULT WRITE-UP: TOOLBOX #9 INVENTORY DUE				ACTION TAKEN: COMPLETE TIPID MMH PID MMH TYPE EH893468 0.1 JR473918 0.50 F				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/04/2013 3:10 pm	3		COMGEN	1,253.2	10/4/2013 4:46:00PM	1,253.2	0	3	05A011
FAULT WRITE-UP: INSP A009 - SPINDLE LUG INSPECTION. Due at: 1256.0 Hours. Upgrade to Red X Status on 1257.1 Hours						ACTION TAKEN: COMPLETED.					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CC421839	1.00	D
O	O	1	05A011	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/04/2013 3:19 pm	5	-	COMGEN	1,253.2	10/4/2013 4:41:00PM	1,253.2	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AL587015	1.00	D
X	O	1	00	O	0				CC421839	1.00	D
									MG234154	1.00	D
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN:					
04-Oct-2013	1	/	02			REINSTALLED.					
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						TIPID	MMH	PID	MMH	TYPE	
								CC421839	1.00	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN:					
04-Oct-2013	2	X	02			COMPLETED.					
FAULT WRITE-UP: FOD CK DUE						TIPID	MMH	PID	MMH	TYPE	
						DR889242	0.2	CC421839	1.00	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN:					
04-Oct-2013	3	X	02			COMPLETED.					
FAULT WRITE-UP: TOOLBOX INVENTORY DUE						TIPID	MMH	PID	MMH	TYPE	
						DR889242	0.2	CC421839	1.00	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN:					
04-Oct-2013	4	/	02C15E			REINSTALLED.					
FAULT WRITE-UP: T/R G/B COVER RMVD						TIPID	MMH	PID	MMH	TYPE	
								CC421839	1.00	D	
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN:					
04-Oct-2013	5	/	02C12J			REINSTALLED.					
FAULT WRITE-UP: I/G/B COVER RMVD						TIPID	MMH	PID	MMH	TYPE	
								CC421839	1.00	D	

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 04-Oct-2013 6 X 00</p> <p>FAULT WRITE-UP: POST TOOLBOX INVENTORY REQUIRED</p>	<p>ACTION TAKEN: COMPLETED.</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 CC421839 1.00 D</p>																																																				
<p>DATE SEQ NO STATUS WUC 04-Oct-2013 7 / 00</p> <p>FAULT WRITE-UP: REMOVED TRANSMISSION DRIP PAN</p>	<p>ACTION TAKEN: ENTERED A ERROR.</p> <p>TIPID MMH PID MMH TYPE CC421839 1.00 D</p>																																																				
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>A</td> <td>10/05/2013 6:17 am</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,253.2</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A107 - TAIL ROTOR PITCH BEAM INSPECTION. Due at: 13-Oct-2013. Upgrade to Red X Status on 17-Oct-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>16D01A</td> <td>O</td> <td>4</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	A	10/05/2013 6:17 am	1	-	COMGEN	1,253.2	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	16D01A	O	4	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>10/9/2013 5:16:00PM</td> <td>1,264.5</td> <td>0</td> <td>P</td> <td>16D01A</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>PS615012</td> <td>0.20</td> <td></td> <td></td> <td>O</td> </tr> </tbody> </table>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	10/9/2013 5:16:00PM	1,264.5	0	P	16D01A	TIPID	MMH	PID	MMH	TYPE	PS615012	0.20			O
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																															
A	A	10/05/2013 1:18 pm	2	-	COMGEN	1,256.3																																															
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<p>DATE SEQ NO STATUS WUC 05-Oct-2013 1 / 02</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>	<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE WP061502 0.10 F</p>																																																				
<p>DATE SEQ NO STATUS WUC 05-Oct-2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WP061502 0.20 F</p>																																																				
<p>DATE SEQ NO STATUS WUC 05-Oct-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE WP061502 0.10 F</p>																																																				

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 05-Oct-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 WP061502 0.20 F</p>					
<p>DATE SEQ NO STATUS WUC 05-Oct-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE DR889242 0.2 WP061502 0.20 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/05/2013 1:18 pm 3 - COMGEN 1,256.3</p> <p>FAULT WRITE-UP: Perform daily visual inspection of the APU filter minder as required by AWR 1539 R2 dated 27 JUL 12 (APU IBF).</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF WUC TYPE DAYS O G 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/5/2013 1:21:00PM 1,256.3 0 6 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WP06150 0.20 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/05/2013 1:18 pm 4 - COMGEN 1,256.3</p> <p>FAULT WRITE-UP: Perform daily visual inspection as required by: AWR 1816 R2, DTD 4 JUN 12 (IR SEARCHLIGHT), AWR 1792 R2 (HONTEK) DTD 27 APR 12, AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12, AWR 1726 R7 (HH/UH-60M) DTD 4 OCT 12, AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1531 R6 (M4) DTD 14 MAR 12, AWR 1521 R5 (AWIS) DTD 31 MAY 12, AWR 1465 R9 (M/B SEATS) DTD 29 JUN 12, AWR 1309 R7 (OREGON SEATS) DTD 10FEB12, AWR 1120 R9 (M240H) DTD 30 NOV 12.</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF WUC TYPE DAYS O G 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/5/2013 1:22:00PM 1,256.3 0 6 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WP06150 0.20 F</p>					
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/05/2013 1:18 pm 5 - COMGEN 1,256.3</p> <p>FAULT WRITE-UP: PERFORM PRE/POST FLIGHT INSPECTION OF THE MAIN ROTOR BLADES IAW AWR 1726 R2, DTD 4 OCT 12.</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF WUC TYPE DAYS O G 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/5/2013 1:22:00PM 1,256.3 0 6 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WP06150 0.20 F</p>					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/05/2013 1:18 pm	6		COMGEN	1,256.3	10/5/2013 1:23:00PM	1,256.3	0	6	00
FAULT WRITE-UP: DOWNLOAD IVHMS AND REVIEW AFTER LAST FLIGHT OF MISSION DAY PER AWR 1726 R7, DTD 4 OCT 12.						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	0.20	F
O	G	1	00	O	0						
DELAY											
	A	10/05/2013 1:38 pm	7	-	COMGEN	1,256.3	10/5/2013 1:39:00PM	1,256.3	0	6	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	0.20	F
X	O	1	00	O	0						
DELAY											
	A	10/06/2013 3:49 am	1	-	COMGEN	1,256.3	10/6/2013 2:14:00PM	1,259.0	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 11-Oct-2013. Upgrade to Red X Status on 12-Oct-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	1.00	F
O	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
06-Oct-2013	1	/	02								
FAULT WRITE UP LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
TIPID	MMH	PID	MMH	TYPE							
		WP061502	0.20	F							
DATE	SEQ NO	STATUS	WUC								
06-Oct-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		WP061502	0.20	F							
DATE	SEQ NO	STATUS	WUC								
06-Oct-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REIN TALLED							
TIPID	MMH	PID	MMH	TYPE							
		WP061502	0.20	F							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
06-Oct-2013	4	X	00	COMPLETED				
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID	MMH	PID	MMH	TYPE
				RT548619	0.2	WP061502	0.10	F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:				
06-Oct-2013	5	X	00	COMPLETED				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE
				RT548619	0.2	WP061502	0.20	F

DISCOVERY							CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
	A	10/06/2013 2:02 pm	3	-	COMGEN	1,259.0	10/9/2013 5:16:00PM	1,264.5	0	P	00	
FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 1265.4 Hours or 17-Oct-2013. Upgrade to Red X Status on 1267.5 Hours or 19-Oct-2013							ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40HR INSP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O	
O	O	1	00	O	3							
DELAY												

DISCOVERY							CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
	A	10/06/2013 2:02 pm	4	-	COMGEN	1,259.0	10/9/2013 5:17:00PM	1,264.5	0	P	00	
FAULT WRITE-UP: INSP A110 - 40 HOUR INSPECTION. Due at: 1265.4 Hours. Upgrade to Red X Status on 1267.5 Hours							ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 120HR INSP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O	
O	O	1	00	O	3							
DELAY												

DISCOVERY							CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	
	A	10/06/2013 2:02 pm	5	-	COMGEN	1,259.0	10/9/2013 5:17:00PM	1,264.5	0	P	15B	
FAULT WRITE-UP: INSP A112 - 40 HOUR APU INLET BARRIER FILTER INSPECTION. Due at: 1265.4 Hours. Upgrade to Red X Status on 1269.5 Hours							ACTION TAKEN: FILTER NOT INSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O	
O	O	1	15B	O	3							
DELAY												

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/06/2013 2:02 pm	6		COMGEN	1,259.0	10/9/2013 5:17:00PM	1,264.5	0	P	00
FAULT WRITE-UP: INSP A115 - INSP FRAME 327 AND LBL 10 WEB FITTING. Due at: 1265.4 Hours. Upgrade to Red X Status on 1269.5 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O
O	O	1	00	O	3						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/06/2013 2:16 pm	7	-	COMGEN	1,259.0	10/6/2013 2:17:00PM	1,259.0	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	0.20	F
X	O	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/07/2013 1:18 pm	1	-	COMGEN	1,262.0	10/9/2013 6:19:00PM	1,264.5	0	P	00
FAULT WRITE-UP: INSP A165 - 120 HR INSPECTION REQUIREMENTS DUE. Due at: 1269.5 Hours. Upgrade to Red X Status on 1274.6 Hours						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	3.00	O
O	O	1	00	O	2						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
07-Oct-2013	1	X	00								
FAULT WRITE UP PRE-TOOLBOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
RT548619	0.2	PS615012	0.10	O							
DATE	SEQ NO	STATUS	WUC								
07-Oct-2013	2	X	00								
FAULT WRITE-UP: RELEASED LATCH AND TILT PILOTS SEAT BACK...				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
RT548619	0.2	CC421839	1.00	D							
DATE	SEQ NO	STATUS	WUC								
07-Oct-2013	3	X	00								
FAULT WRITE-UP: RELEASED LATCH AND TILT CO- PILOTS SEAT BACK				ACTION TAKEN: REIN TALLED							
TIPID	MMH	PID	MMH	TYPE							
RT548619	0.2	CC421839	1.00	D							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	4	X	00	ZIPPED.	RT548619	0.2	CC421839	1.00	D
FAULT WRITE-UP: UNZIPPED BOTH PEDAL BOOTS CO-PILOTS YAW BOOTS									
07-Oct-2013	5	X	00	ZIPPED.	RT548619	0.2	CC421839	1.00	D
FAULT WRITE-UP: UNZIPPED BOTH PILOTS YAW PEDAL BOOTS									
07-Oct-2013	6	X	00	REINSTALLED	RT548619	0.2	DR889242	0.30	O
FAULT WRITE-UP: REMOVED LEFT M/L/G STRUT PANEL HARDWARE									
07-Oct-2013	7	X	00	REINSTALLED	RT548619	0.2	DR889242	0.20	O
FAULT WRITE-UP: REMOVED LEFT M/L/G TRUT PANEL									
07-Oct-2013	8	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED RIGHT M/L/G STRUT PANEL HARDWARE									
07-Oct-2013	9	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE UP REMOVED RIGHT M/L/G STRUT PANEL									
07-Oct-2013	10	X	00	REINSTALLED	RT548619	0.2	DR889242	0.20	O
FAULT WRITE-UP: REMOVED LEFT HORIZONTAL STORES SUPPORT FAIRING									
07-Oct-2013	11	X	00	REIN TALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED RIGHT HORIZONTAL STORES SUPPORT FAIRING									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	12	X	00	REINSTALLED					
FAULT WRITE-UP: REMOVED R/H FUEL ENCLOSURE PANEL				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	AL587015	0.50	F	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	13	X	00	REINSTALLED					
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL HARDWARE				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.20	O	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	14	X	00	REINSTALLED					
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.20	O	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	15	X	00	REINSTALLED					
FAULT WRITE-UP: OPENED ECTION 4 DRIVE HAFT COVER				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	PS615012	0.10	O	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	16	X	00	DUPLICATE WRITEUP SEE FAULT DTD 13 SEPT 13 FAULT #5					
FAULT WRITE-UP: REMOVED RIGHT STABILATOR LOCK PIN COVER				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.30	D	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	17	X	00	DUPLICATE WRITEUP SEE FAULT DTD 13 SEPT 13 FAULT #5					
FAULT WRITE UP RETRACTED RIGHT STABILATOR LOCK PIN				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.10	O	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	18	X	00	DUPLICATE WRITEUP SEE FAULT DTD 13 SEPT 13 FAULT #5					
FAULT WRITE-UP: REMOVED LEFT STABILATOR LOCK PIN COVER				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.20	O	
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:					
07-Oct-2013	19	X	00	DUPLICATE WRITEUP EE FAULT DTD 13 EPT 13 FAULT #5					
FAULT WRITE-UP: RETRACTED LEFT STABILATOR LOCK PIN				TIPID	MMH	PID	MMH	TYPE	
				RT548619	0.2	DR889242	0.20	O	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
07-Oct-2013	20	X	00	DUPLICATE WRITEUP SEE FAULT DTD 13 SEPT 13 FAULT #5										
FAULT WRITE-UP: FOLDED RIGHT STABILATOR WING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>DR889242</td> <td>0.20</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	DR889242	0.20	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	DR889242	0.20	O										
07-Oct-2013	21	X	00	DUPLICATE WRITEUP SEE FAULT DTD 13 SEPT 13 FAULT #5										
FAULT WRITE-UP: FOLDED LEFT STABILATOR WING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>DR889242</td> <td>0.20</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	DR889242	0.20	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	DR889242	0.20	O										
07-Oct-2013	22	X	00	REINSTALLED										
FAULT WRITE-UP: REMOVED #1 ENGINE STARTER PLUG				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	PS615012	0.10	O										
07-Oct-2013	23	X	00	REINSTALLEDD										
FAULT WRITE-UP: REMOVED #2 ENGINE TARTER PLUG				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	PS615012	0.10	O										
07-Oct-2013	24	X	00	REPLACED TQ TO 105" LBS										
FAULT WRITE-UP: REMOVED ROTOR BRAKE COVER HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	PS615012	0.10	O										
07-Oct-2013	25	X	00	REINSTALLED										
FAULT WRITE UP REMOVED ROTOR BRAKE COVER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	PS615012	0.10	O										
07-Oct-2013	26	X	00	REINSTALLED										
FAULT WRITE-UP: REMOVED APU FUEL CONTROL COVER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AT145757</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AT145757	0.20	F
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AT145757	0.20	F										
07-Oct-2013	27	X	00	REIN TALLED										
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RT548619</td> <td>0.2</td> <td>AT145757</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RT548619	0.2	AT145757	0.20	F
TIPID	MMH	PID	MMH	TYPE										
RT548619	0.2	AT145757	0.20	F										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	28	X	00	REINSTALLED	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL									
07-Oct-2013	29	X	00	FILTER NOT INSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED APU INLET BARRIER FILTER HARDWARE									
07-Oct-2013	30	X	00	FILTER NOT INSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED APU INLET BARRIER FILTER FOR CLEANING IAW AWR 1539									
07-Oct-2013	31	X	00	ENTRY ENTERED IN ERROR SEE ENTRY BELOW	RT548619	0.2	RT548619	0.20	F
FAULT WRITE-UP: REMOVED CREWS FROM CO PILOT RIGHT YAW PEDAL									
07-Oct-2013	32	X	00	ENTERED IN ERROR SEE ENTRY BELOW	RT548619	0.2	RT548619	0.20	F
FAULT WRITE-UP: REMOVED SCREWS FROM CO-PILOTS LEFT YAW PEDAL BOOT									
07-Oct-2013	33	X	00	CONNECTED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE UP DISCONNECT P823 CANNON PLUG FROM #1 ENG INLET									
07-Oct-2013	34	X	00	TIGHTENED TQ TO 47" LBS	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: LOOSENED COUPLING ON #1 ENG AIR INLET TUBE AND BLEED AIR TUBE, SLID COUPLING ONTO BLEED AIR									
07-Oct-2013	35	X	00	CONNECTED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: DISCONNECT WATERWASH HOSE FROM #1 ENG INLET									

CLOSED FAULT REPORT

FOR: WH6JB0

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	36	X	00	CONNECTED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: DISCONNECT #1 ENG COMPARTMENT FIRE EXT TUBE AT FIREWALL									
07-Oct-2013	37	X	00	REINSTALLED TQ TO 70" LBS	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED #1 ENG V-BAND CLAMP NUT									
07-Oct-2013	38	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED #1 ENG V-BAND CLAMP									
07-Oct-2013	39	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED #1 ENG INLET									
07-Oct-2013	40	X	00	CONNECTED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: DISCONNECT P818 FROM #2 ENG INLET									
07-Oct-2013	41	X	00	TIGHTENED TQ TO 47" LBS	RT548619	0.2	PS615012	0.10	O
FAULT WRITE UP LOOSENED COUPLING ON #2 ENG AIR INLET TUBE AND BLEED AIR TUBE SLID COUPLING ONTO AIR TUBE									
07-Oct-2013	42	X	00	RECONNECTED	RT548619	0.2	AL587015	0.30	F
FAULT WRITE-UP: DISCONNECTED WATERWASH HOSE FROM #2 ENG INLET									
07-Oct-2013	43	X	00	RECONNECTED	RT548619	0.2	AL587015	0.10	F
FAULT WRITE-UP: DISCONNECTED P819 FROM #2 ENG ICE DETECTOR FROM FIREWALL									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	44	X	00	REINSTALLED TQ TO 47 IN/LBS	RT548619	0.2	AL587015	0.10	F
FAULT WRITE-UP: REMOVED NUT FROM #2 ENG V-BAND CLAMP									
07-Oct-2013	45	X	00	REINSTALLED TQ TO 70 IN/LBS	RT548619	0.2	AL587015	0.30	F
FAULT WRITE-UP: REMOVED #2 ENG V-BAND CLAMP									
07-Oct-2013	46	X	00	REINSTALLED	RT548619	0.2	AL587015	0.50	F
FAULT WRITE-UP: REMOVED #2 ENG INLET									
07-Oct-2013	47	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED L/H TEP FAIRING HARDWARE									
07-Oct-2013	48	X	00	RECONNECTED	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: DISCONNECT ED ELECTRICAL CONNECTORS P254 FROM POSITION LIGHTS									
07-Oct-2013	49	X	00	RECONNECTED	RT548619	0.2	AT145757	0.20	F
FAULT WRITE UP DISCONNECTED ELECTRICAL CONNECTOR P3138 FROM HARDWARE LWS SENSOR UNIT									
07-Oct-2013	50	X	00	REINSTALLED	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: REMOVED L/H STEP FAIRING									
07-Oct-2013	51	X	00	REIN TALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED GLIDE SLOPE ANTENNA HARDWARE									

CLOSED FAULT REPORT

FOR: WH6JB0

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	52	X	00	REINSTALLED	RT548619	0.2	PS615012	0.10	O
FAULT WRITE-UP: REMOVED GLIDE SLOPE ANTENNA									
07-Oct-2013	53	X	00	CONNECTED	RT548619	0.2	PS615012	0.10	D
FAULT WRITE-UP: DISCONNECTED COAXIAL CONNECTOR P622R FROM GLIDE SLOPE ANTENNA									
07-Oct-2013	54	X	00	REINSTALLED TORQUED TO 77 FT LBS	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: REMOVED L/H STEP SUPPORT ATTACHMENT BOLT									
07-Oct-2013	55	X	00	REINSTALLED	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: REMOVED L/H TEP									
07-Oct-2013	56	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALL SWIRL CAGE ON #1 ENGINE									
07-Oct-2013	57	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE UP: INSTALLED V-BAND CLAMP ON #1 ENGINE.									
07-Oct-2013	58	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALLED SWIRL CAGE ON #2 ENGINE									
07-Oct-2013	59	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALLED V-BAND CLAMP ON #2 ENGINE.									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	60	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALLED BUTT PLUG ON #1 ENGINE									
07-Oct-2013	61	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALLED BUTT PLUG ON #2 ENGINE									
07-Oct-2013	62	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: INSTALLED CLAMP ON BUTT PLUG ON #1 ENGINE									
07-Oct-2013	63	X	00	ENTERED IN ERROR	RT548619	0.2	AT145757	0.20	F
FAULT WRITE-UP: IN TALLED CLAMP ON BUTT PLUG ON #2 ENGINE									
07-Oct-2013	64	/	00	RAISED			PS615012	0.10	O
FAULT WRITE-UP: LOWERED CABIN SOUNDPROOFING									
07-Oct-2013	65	/	00	REINSTALLED			PS615012	0.10	O
FAULT WRITE UP REMOVED INTERMEDIATE GEAR BOX COVER									
07-Oct-2013	66	/	00	REINSTALLED			AL587015	0.50	F
FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX COVER									
07-Oct-2013	67	-	00	RED/BLACK RADIAL 021 A IAL 010 BLUE/YELLOW RADIAL .022 AXIAL .013			PS615012	0.30	O
FAULT WRITE-UP: INSPECT SWASHPLATE SCISSOR ATTACHMENT SPHERICAL BEARINGS FOR PLAY (WP 0512)									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
07-Oct-2013	68	-	00	WRITE UP ENTERED IN ERROR										
FAULT WRITE-UP: INSPECT ROTATING SCISSOR BEARINGS FOR PLAY (WP 0513)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
		PS615012	0.10	O										
07-Oct-2013	69	-	00	COMPLETED										
FAULT WRITE-UP: PERFORM A COIN TAP INSPECTION OF SKIN TO SPAR BOND ON OUTBOARD STABILATOR PANELS				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>AR028999</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			AR028999	0.50	F
TIPID	MMH	PID	MMH	TYPE										
		AR028999	0.50	F										
07-Oct-2013	70	-	00	COMPLETED, TQ CHKED AT 90 & 130" LBS ON #1 AND #2 ENG OUTPUT SHAFT HDWR										
FAULT WRITE-UP: PERFORM TORQUE CHECK ON SIX BOLTS SECURING ENG OUTPUT SHAFT IAW TM 1-1520-280-23-12 WP 1562				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
		PS615012	0.10	O										
07-Oct-2013	71	-	00	COMPLETED, TQ CHKED AT 700" LBS										
FAULT WRITE-UP: PERFORM TORQUE CHECK ON M/R PC ROD UPPER MOUNT BOLT HEADS IAW TM 1-1520-280-23-12 WP 1562				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
		PS615012	0.10	O										
07-Oct-2013	72	-	00	COMPLETED										
FAULT WRITE-UP: VISUALLY INSPECT #2 AVC FORCE GENERATOR MECHANICAL UNITS (CABIN) FOR GENERAL CONDITION, ATTACHMENT AREA FOR CRACKS AND FRETTING IN THE AREA AROUND MOUNTING HARDWARE, IF CRACKS ARE SUSPECTED OR FRETTING FOUND, REMOVE FORCE GENERATORS AND INSPECT AREA (ADDENDUM 1 TO H-60-10-AMAM-14 AIRWOTRHINESS RELEASE AND TECHNICAL MANUAL UPDATES)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
		PS615012	0.10	O										
07-Oct-2013	73	-	00	COMPLETED										
FAULT WRITE-UP: VISUALLY INSPECT #1 AVC FORCE GENERATOR MECHANICAL UNITS (CABIN) FOR GENERAL CONDITION, ATTACHMENT AREA FOR CRACKS AND FRETTING IN THE AREA AROUND MOUNTING HARDWARE, IF CRACKS ARE SUSPECTED OR FRETTING FOUND, REMOVE FORCE GENERATORS AND INSPECT AREA (ADDENDUM 1 TO H-60-10-AMAM-14 AIRWOTRHINESS RELEASE AND TECHNICAL MANUAL UPDATES)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>PS615012</td> <td>0.10</td> <td>O</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			PS615012	0.10	O
TIPID	MMH	PID	MMH	TYPE										
		PS615012	0.10	O										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
07-Oct-2013	74	-	00	COMPLETED			PS615012	0.10	O
FAULT WRITE-UP: VISUALLY INSPECT #3 AVC FORCE GENERATOR MECHANICAL UNITS (CABIN) FOR GENERAL CONDITION, ATTACHMENT AREA FOR CRACKS AND FRETTING IN THE AREA AROUND MOUNTING HARDWARE, IF CRACKS ARE SUSPECTED OR FRETTING FOUND, REMOVE FORCE GENERATORS AND INSPECT AREA (ADDENDUM 1 TO H-60-10-AMAM-14 AIRWOTRHINESS RELEASE AND TECHNICAL MANUAL UPDATES)									
07-Oct-2013	75	-	00	COMPLETED, NO CRACKS FOUND			PS615012	0.10	O
FAULT WRITE-UP: NSPECT LEFT AND RIGHT MAIN TRANSMISSION SUPPORT BEAMS AT BL 16.5 AND MAIN TRANSMISSION MOUNTING PAD AT STA 343.0 FOR CRACKS									
07-Oct-2013	76	-	00	COMPLETED, NO CRACKS FOUND			P 615012	0.10	O
FAULT WRITE-UP: INSPECT SUPPORT FRAME AT STA 360, BL O, FOR CRACKS									
07 Oct 2013	77	-	00	COMPLETED			PS615012	0.10	O
FAULT WRITE-UP: PERFORM MAIN ROTOR BLADE SKIN INSPECTIONS									
07-Oct-2013	78	-	00	COMPLETED			PS615012	0.10	O
FAULT WRITE-UP: PERFORM MAIN ROTOR BLADE TIP SKIN INSPECTIONS									
07-Oct-2013	79	-	00	COMPLETED			PS615012	0.10	O
FAULT WRITE-UP: PERFORM MAIN ROTOR TIP CAP INSPECTIONS									
07-Oct-2013	80	-	00	COMPLETED			PS615012	0.10	O
FAULT WRITE-UP: PERFORM MAIN ROTOR BLADE CUFF INSPECTIONS									

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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<p>DATE SEQ NO STATUS WUC 07-Oct-2013 81 - 00</p> <p>FAULT WRITE-UP: PERFORM MAIN ROTOR BLADE FAIRING INSPECTIONS</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 O</p>						
<p>DATE SEQ NO STATUS WUC 07-Oct-2013 82 - 00</p> <p>FAULT WRITE-UP: PERFORM TORQUE CHECK ON MAIN ROTOR DAMPER BOLTS IAW TM 1-1520-280-23-12 WP 1562</p>				<p>ACTION TAKEN: COMPLETED, TQ CHKED AT 700" LBS</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 O</p>						
<p>DATE SEQ NO STATUS WUC 07-Oct-2013 83 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 PS615012 0.10 O</p>						
<p>DATE SEQ NO STATUS WUC 07-Oct-2013 84 X 00</p> <p>FAULT WRITE-UP: PO T TOOLBO INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.2 PS615012 0.10 D</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/07/2013 1:18 pm 2 - COMGEN 1,262.0</p> <p>FAULT WRITE-UP: INSP A209 - CLEAN TAIL WHEEL TOW ADAPTER. Due at 1269.5 Hours. Upgrade to Red X Status on 1274.6 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 03B O 2</p> <p>DELAY</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/9/2013 6:19:00PM 1,264.5 0 P 03B</p> <p>ACTION TAKEN: AXLE REPLACED IN CONJUNCTION WITH T/W LUBE</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 O</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/07/2013 1:19 pm 3 - COMGEN 1,262.0</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/7/2013 1:50:00PM 1,262.0 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE BC794224 0.50 D</p>				
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 07-Oct-2013 1 / 00</p> <p>FAULT WRITE-UP: RMVD T/R/G/B COVER</p>						<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE BC794224 0.10 D</p>				

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/08/2013 6:51 am	3		COMGEN	1,262.0	10/17/2013 3:39:10PM				04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE. Due at 16-Oct-2013. Upgrade to Red X Status on 20-Oct-2013						ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:3 on 10/17/2013. All 2408-13-2 write-ups were re-assigned to new fault					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
O	O	1	04A	O	9						
DELAY											
	A	10/08/2013 6:51 am	4	-	COMGEN	1,262.0	11/22/2013 2:46:00PM	1,296.8	0	3	00
FAULT WRITE-UP: INSP A530 - AIRCRAFT EQUIPMENT INVENTORY (DA FORM 2408-17). Due at 12-Nov-2013. Upgrade to Red X Status on 13-Dec-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH968309	0.10	O
O	O	1	00	O	45						
DELAY											
	A	10/08/2013 2:26 pm	5	-	COMGEN	1,264.5	10/15/2013 5:24:00PM	1,272.2	0	G	04A
FAULT WRITE-UP: INSP A192 - ENGINE COMPRESSOR CLEANING. Due at 1274.5 Hours. Upgrade to Red X Status on 1279.6 Hours						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	1.00	O
O	O	1	04A	O	7						
DELAY											
	A	10/08/2013 7:43 pm	7	-	COMGEN	1,264.5	10/10/2013 12:39:00PM	1,264.5	0	G	19
FAULT WRITE-UP: Fault # 6 on 08-Oct-2013 MOC DUE FOR REPLACEMENT OF AVCS CANNON PLUG BACKSHEELS						ACTION TAKEN: TESTED OK, MOC COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JV104493	0.70	O
L	O	1	00	O	2						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 8:02 am	1		COMGEN	1,264.5	10/9/2013 5:18:00PM	1,264.5	0	P	00
FAULT WRITE-UP: INSP A103 - AIRCRAFT WASH DUE. Due at: 17-Oct-2013. Upgrade to Red X Status on 21-Oct-2013						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40HR INSP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O
O	O	1	00	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 8:02 am	2	-	COMGEN	1,264.5	11/17/2013 4:00:00PM	1,292.9	0	1	00
FAULT WRITE-UP: INSP A621 - AIRCRAFT WEIGHING CLASS 2. Due at: 13-Nov-2013. Upgrade to Red X Status on 14-Dec-2013						ACTION TAKEN: WEIGH COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JK954169	2.50	F
O	O	1	00	O	39						
DELAY											

===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
09-Oct-2013	1	X	00	REINSTALLED							
FAULT WRITE-UP: LOOSENED HDWR OF CREW CHIEF SEAT PALLET (16 EA)				TIPID	MMH	PID	MMH	TYPE			
				EH893468	0.1	MA918991	0.50	F			
09-Oct-2013	2	X	00	REINSTALLED							
FAULT WRITE-UP: RMVD CREW CHIEF SEAT PALLET				TIPID	MMH	PID	MMH	TYPE			
				EH893468	0.1	MA918991	0.50	F			
09-Oct-2013	3	X	00	REINSTALLED TQ 25 IN-LBS							
FAULT WRITE-UP: RMVD HDWR FROM AFT TIEDOWN ASSY (16 EA)				TIPID	MMH	PID	MMH	TYPE			
				JK954169	0.1	BG384961	0.40	F			
09 Oct 2013	4	X	00	REINSTALLED							
FAULT WRITE-UP: RMVD AFT TIEDOWN ASSY OF SEAT PALLET				TIPID	MMH	PID	MMH	TYPE			
				JK954169	0.2	BG384961	0.40	F			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
09-Oct-2013	5	X	00	REINSTALLED TO 55 IN-LBS										
FAULT WRITE-UP: RMVD FWD L/H BAPS TIEDOWN ASSY HDWR (4 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.40	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.40	F										
09-Oct-2013	6	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD FWD L/H BAPS TIEDOWN ASSY				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.40	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.40	F										
09-Oct-2013	7	X	00	REINSTALLED TO 55 IN-LBS										
FAULT WRITE-UP: RMVD FWD R/H BAPS TIEDOWN ASSY HDWR (5 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.30	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.30	F										
09-Oct-2013	8	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD PACER UNDERNEATH FWD L/H BAP TIEDOWN ASSY AND AFT TIEDOWN ASSY (6 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.40	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.40	F										
09-Oct-2013	9	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD L/H GUNNER FOOT SWITCH HDWR (6 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.40	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.40	F										
09-Oct-2013	10	X	00	REINSTALLED										
FAULT WRITE UP RMVD L/H GUNNER FOOT SWITCH HDWR (2 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.30	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.30	F										
09-Oct-2013	11	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD L/H GUNNER FOOT SWITCH BRACKET				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.30	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.30	F										
09-Oct-2013	12	X	00	REIN TALLED										
FAULT WRITE-UP: DISCONNECTED L/H GUNNER FOOT SWITCH				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>JK954169</td> <td>0.1</td> <td>BG384961</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	JK954169	0.1	BG384961	0.30	F
TIPID	MMH	PID	MMH	TYPE										
JK954169	0.1	BG384961	0.30	F										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
09-Oct-2013	13	X	00	REINSTALLED	EH893468	0.1	AL587015	0.20	F
FAULT WRITE-UP: RMVD R/H GUNNER FOOT SWITCH HDWR (6 EA)									
09-Oct-2013	14	X	00	REINSTALLED	JK954169	0.1	BG384961	0.40	F
FAULT WRITE-UP: RMVD L/H CREW CHIEF FLOOR BAPS PLATE #23									
09-Oct-2013	15	X	00	REINSTALLED	JK954169	0.1	BG384961	0.40	F
FAULT WRITE-UP: RMVD HDWR FROM THE JUNCTION OF FWD L/H AND R/H TIEDOWN ASSYS (5 EA)									
09-Oct-2013	16	X	00	REINSTALLED	EH893468	0.1	MA918991	0.50	F
FAULT WRITE-UP: RMVD L/H CREW CHIEF WINDOW BAP									
09-Oct-2013	17	X	00	REINSTALLED	JK954169	0.1	BG384961	0.20	F
FAULT WRITE-UP: RMVD R/H CREW CHIEF WINDOW BAPS									
09-Oct-2013	18	X	00	REINSTALLED	JK954169	0.1	BG384961	0.30	F
FAULT WRITE UP RMVD FWD R/H BAPS TIEDOWN ASSY									
09-Oct-2013	19	X	00	REINSTALLED	JK954169	0.1	BG384961	0.20	F
FAULT WRITE-UP: RMVD SPACERS UNDERNEATH FWD R/H BAPS TIEDOWN ASSY (2 EA)									
09-Oct-2013	20	X	00	REIN TALLED	JK954169	0.1	BG384961	0.20	F
FAULT WRITE-UP: RMVD R/H GUNNER FOOT SWITCH HDWR (6 EA)									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 09-Oct-2013 21 X 00</p> <p>FAULT WRITE-UP: RMVD R/H GUNNER FOOT SWITCH BRACKET HDWR (2 EA)</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JK954169 0.1 BG384961 0.30 F</p>																																										
<p>DATE SEQ NO STATUS WUC 09-Oct-2013 22 X 00</p> <p>FAULT WRITE-UP: RMVD R/H GUNNER FOOT SWITCH BRACKET</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JK954169 0.1 BG384961 0.30 F</p>																																										
<p>DATE SEQ NO STATUS WUC 09-Oct-2013 23 X 00</p> <p>FAULT WRITE-UP: DISCONNECTED R/H GUNNER FOOT SWITCH</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JK954169 0.1 BG384961 0.30 F</p>																																										
<p>DATE SEQ NO STATUS WUC 09-Oct-2013 24 X 00</p> <p>FAULT WRITE-UP: FOD CHECK DUE</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE JK954169 0.1 BG384961 1.00 F</p>																																										
<p>DATE SEQ NO STATUS WUC 09-Oct-2013 25 X 00</p> <p>FAULT WRITE-UP: TOOLBOX CHECK DUE</p>	<p>ACTION TAKEN: INVENTORY COMPLETED ON TOOL BOX C2</p> <p>TIPID MMH PID MMH TYPE JK954169 0.1 BG384961 0.20 F</p>																																										
<p>DATE SEQ NO STATUS WUC 09-Oct-2013 26 X 00</p> <p>FAULT WRITE UP FOD INSP REQD NIGHT SHIFT</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE EH893468 0.1 MA918991 0.10 F</p>																																										
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td></td> <td>A</td> <td>10/09/2013 5:32 pm</td> <td>6</td> <td>-</td> <td>PS615012</td> <td>1,264.5</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: PROSEAL REQD ON GLIDE SLOPE ANTENNA AFTER RMVL FOR 120HR INSP</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>V</td> <td>G</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS		A	10/09/2013 5:32 pm	6	-	PS615012	1,264.5	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	V	G	1	00	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>10/9/2013 5:33:00PM</td> <td>1,264.5</td> <td>0</td> <td>P</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: STATUS SYMBOL ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 O</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	10/9/2013 5:33:00PM	1,264.5	0	P	00
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																					
	A	10/09/2013 5:32 pm	6	-	PS615012	1,264.5																																					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																						
DISC	REC	EFF		TYPE	DAYS																																						
V	G	1	00	O	0																																						
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																							
10/9/2013 5:33:00PM	1,264.5	0	P	00																																							
<p>USCENTCOM FOIA 14-0177 & 14-0179</p> <p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>																																											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/10/2013 7:31 am	1		COMGEN	1,264.5	11/22/2013 2:47:00PM	1,296.8	0	4	08A09
FAULT WRITE-UP: INSP A532 - COMPASS SWING / RMI. Due at: 14-Nov-2013. Upgrade to Red X Status on 15-Dec-2013						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AS664506	0.50	O
O	O	1	08A09	O	43						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/11/2013 6:51 am	1	-	COMGEN	1,264.5	10/11/2013 11:05:00AM	1,264.5	0	P	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 16-Oct-2013. Upgrade to Red X Status on 17-Oct-2013						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40/120					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AM063040	0.10	O
O	O	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/11/2013 6:51 am	2	-	COMGEN	1,264.5	10/22/2013 2:02:00PM	1,279.3	0	6	00
FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Due at: 19-Oct-2013. Upgrade to Red X Status on 23-Oct-2013						ACTION TAKEN: COMPLETED CE PORTION OF RECON. ATTACHED TO 2-1 TF EAGLE; NO PC/QC ELEMENT ON STATION AT TIME					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	1 00	O
O	O	1	00	O	11						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/11/2013 11:01 am	3	-	COMGEN	1,264.5	10/11/2013 11:02:00AM	1,264.5	0	P	00
FAULT WRITE UP PMD INSPECTION DUE						ACTION TAKEN COMPLETED IN CONJUNCTION WITH 40/120					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AM063040	0.10	O
X	O	1	00	O	0						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/12/2013 7:04 am	1		COMGEN	1,267.0	10/12/2013 10:02:00AM	1,267.0	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AL587015	1.00	F
X	O	1	00	O	0				AM063040	1.00	F
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
12-Oct-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: RAISED					
				TIPID	MMH	PID	MMH	TYPE			
						AL587015	0.20	F			
DATE	SEQ NO	STATUS	WUC								
12-Oct-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
				TIPID	MMH	PID	MMH	TYPE			
						AL587015	0.20	F			
DATE	SEQ NO	STATUS	WUC								
12-Oct-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
				TIPID	MMH	PID	MMH	TYPE			
						AL587015	0.50	F			
DATE	SEQ NO	STATUS	WUC								
12-Oct-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED						ACTION TAKEN: COMPLETED					
				TIPID	MMH	PID	MMH	TYPE			
				DR889242	0.2	AM063040	0.30	O			
DATE	SEQ NO	STATUS	WUC								
12-Oct-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED						ACTION TAKEN: COMPLETED					
				TIPID	MMH	PID	MMH	TYPE			
				DR889242	0.2	AM063040	0.30	O			

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/13/2013 11:29 pm	2		COMGEN	1,269.6	10/13/2013 11:58:00PM	1,269.6	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AL587015	1.00	F
X	O	1	00	O	0				AT145757	1.00	F
									DS047993	1.00	F
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
				TIPID	MMH	PID	MMH	TYPE			
						AL587015	0.30	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	2	X	02								
FAULT WRITE-UP: FOD CK DUE				ACTION TAKEN: COMPLETED.							
				TIPID	MMH	PID	MMH	TYPE			
				TW219145	0.2	DS047993	0.20	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	3	X	02								
FAULT WRITE-UP: TOOLBOX INVENTORY DUE				ACTION TAKEN: TOOLBOX NOT USED MULTITOOLS USED WITH PIDAL587015 AT145757 DS047993							
				TIPID	MMH	PID	MMH	TYPE			
				TW219145	0.2	AL587015	0.50	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	4	/	02G15E								
FAULT WRITE-UP: T/R G/B COVER RMVD				ACTION TAKEN: REINSTALLED.							
				TIPID	MMH	PID	MMH	TYPE			
						DS047993	0.30	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	5	/	02C12J								
FAULT WRITE-UP: I/G/B COVER RMVD				ACTION TAKEN: REINSTALLED.							
				TIPID	MMH	PID	MMH	TYPE			
						DS047993	0.30	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	6	X	00								
FAULT WRITE UP POST TOOLBOX INVENTORY REQUIRED				ACTION TAKEN: TOOLBOX NOT USED							
				TIPID	MMH	PID	MMH	TYPE			
				TW219145	0.2	AL587015	0.10	F			

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 13-Oct-2013 7 / 00</p> <p>FAULT WRITE-UP: REMOVED TRANSMISSION DRIP PAN</p>				<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE AL587015 0.10 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/15/2013 7:30 am 1 - COMGEN 1,269.6</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 19-Oct-2013. Upgrade to Red X Status on 20-Oct-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS 0 0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/15/2013 5:25:00PM 1,272.2 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/15/2013 5:17 pm 2 - COMGEN 1,272.2</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X 0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/15/2013 5:22:00PM 1,272.2 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>===== 13-2s to Follow =====</p>								
<p>DATE SEQ NO STATUS WUC 15-Oct-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 15-Oct-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 15-Oct-2013 3 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 15-Oct-2013 4 / 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 15-Oct-2013 5 / 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/17/2013 3:39 pm 1 - COMGEN 1,272.2</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 22-Oct-2013. Upgrade to Red X Status on 27-Oct-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS 0 0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/17/2013 4:12:00PM 1,275.2 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 1.00 0</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/17/2013 4:09 pm 4 - COMGEN 1,275.2</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X 0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/17/2013 4:11:00PM 1,275.2 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 1.00 0</p>				
<p>===== 13-2s to Follow =====</p>								
<p>DATE SEQ NO STATUS WUC 17-Oct-2013 1 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 17-Oct-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 17-Oct-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				
<p>DATE SEQ NO STATUS WUC 17-Oct-2013 4 / 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 0</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE 17-Oct-2013</p> <p>SEQ NO 5</p> <p>STATUS -</p> <p>WUC 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID</p> <p>MMH</p> <p>PID CM178765</p> <p>MMH 0.20</p> <p>TYPE O</p>
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DISCOVERY

SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS
A	10/17/2013 4:12 pm	5	-	COMGEN	1,275.2

FAULT WRITE-UP:
INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD).
Due at: 24-Oct-2013. Upgrade to Red X Status on 29-Oct-2013

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
O	O	1	00	O	1

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
10/18/2013 9:04:00AM	1,275.2	0	3	00

ACTION TAKEN:
COMPLETED

TIPID	MMH	PID	MMH	TYPE
		BG384961	0.80	D

DISCOVERY

SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS
A	10/18/2013 9:04 am	1	-	COMGEN	1,275.2

FAULT WRITE-UP:
INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD).
Due at: 25-Oct-2013. Upgrade to Red X Status on 30-Oct-2013

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
O	O	1	00	O	1

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
10/19/2013 9:49:00PM	1,276.7	0	3	00

ACTION TAKEN:
COMPLETE

TIPID	MMH	PID	MMH	TYPE
		CM178765	1.00	O

DISCOVERY

SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS
A	10/18/2013 9:04 am	2	-	COMGEN	1,275.2

FAULT WRITE-UP:
PMD INSPECTION DUE

WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS
X	O	1	00	O	0

DELAY

CORRECTION

DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
10/18/2013 9:14:00AM	1,275.2	0	3	00

ACTION TAKEN:
ENTERED IN ERROR

TIPID	MMH	PID	MMH	TYPE
		BG384961	0.10	O

===== 13-2s to Follow =====

<p>DATE 18-Oct-2013</p> <p>SEQ NO 1</p> <p>STATUS /</p> <p>WUC 00</p> <p>FAULT WRITE-UP: REMOVED I/G/B COVER</p>	<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID</p> <p>MMH</p> <p>PID BG384961</p> <p>MMH 0.10</p> <p>TYPE F</p>
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<p>DATE 18-Oct-2013</p> <p>SEQ NO 2</p> <p>STATUS /</p> <p>WUC 00</p> <p>FAULT WRITE-UP: REMOVED T/R/G COVER</p>
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<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID</p> <p>MMH</p> <p>PID BG384961</p> <p>MMH 0.10</p> <p>TYPE D</p>

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 18-Oct-2013 3 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT SOUNDPROOFING</p>				<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE BG384961 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 18-Oct-2013 4 - 00</p> <p>FAULT WRITE-UP: FOD CHK</p>				<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE BG384961 0.10 D</p>				
<p>DATE SEQ NO STATUS WUC 18-Oct-2013 5 - 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY</p>				<p>ACTION TAKEN: ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE BG384961 0.10 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/19/2013 9:46 pm 1 - COMGEN 1,276.7</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 10/19/2013 9:48:00PM 1,276.7 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.30 O</p>				
<p>===== 13-2s to Follow =====</p>								
<p>DATE SEQ NO STATUS WUC 19-Oct-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>DATE SEQ NO STATUS WUC 19-Oct-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>DATE SEQ NO STATUS WUC 19-Oct-2013 3 / 00</p> <p>FAULT WRITE UP REMOVED TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE CM178765 0.20 O</p>				
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>								

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE 19-Oct-2013 SEQ NO 4 STATUS - WUC 00 FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETE TIPID MMH PID CM178765 MMH 0.20 TYPE O					
DATE 19-Oct-2013 SEQ NO 5 STATUS - WUC 00 FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETE TIPID MMH PID CM178765 MMH 0.20 TYPE O					
DISCOVERY SYSTEM CODE A DATE / TIME 10/19/2013 9:49 pm NO 2 STATUS - PID COMGEN HOURS 1,276.7 FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 26-Oct-2013. Upgrade to Red X Status on 31-Oct-2013 WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 2 DELAY				CORRECTION DATE / TIME 10/21/2013 1:19:00PM HOURS 1,279.9 ROUNDS 0 ACTCD 3 WUC 00 ACTION TAKEN: COMPLETED TIPID MMH PID WP061502 MMH 1.00 TYPE F					
===== 13-2s to Follow =====									
DATE 19-Oct-2013 SEQ NO 1 STATUS / WUC 00 FAULT WRITE UP LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED TIPID MMH PID WP061502 MMH 0.20 TYPE F					
DATE 19-Oct-2013 SEQ NO 2 STATUS / WUC 00 FAULT WRITE-UP: RMVD I/G/B				ACTION TAKEN: REINSTALLED TIPID MMH PID WP061502 MMH 0.20 TYPE F					
DATE 19-Oct-2013 SEQ NO 3 STATUS / WUC 00 FAULT WRITE-UP: RMVD T/R/G/B				ACTION TAKEN: REIN TALLED TIPID MMH PID WP061502 MMH 0.20 TYPE F					
DATE 19-Oct-2013 SEQ NO 4 STATUS / WUC 00 FAULT WRITE-UP: TOOL BOX INVENTORY DUE				ACTION TAKEN REINSTALLED TIPID MMH PID WP061502 MMH 0.20 TYPE F					

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE SEQ NO STATUS WUC 19-Oct-2013 5 / 00 FAULT WRITE-UP: FOD CHECK DUE				ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE WP061502 0.20 F					
DISCOVERY SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 10/22/2013 1:20 pm 1 - COMGEN 1,279.3 FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 28-Oct-2013. Upgrade to Red X Status on 02-Nov-2013 WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS 0 0 1 00 0 0 DELAY				CORRECTION DATE / TIME HOURS ROUNDS ACTCD WUC 10/22/2013 9:19:00PM 1,280.9 0 3 00 ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE WP061502 1.00 F					
===== 13-2s to Follow =====									
DATE SEQ NO STATUS WUC 22-Oct-2013 1 / 00 FAULT WRITE-UP: LOWER AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED TIPID MMH PID MMH TYPE WP061502 0.20 F					
DATE SEQ NO STATUS WUC 22-Oct-2013 2 / 00 FAULT WRITE UP RMVD I/G/B				ACTION TAKEN: REINSTALLED TIPID MMH PID MMH TYPE WP061502 0.20 F					
DATE SEQ NO STATUS WUC 22-Oct-2013 3 / 00 FAULT WRITE-UP: RMVD T/R/G/B				ACTION TAKEN: REINSTALLED TIPID MMH PID MMH TYPE WP061502 0.20 F					
DATE SEQ NO STATUS WUC 22-Oct-2013 4 / 00 FAULT WRITE-UP: TOOL BOX INVENTORY DUE				ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE WP061502 0.20 F					
DATE SEQ NO STATUS WUC 22-Oct-2013 5 / 00 FAULT WRITE-UP: FOD CHECK DUE				ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE WP061502 0.20 F					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/23/2013 9:19 pm	1		COMGEN	1,280.9	10/25/2013 1:05:00AM	1,283.9	0	P	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 29-Oct-2013. Upgrade to Red X Status on 03-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	O
O	O	1	00	O	2						
DELAY											
	A	10/23/2013 9:19 pm	2	-	COMGEN	1,280.9	10/23/2013 9:20:00PM	1,280.9	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	0.20	F
X	O	1	00	O	0						
DELAY											
	A	10/25/2013 1:01 am	1	-	COMGEN	1,283.9	10/25/2013 1:04:00AM	1,283.9	0	P	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.60	O
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
25-Oct-2013	1	/	00								
FAULT WRITE-UP: RMVD T/G/B FAIRING				ACTION TAKEN: REINSTALLED							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	F
DATE	SEQ NO	STATUS	WUC								
25-Oct-2013	2	/	00								
FAULT WRITE-UP: RMVD I/G/B FAIRING				ACTION TAKEN: REINSTALLED							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	F
DATE	SEQ NO	STATUS	WUC								
25-Oct-2013	3	/	00								
FAULT WRITE-UP: LOWERED AFT SOUNDPROOFING				ACTION TAKEN: RAISED							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.10	F

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 25-Oct-2013 4 - 00</p> <p>FAULT WRITE-UP: TOOL BOX INV REQD</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 F</p>																																										
<p>DATE SEQ NO STATUS WUC 25-Oct-2013 5 - 00</p> <p>FAULT WRITE-UP: FOD CHECK REQD</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE PS615012 0.10 F</p>																																										
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td>10/28/2013 8:25 am</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,283.9</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 05-Nov-2013. Upgrade to Red X Status on 10-Nov-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>3</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	A		10/28/2013 8:25 am	1	-	COMGEN	1,283.9	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	3	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>10/31/2013 9:19:00AM</td> <td>1,284.4</td> <td>0</td> <td>3</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 1.00 O</p>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	10/31/2013 9:19:00AM	1,284.4	0	3	00
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																					
A		10/28/2013 8:25 am	1	-	COMGEN	1,283.9																																					
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																					
A		10/28/2013 8:20 pm	2	-	CM178765	1,283.9																																					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																						
DISC	REC	EFF		TYPE	DAYS																																						
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																					
A		10/28/2013 8:24 pm	3	-	CM178765	1,283.9																																					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																																						
DISC	REC	EFF		TYPE	DAYS																																						
O	O	2	00	O	13																																						
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																							
11/10/2013 10:13:00AM	1,292.9	0	6	00																																							
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>	<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>																																										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/28/2013 8:25 pm	4		CM178765	1,283.9	11/10/2013 11:19:00AM	1,292.9	0	6	00
FAULT WRITE-UP: 9-11 HOUR TORQUE CHECK REQUIRED ON TAIL ROTOR PITCH BEAM NUT. DUE AT: 1292.9-1294.9 AIRCRAFT HOURS						ACTION TAKEN: TORQUE CHECK FOUND OK AT 950 INCH POUNDS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	1.00	F
O	O	2	00	O	13						
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
28-Oct-2013	1	X	00	REPLACED
FAULT WRITE-UP: REMOVED SAFETY WIRE FROM PITCH BEAM NUT ET SCREWS(2 EACH)				TIPID CT780929 MMH 0.1 PID JC531087 MMH 0.10 TYPE D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
28-Oct-2013	2	X	00	REINSTALLED
FAULT WRITE-UP: REMOVED PITCH BEAM NUT SET SCREWS(2 EACH)				TIPID CT780929 MMH 0.1 PID JC531087 MMH 0.10 TYPE D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
28-Oct-2013	3	-	00	COMPLETED
FAULT WRITE UP FOD CHECK REQUIRED				TIPID MMH PID JC531087 MMH 0.10 TYPE D

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
28-Oct-2013	4	-	00	COMPLETED
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				TIPID MMH PID JC531087 MMH 0.10 TYPE D

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/28/2013 8:28 pm	5	-	CM178765	1,283.9	10/31/2013 9:21 00AM	1,284.4	0	G	00
FAULT WRITE-UP: OPERATIONAL CHECK OF TAIL ROTOR FLIGHT CONTROL SYSTEM REQUIRED DUE TO REMOVAL AND REINSTALLATION OF TAIL ROTOR BLADES.						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	1.00	F
L	O	2	00	O	3						
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/28/2013 8:29 pm	6		CM178765	1,283.9	10/31/2013 9:22:00AM	1,284.4	0	G	00
FAULT WRITE-UP: TAIL ROTOR BALANCE CHECK REQUIRED DUE TO REMOVAL AND REINSTALLATION OF TAIL ROTOR BLADES.						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	1.00	O
J	O	2	00	O	3						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/31/2013 9:09 am	1	-	COMGEN	1,283.9	11/8/2013 8:47:00AM	1,289.9	0	6	16D01A
FAULT WRITE-UP: INSP A107 - TAIL ROTOR PITCH BEAM INSPECTION. Due at: 08-Nov-2013. Upgrade to Red X Status on 12-Nov-2013						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH WASH					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JC531087	0.10	D
O	O	1	16D01A	O	8						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/31/2013 9:16 am	2	-	COMGEN	1,284.4	10/31/2013 9:18:00AM	1,284.4	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	1.00	O
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
31-Oct-2013	1	/	00								
FAULT WRITE UP REMOVED TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
DATE	SEQ NO	STATUS	WUC								
31-Oct-2013	2	/	00								
FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
DATE	SEQ NO	STATUS	WUC								
31-Oct-2013	3	/	00								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAI ED							
DATE	SEQ NO	STATUS	WUC								
31-Oct-2013	3	/	00								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAI ED							

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 31-Oct-2013 5 - 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY DUE</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WP061502 0.20 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/01/2013 8:59 am 1 - COMGEN 1,287.4</p> <p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 08-Nov-2013. Upgrade to Red X Status on 13-Nov-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 3</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/4/2013 9:28:00AM 1,289.9 0 G 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE CM178765 0.40 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/01/2013 9:01 am 2 - COMGEN 1,287.4</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/1/2013 9:02:00AM 1,287.4 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE WP06150 0.20 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/04/2013 9:21 am 1 - COMGEN 1,287.4</p> <p>FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 08-Nov-2013 or 1305.4 Hours. Upgrade to Red X Status on 10-Nov-2013 or 1307.4 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 4</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/8/2013 8:42:00AM 1,289.9 0 6 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE JC531087 0.30 D</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/04/2013 9:21 am 2 - COMGEN 1,287.4</p> <p>FAULT WRITE-UP: INSP A103 - AIRCRAFT WASH DUE. Due at: 08-Nov-2013. Upgrade to Red X Status on 09-Nov-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 5</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/9/2013 8:21:15AM 00</p> <p>ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:1 on 11/9/2013. All 2408-13-2 write-ups were re-assigned to new fault</p> <p>TIPID MMH PID MMH TYPE</p>				

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/04/2013 9:21 am	3		COMGEN	1,287.4	11/16/2013 5:46:00PM	1,292.9	0	1	00
FAULT WRITE-UP: INSP A160 - 90 DAY CORROSION INSPECTION. Due at: 17-Nov-2013. Upgrade to Red X Status on 27-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MG234154	2.00	D
O	O	1	00	O	12						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	1	-	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
		AL587015	0.10	D							
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	2	-	00								
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
		AL587015	0.10	D							
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	3	-	00								
FAULT WRITE UP RMVD T/G/B COVER				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		CC421839	0.10	D							
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	4	X	00								
FAULT WRITE-UP: RMVD I/G/B COVER				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
DR889242	0.2	MG234154	0.10	D							
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	5	X	00								
FAULT WRITE-UP: DISCONNECTED SECTION 4 DRIVESHAFT COVER ANTENNA PLUG				ACTION TAKEN: RECONNECTED							
TIPID	MMH	PID	MMH	TYPE							
DR889242	0.2	CC421839	0.10	D							
DATE	SEQ NO	STATUS	WUC								
04-Nov-2013	6	X	00								
FAULT WRITE-UP: RMVD SECTION 4 DRIVE SHAFT COVER				ACTION TAKEN REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
DR889242	0.2	CC421839	0.10	D							

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
04-Nov-2013	7	X	00	REINSTALLED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: RMVD DOGHOUSE FAIRING HDWR									
04-Nov-2013	8	X	00	REINSTALLED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: RMVD DOGHOUSE									
04-Nov-2013	9	X	00	RAISED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: LOWERED AFT SOUNDPROOFING									
04-Nov-2013	10	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD RH TAIL ACCE COVER HDWR									
04-Nov-2013	11	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD RH TAIL ACCESS COVER									
04-Nov-2013	12	X	00	RAISED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE UP: LOWERED FORWARD SOUNDPROOFING									
04-Nov-2013	13	X	00	RAISED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: LOWERED LH SOUNDPROOFING									
04-Nov-2013	14	X	00	RAI ED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: LOWERED RH SOUNDPROOFING									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
04-Nov-2013	15	X	00	REINSTALLED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: RMVD LH BROOM CLOSET									
04-Nov-2013	16	X	00	REINSTALLED	DR889242	0.2	CC421839	0.10	D
FAULT WRITE-UP: RMVD RH BROOM CLOSET									
04-Nov-2013	17	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD LH ESSS ROOT FAIRING									
04-Nov-2013	18	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD RH E ROOT FAIRING									
04-Nov-2013	19	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD LH M/L/G STRUT FAIRING HDWR									
04-Nov-2013	20	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE UP RMVD LH M/L/G STRUT FAIRING									
04-Nov-2013	21	X	00	REINSTALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD RH M/L/G STRUT FAIRING HDWR									
04-Nov-2013	22	X	00	REIN TALLED	DR889242	0.2	MG234154	0.10	D
FAULT WRITE-UP: RMVD RH M/L/G STRUT FAIRING									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 23 X 00</p> <p>FAULT WRITE-UP: LOWERED COPILOT SEAT</p>				<p>ACTION TAKEN: RAISED COPILOT SEAT</p> <p>TIPID MMH PID MMH TYPE</p> <p>DR889242 0.2 MG234154 0.10 D</p>				
<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 24 X 00</p> <p>FAULT WRITE-UP: LOWERED PILOT SEAT</p>				<p>ACTION TAKEN: RAISED PILOT SEAT</p> <p>TIPID MMH PID MMH TYPE</p> <p>DR889242 0.2 MG234154 0.10 D</p>				
<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 25 X 00</p> <p>FAULT WRITE-UP: RMVD RH FUEL ENCLOSURE PANEL</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>DR889242 0.2 AL587015 0.10 D</p>				
<p>DISCOVERY</p> <p>SYSTEM</p> <p>CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 11/04/2013 9:25 am 4 - COMGEN 1,289.9</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>11/4/2013 9:27:00AM 1,289.9 0 3 00</p> <p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE</p> <p>CM178765 1.00 F</p> <p>WP06150 1.00 F</p>				
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 1 / 00</p> <p>FAULT WRITE-UP: REMOVED INTERMEDIATE GEARBO FIARING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>WP061502 0.40 F</p>				
<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 2 / 00</p> <p>FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>WP061502 0.30 F</p>				
<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 3 / 00</p> <p>FAULT WRITE UP LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE</p> <p>CM178765 0.30 F</p>				
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>				<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>				

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 4 - 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE</p> <p>CM178765 0.30 F</p>
---	--

<p>DATE SEQ NO STATUS WUC</p> <p>04-Nov-2013 5 - 00</p> <p>FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE</p> <p>CM178765 0.30 F</p>
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DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	11/04/2013 9:30 am	5	-	COMGEN	1,289.9	11/8/2013 8:43:00AM	1,289.9	0	3	00
<p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 11-Nov-2013. Upgrade to Red X Status on 16-Nov-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>O O 1 00 O 4</p> <p>DELAY</p>						<p>ACTION TAKEN: COMPLETED IN CONJUNCTION WITH WASH</p> <p>TIPID MMH PID MMH TYPE</p> <p>JC531087 0.10 D</p>				

DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	11/09/2013 8:43 am	2	-	COMGEN	1,289.9	11/9/2013 8:46:00AM	1,289.9	0	3	00
<p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 18-Nov-2013. Upgrade to Red X Status on 23-Nov-2013</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>O O 1 00 O 0</p> <p>DELAY</p>						<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JC531087 0.10 D</p>				

DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	11/09/2013 8:44 am	3	-	COMGEN	1,289.9	11/9/2013 8:45:00AM	1,289.9	0	3	00
<p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>X O 1 00 O 0</p> <p>DELAY</p>						<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JC531087 0.10 D</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/09/2013 8:47 am	4		COMGEN	1,289.9	11/10/2013 10:30:00AM	1,292.9	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 16-Nov-2013. Upgrade to Red X Status on 21-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	0.80	F
O	O	1	00	O	1						
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:						
09-Nov-2013	1	/	00	RAISED						
FAULT WRITE-UP: LOWERED AFT CABIN OUNDPROOFING				TIPID	MMH	PID	MMH	TYPE		
						CM178765	0.40	F		
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:						
09-Nov-2013	2	/	00	REINSTALLED						
FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE		
						JC531087	0.30	F		
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:						
09-Nov-2013	3	/	00	REINSTALLED						
FAULT WRITE UP REMOVED INTERMEDAITE GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE		
						CM178765	0.40	F		
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:						
09-Nov-2013	4	-	00	COMPLETE						
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID	MMH	PID	MMH	TYPE		
						CM178765	0.30	F		
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:						
09-Nov-2013	5	-	00	NOT U ED MULTI TOOL ACCOUNTED FOR						
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE		
						CM178765	0.30	F		

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
	A	11/10/2013 7:44 am	1		COMGEN	1,289.9
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE. Due at 15-Nov-2013. Upgrade to Red X Status on 16-Nov-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	04A	O	5	
DELAY						

CORRECTION				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
11/15/2013 6:48:00PM	1,292.9	0	P	04A
ACTION TAKEN: COMPLETED ENG SN: GE-E991300 HIST SN: LMDH4074 LCF1 583 LCF2 2725 INDEX 1147 HRS 1238				
TIID	MMH	PID	MMH	TYPE
		PS615012	0.10	F

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
	A	11/10/2013 7:44 am	2	-	COMGEN	1,289.9
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE. Due at 15-Nov-2013. Upgrade to Red X Status on 16-Nov-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	04A	O	5	
DELAY						

CORRECTION				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
11/15/2013 6:49:00PM	1,292.9	0	P	04A
ACTION TAKEN: COMPLETED ENG SN: GE-E991527 HIST SN: LMDH4776 LCF1 587 LCF2 3838 INDEX 824 HRS 1346				
TIID	MMH	PID	MMH	TYPE
		PS615012	0.10	F

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
	A	11/10/2013 7:44 am	3	-	COMGEN	1,289.9
FAULT WRITE-UP: INSP A553 - AIRCRAFT WEIGHING INVENTORY (365-1). Due at 15-Nov-2013. Upgrade to Red X Status on 16-Nov-2013						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
O	O	1	00	O	6	
DELAY						

CORRECTION				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
11/16/2013 6:10:42AM				00
ACTION TAKEN: 2408-13-1 Fault upgraded to RED-X see Fault NO:1 on 11/16/2013. All 2408-13-2 write-ups were re-assigned to new fault				
TIID	MMH	PID	MMH	TYPE

DISCOVERY						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS
	A	11/10/2013 7:59 am	4	-	COMGEN	1,291.9
FAULT WRITE UP PMD INSPECTION DUE						
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	
DISC	REC	EFF		TYPE	DAYS	
X	O	1	00	O	0	
DELAY						

CORRECTION				
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
11/10/2013 8:00:00AM	1,291.9	0	3	00
ACTION TAKEN DUPLICATE ENTRY				
TIID	MMH	PID	MMH	TYPE
		CM178765	0.10	F

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/10/2013 10:32 am	5		COMGEN	1,292.9	11/10/2013 10:36:00AM	1,292.9	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 17-Nov-2013. Upgrade to Red X Status on 22-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JC531087	0.10	D
O	O	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/10/2013 10:32 am	6	-	COMGEN	1,292.9	11/10/2013 10:33:00AM	1,292.9	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: DUPLICATE ENTRY					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CM178765	0.10	F
X	O	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/10/2013 11:20 am	7	-	COMGEN	1,292.9	11/16/2013 5:49:00PM	1,292.9	0	1	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 17-Nov-2013. Upgrade to Red X Status on 22-Nov-2013						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 90 DAY CCI					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MG234154	1.00	D
O	O	1	00	O	6						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/10/2013 12:57 pm	8	-	FG966550	1,292.9	11/10/2013 1:23:00PM	1,292.9	0	6	19
FAULT WRITE-UP: AIRCRAFT DUE FOR CMWS GEN 3 UPGRADE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JC531087	0.10	D
K	G	2	19	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
10-Nov-2013	1	X	19								
FAULT WRITE-UP: LOSSENEED THUMB SCREWS (2EA) ON ECU						ACTION TAKEN: TIGHTENED THUMB SCREWS ON ECU					
				TIPID	MMH	PID	MMH	TYPE			
				CT780929	0 1	FG966550	0.20	F			

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

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Current Status W:

<table border="1"> <thead> <tr> <th>DATE</th> <th>SEQ NO</th> <th>STATUS</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>10-Nov-2013</td> <td>2</td> <td>X</td> <td>19</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTORS (4EA) ON ECU</p>	DATE	SEQ NO	STATUS	WUC	10-Nov-2013	2	X	19	<p>ACTION TAKEN: RECONNECTED ELECTRICAL CONNECTORS ON ECU</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>CT780929</td> <td>0.1</td> <td>FG966550</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	CT780929	0.1	FG966550	0.20	F																										
DATE	SEQ NO	STATUS	WUC																																										
10-Nov-2013	2	X	19																																										
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CT780929	0.1	FG966550	0.20	F																																									
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10-Nov-2013	3	X	19																																										
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<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>11/15/2013 12:57 pm</td> <td>1</td> <td>-</td> <td>COMGEN</td> <td>1,292.9</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Due at: 21-Nov-2013. Upgrade to Red X Status on 25-Nov-2013</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>7</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	11/15/2013 12:57 pm	1	-	COMGEN	1,292.9	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	O	1	00	O	7	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>11/22/2013 5:11:00PM</td> <td>1,296.8</td> <td>0</td> <td>A</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLETED</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>JL085789</td> <td>0.10</td> <td>F</td> </tr> </tbody> </table>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	11/22/2013 5:11:00PM	1,296.8	0	A	00	TIPID	MMH	PID	MMH	TYPE			JL085789	0.10	F
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																																								
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WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																																								
O	O	1	00	O	7																																								
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SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																																								
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WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																																								
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11/18/2013 3:15:55AM				00																																									
TIPID	MMH	PID	MMH	TYPE																																									
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>11/16/2013 6:15 am</td> <td>2</td> <td>-</td> <td>COMGEN</td> <td>1,292.9</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-14-AMAM-02 BY 20NOV13</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>G</td> <td>1</td> <td>09A01E</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>	SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	11/16/2013 6:15 am	2	-	COMGEN	1,292.9	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	O	G	1	09A01E	O	0	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>11/16/2013 1:53:00PM</td> <td>1,292.9</td> <td>0</td> <td>B</td> <td>09A01E</td> </tr> </tbody> </table> <p>ACTION TAKEN: COMPLIED WITH AMAM-02. PASSED</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>DR889242</td> <td>0.20</td> <td>O</td> </tr> </tbody> </table>	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	11/16/2013 1:53:00PM	1,292.9	0	B	09A01E	TIPID	MMH	PID	MMH	TYPE			DR889242	0.20	O
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS																																								
A	11/16/2013 6:15 am	2	-	COMGEN	1,292.9																																								
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																																								
O	G	1	09A01E	O	0																																								
DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																									
11/16/2013 1:53:00PM	1,292.9	0	B	09A01E																																									
TIPID	MMH	PID	MMH	TYPE																																									
		DR889242	0.20	O																																									
<p>USCENTCOM FOIA 14-0177 & 14-0179</p>	<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>																																												

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/16/2013 8:35 am	3		WP061502	1,292.9	11/16/2013 10:09:00AM	1,292.9	0	4	00
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-14-AMAM-01 BY 23 NOV 13						ACTION TAKEN: COMPLIED WITH ENTERED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AS664506	0.50	0
B	G	1	00	F	0						
DELAY											
	A	11/16/2013 5:50 pm	4	-	COMGEN	1,292.9	11/20/2013 6:44:00AM	1,294.5	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 24-Nov-2013. Upgrade to Red X Status on 29-Nov-2013						ACTION TAKEN: DUPLICATE ENTRY					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.10	D
O	O	1	00	O	4						
DELAY											
	A	11/18/2013 3:15 am	1	-	COMGEN	1,292.9	11/19/2013 6:44:00AM	1,294.5	0	5	04A
FAULT WRITE-UP: INSP A003 - ENGINE RUN-UP FOR FLYABLE STORAGE. Due at: 24-Nov-2013. Upgrade to Red X Status on 26-Nov-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.10	D
O	O	1	04A	O	1						
DELAY											
	A	11/20/2013 6:32 am	1	-	COMGEN	1,294.5	11/20/2013 6:43:00AM	1,294.5	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.80	D
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC			ACTION TAKEN: RAISED					
20-Nov-2013	1	/	00								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.10	D

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 20-Nov-2013 2 / 00</p> <p>FAULT WRITE-UP: RMV IGB COVER</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE BC794224 0.10 D</p>
<p>DATE SEQ NO STATUS WUC 20-Nov-2013 3 / 00</p> <p>FAULT WRITE-UP: RMVD TGB COVER</p>	<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE BC794224 0.10 D</p>
<p>DATE SEQ NO STATUS WUC 20-Nov-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHK</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE KM070909 0.1 BC794224 0.10 D</p>
<p>DATE SEQ NO STATUS WUC 20-Nov-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BO INV</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE KM070909 0.1 BC794224 0.10 D</p>

DISCOVERY							CORRECTION																						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																		
A		11/21/2013 6:09 am	1	-	COMGEN	1,294.5	11/21/2013 7:02:00AM	1,296.8	0	3	00																		
<p>FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 27-Nov-2013. Upgrade to Red X Status on 29-Nov-2013</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>0</td> </tr> </tbody> </table> <p>DELAY</p>							WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	0	<p>ACTION TAKEN: DUPLICATE ENTRY</p> <p>TIPID MMH PID MMH TYPE BC794224 0.10 D</p>				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																								
DISC	REC	EFF		TYPE	DAYS																								
O	O	1	00	O	0																								

DISCOVERY							CORRECTION																						
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																		
A		11/21/2013 6:30 am	2	-	COMGEN	1,296.8	11/28/2013 9:24:00PM	1,305.1	0	6	00																		
<p>FAULT WRITE-UP: INSP A110 - 40 HOUR INSPECTION. Due at: 1305.4 Hours. Upgrade to Red X Status on 1309.5 Hours</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>O</td> <td>O</td> <td>1</td> <td>00</td> <td>O</td> <td>7</td> </tr> </tbody> </table> <p>DELAY</p>							WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	O	O	1	00	O	7	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE CB543423 2.00 F NM330276 2.00 F CA273893 2.00 F TC879172 2.00 F</p>				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED																								
DISC	REC	EFF		TYPE	DAYS																								
O	O	1	00	O	7																								

===== 13-2s to Follow =====

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
21-Nov-2013	1	X	00	FINAL TOOLBOX INVENTORY OF TB#4 COMPLETED BY SSG COLE, WILLIAM L.										
FAULT WRITE-UP: INITIAL TOOLBOX INVENTORY OF TB#4 COMPLETED BY SSG COLE, WILLIAM L.				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>WC279192</td> <td>0.10</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	WC279192	0.10	F
TIPID	MMH	PID	MMH	TYPE										
EH893468	0.1	WC279192	0.10	F										
21-Nov-2013	2	X	00	DAY SHIFT FOD CHECK COMPLETE										
FAULT WRITE-UP: DAY SHIFT FOD CHECK DUE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>WC279192</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	WC279192	0.20	F
TIPID	MMH	PID	MMH	TYPE										
EH893468	0.1	WC279192	0.20	F										
21-Nov-2013	3	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD T/R GEAR BOX FAIRING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR473918</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR473918	0.50	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	JR473918	0.50	F										
21-Nov-2013	4	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD INTERMEDIATE GEAR BO FAIRING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR473918</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR473918	0.50	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	JR473918	0.50	F										
21-Nov-2013	5	X	00	REINSTALLED										
FAULT WRITE-UP: RMVD #2 TAIL CONE ACCESS PANEL HDWR (12 EA)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR473918</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR473918	0.50	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	JR473918	0.50	F										
21-Nov-2013	6	X	00	REINSTALLED										
FAULT WRITE UP RMVD #2 TAIL CONE ACCESS PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR473918</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR473918	0.50	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	JR473918	0.50	F										
21-Nov-2013	7	X	00	CLOSED										
FAULT WRITE-UP: OPENED SECTION 4 DRIVE SHAFT COVER				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR473918</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR473918	0.30	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	JR473918	0.30	F										
21-Nov-2013	8	X	00	REIN TALLED										
FAULT WRITE-UP: RMVD #1 SIDE UPPER STEP FAIRING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>CA273893</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	CA273893	0.50	F
TIPID	MMH	PID	MMH	TYPE										
BK944665	0.1	CA273893	0.50	F										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
21-Nov-2013	9	X	00	REINSTALLED	BK944665	0.1	CA273893	0.50	F
FAULT WRITE-UP: RMVD #1 SIDE LOWER STEP FAIRING HDWR (9EA)									
21-Nov-2013	10	X	00	REINSTALLED	BK944665	0.1	CA273893	0.50	F
FAULT WRITE-UP: RMVD #1 SIDE LOWER STEP FAIRING									
21-Nov-2013	11	X	00	REINSTALLED	BK944665	0.1	CA273893	0.50	F
FAULT WRITE-UP: RMVD #2 SIDE UPPER STEP FAIRING									
21-Nov-2013	12	X	00	REINSTALLED	BK944665	0.1	CA273893	0.50	F
FAULT WRITE-UP: RMVD #2 IDE LOWER TEP FAIRING HDWR (9 EA)									
21-Nov-2013	13	X	00	REINSTALLED	BK944665	0.1	CA273893	0.50	F
FAULT WRITE-UP: RMVD #2 SIDE LOWER STEP FAIRING									
21-Nov-2013	14	X	00	REINSTALLED	BK944665	0.1	JR473918	0.30	F
FAULT WRITE UP RMVD #1 SIDE STAB INSPECTION COVER HDWR (2 EA)									
21-Nov-2013	15	X	00	REINSTALLED	BK944665	0.1	JR473918	0.50	F
FAULT WRITE-UP: RMVD #1 SIDE STAB INSPECTION COVER									
21-Nov-2013	16	X	00	REIN TALLED	BK944665	0.1	JR473918	0.50	F
FAULT WRITE-UP: RMVD #2 SIDE STAB INSPECTION COVER HDWR (2 EA)									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
21-Nov-2013	17	X	00	REINSTALLED	BK944665	0.1	JR473918	0.30	F
FAULT WRITE-UP: RMVD #2 SIDE STAB INSPECTION COVER									
21-Nov-2013	18	X	00	REINSTALLED	BK944665	0.1	JR473918	0.50	F
FAULT WRITE-UP: LOWERED CABIN SOUNDPROOFING									
21-Nov-2013	19	X	00	REINSTALLED	BK944665	0.1	JR473918	2.00	F
FAULT WRITE-UP: RMVD CABIN DRIP PAN									
21-Nov-2013	20	-	00	COMPLETED			NM330276	0.50	F
FAULT WRITE-UP: ECTION 1 IN P									
21-Nov-2013	21	-	00	COMPLETE			JR473918	1.00	F
FAULT WRITE-UP: SECTION 2 INSP									
21-Nov-2013	22	-	00	COMPLETETD			CA273893	2.00	F
FAULT WRITE UP SECTION 3 INSP									
21-Nov-2013	23	-	00	COMPLETED			CA273893	1.00	F
FAULT WRITE-UP: SECTION 4 INSP									
21-Nov-2013	24	-	00	COMPLETED			JR473918	0.70	F
FAULT WRITE-UP: SECTION 5 INSP									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:															
21-Nov-2013	25	-	00	COMPLETED															
FAULT WRITE-UP: SECTION 6 INSP				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>TC879172</td> <td>1.00</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>CB543423</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			TC879172	1.00	F			CB543423	1.00	F
TIPID	MMH	PID	MMH	TYPE															
		TC879172	1.00	F															
		CB543423	1.00	F															
21-Nov-2013	26	-	00	ACTION TAKEN: BLUE/YLW = AXIAL: .032 RADIAL: .002 RED/BLK = AXIAL: .026 RADIAL: .008															
FAULT WRITE-UP: SCISSOR LINK BEARING INSP				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>TC879172</td> <td>0.60</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			TC879172	0.60	F					
TIPID	MMH	PID	MMH	TYPE															
		TC879172	0.60	F															
21-Nov-2013	27	X	00	REINSTALLED															
FAULT WRITE-UP: RMVD NO.2 FUEL ENCLOSURE PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>CA273893</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	CA273893	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	CA273893	0.50	F															
21-Nov-2013	28	X	00	REINSTALLED TO TO 40 IN LBS S/N: 6520															
FAULT WRITE-UP: RMVD OIL COOLER IN P PANEL HDWR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>TC879172</td> <td>0.60</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	TC879172	0.60	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	TC879172	0.60	F															
21-Nov-2013	29	X	00	REINSTALLED															
FAULT WRITE-UP: RMVD OIL COOLER INSP PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>TC879172</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	TC879172	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	TC879172	0.50	F															
21-Nov-2013	30	X	00	REINSTALLED															
FAULT WRITE UP RMVD APU FUEL ACCESS PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>TC879172</td> <td>0.60</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	TC879172	0.60	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	TC879172	0.60	F															
21-Nov-2013	31	X	00	REINSTALLED															
FAULT WRITE-UP: REMOVED HARDWARE ON COPILOT'S LEFT SIDE YAW PEDAL BOOT				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>NM330276</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	NM330276	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	NM330276	0.50	F															
21-Nov-2013	32	X	00	REIN TALLED															
FAULT WRITE-UP: REMOVED COPILOT'S LEFT SIDE YAW PEDAL BOOT				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>NM330276</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	NM330276	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	NM330276	0.50	F															

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 21-Nov-2013 33 X 00</p> <p>FAULT WRITE-UP: FOD CHK REQD</p>	<p>ACTION TAKEN: FOD CHECK COMPLETED BY SSG LAMPE</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 KL688471 0.10 F</p>
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 34 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INV REQ ON 68</p>	<p>ACTION TAKEN: TOOL BOX INVENTORY COMPLETED BY SSG LAMPE</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 KL688471 0.10 F</p>
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/21/2013 6:30 am 3 - COMGEN 1,296.8</p> <p>FAULT WRITE-UP: INSP A112 - 40 HOUR APU INLET BARRIER FILTER INSPECTION. Due at: 1305.4 Hours. Upgrade to Red X Status on 1309.5 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 15B O 1</p> <p>DELAY</p>	<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/22/2013 4:34:00PM 1,296.8 0 1 15B</p> <p>ACTION TAKEN: ENTERED IN ERROR IBF FILTER NOT INSTALLED</p> <p>TIPID MMH PID MMH TYPE JL085789 0.10 F</p>
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/21/2013 6:30 am 4 - COMGEN 1,296.8</p> <p>FAULT WRITE-UP: INSP A115 - INSP FRAME 327 AND LBL 10 WEB FITTING. Due at: 1305.4 Hours. Upgrade to Red X Status on 1309.5 Hours</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 00 O 8</p> <p>DELAY</p>	<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/29/2013 8:11:00AM 1,305.1 0 1 00</p> <p>ACTION TAKEN: INPECTION COMPLETE</p> <p>TIPID MMH PID MMH TYPE KB112745 0.20 O</p>
<p>===== 13-2s to Follow =====</p>	
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 1 X 00</p> <p>FAULT WRITE-UP: FOD INSPECTION REQ</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE EH893468 0.2 WC279192 0.20 F</p>
<p>DATE SEQ NO STATUS WUC 21 Nov 2013 2 / 00</p> <p>FAULT WRITE-UP: LOWERED CABIN SOUNDPROOFING FORWARD OF THE DRIP PAN</p>	<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE KB112745 0.20 F</p>
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>	

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 3 X 00</p> <p>FAULT WRITE-UP: INSPECTION REQ ON GERBER KB112745</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>EH893468 0.1 KB112745 0.20 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 11/21/2013 6:30 am 5 - COMGEN 1,296.8</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>11/21/2013 7:05:00AM 1,296.8 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>BC794224 0.80 D</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 1 / 00</p> <p>FAULT WRITE-UP: LOWERED AFTCABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE</p> <p>BC794224 0.10 D</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 2 / 00</p> <p>FAULT WRITE-UP: RMVD IGB COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>BC794224 0.10 D</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 3 / 00</p> <p>FAULT WRITE-UP: RMVD TGB COVER</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>BC794224 0.10 D</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHK</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>KM070909 0.1 BC794224 0.10 D</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>21-Nov-2013 5 X 00</p> <p>FAULT WRITE UP TOOL BOX INV</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>KM070909 0.1 BC794224 0.10 D</p>						
<p>UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>										

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/22/2013 8:16 am	1		COMGEN	1,296.8	11/25/2013 6:24:00AM	1,299.3	0	3	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 28-Nov-2013. Upgrade to Red X Status on 30-Nov-2013						ACTION TAKEN: DUPLICATE ENTRY					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.10	D
O	O	1	00	O	3						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/25/2013 6:21 am	1	-	COMGEN	1,299.3	11/25/2013 6:51:00AM	1,299.3	0	P	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				PS615012	0.60	F
X	O	1	00	O	0						
DELAY											
----- 13-2s to Follow -----											
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	1	/	00								
FAULT WRITE-UP: LOWERED AFT SOUNDPROOFING				ACTION TAKEN: RAISED							
				TIPID	MMH	PID	MMH	TYPE			
						PS615012	0.10	F			
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	2	/	00								
FAULT WRITE-UP: RMVD IGB COVER				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
						PS615012	0.10	F			
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	3	/	00								
FAULT WRITE-UP: RMVD TGB COVER				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
						PS615012	0.10	F			
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK				ACTION TAKEN: COMPLETED							
				TIPID	MMH	PID	MMH	TYPE			
				KM070909	0.1	PS615012	0.10	F			
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INV				ACTION TAKEN: COMPLETED							
				TIPID	MMH	PID	MMH	TYPE			
				KM070909	0.1	PS615012	0.10	F			

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/25/2013 10:12 am	2		AS664506	1,299.3	11/25/2013 5:19:00PM	1,299.3	0	4	19
FAULT WRITE-UP: COMPLY WITH REQUIREMENTS OF H-60-14-ASAM-02 BY 28 NOV 13						ACTION TAKEN: COMPLIED WITH					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AS664506	0.50	0
O	O	1	19	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
25-Nov-2013	1	X	19								
FAULT WRITE-UP: LOOSENED BOLT CONNECTING LEFT HAND ACCELEROMETER TO NO.1 INPUT MODULE.				ACTION TAKEN: ROTATED ACCELEROMETER SO POINTING IN THE 6 O'CLOCK DIRECTION. TORQUED TO 275 IN LBS.							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS	AS664506	0.1	MG234154	0.10	D	
O	O	1	19	O	0						
DELAY											
DISCOVERY						CORRECTION					
	A	11/25/2013 5:20 pm	3	-	AS664506	1,299.3	11/25/2013 5:22:00PM	1,299.3	0	4	19
FAULT WRITE-UP: # 1 HSS BALANCE VERIFICATION DUE TO ADJUSTMENT OF INPUT MODULE OUTPUT FLANGE ACCELEROMETER						ACTION TAKEN: VERIFICATION COMPLETE .42 IPS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS	AS664506	0.50		0.50	O	
B	G	2	19	O	0						
DELAY											
DISCOVERY						CORRECTION					
	A	11/26/2013 6:33 am	1	-	COMGEN	1,299.3	11/29/2013 8:51:00AM	1,305.1	0	F	00
FAULT WRITE-UP: INSP A001 - PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD). Due at: 02-Dec-2013. Upgrade to Red X Status on 04-Dec-2013						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40 HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS	MG234154	0.10		0.10	D	
O	O	1	00	O	3						
DELAY											
DISCOVERY						CORRECTION					
	A	11/28/2013 6:34 am	1	-	COMGEN	1,299.3	11/30/2013 6:21:00PM	1,306.1	0	1	00
FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 08-Dec-2013 or 1331.9 Hours. Upgrade to Red X Status on 14-Dec-2013 or 1336.9 Hours						ACTION TAKEN: WRITE UP COMGENED IN ERROR, -18 WAS IMPROPERLY UPDATED DURING LAST 40 HOUR INSPECTION, -18 CORRECTED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS	R 701955	0.10		0.10	F	
O	O	1	00	O	2						
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/28/2013 4:06 pm	2		COMGEN	1,305.1	11/29/2013 8:52:00AM	1,305.1	0	F	05A011
FAULT WRITE-UP: INSP A009 - SPINDLE LUG INSPECTION. Due at: 1309.3 Hours. Upgrade to Red X Status on 1310.4 Hours						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40 HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MG234154	0.10	D
O	O	1	05A011	O	1						
DELAY											
	A	11/28/2013 8:46 pm	5	-	CB543423	1,305.1	12/2/2013 3:45:00AM	1,314.5	0	1	00
FAULT WRITE-UP: 9-11 HR TQ CK ON RED M/R INBOARD DAMPER HDWR DUE BETWEEN 1314.1 - 1316.1						ACTION TAKEN: COMPLETED TQ STABILIZED 1320 IN/LBS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.30	F
K	G	2	00	F	4						
DELAY											
	A	11/28/2013 8:47 pm	6	-	CB543423	1,305.1	12/2/2013 3:46:00AM	1,314.5	0	1	00
FAULT WRITE-UP: 9-11 HR TQ CK ON BLUE M/R INBOARD DAMPER HDWR DUE BETWEEN 1314.1 - 1316.1						ACTION TAKEN: COMPLETED TQ STABILIZED AT 1320 IN/LBS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.30	F
K	G	2	00	F	4						
DELAY											
	A	11/28/2013 8:48 pm	7	-	CB543423	1,305.1	12/2/2013 3:46:00AM	1,314.5	0	1	00
FAULT WRITE UP 9-11 HR TQ CK ON YLW M/R INBOARD DAMPER HDWR DUE BETWEEN 1314.1 - 1316.1						ACTION TAKEN COMPLETED TQ STABILIZED AT 1320 IN/LBS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.30	F
K	G	2	00	F	4						
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JBO

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/28/2013 8:48 pm	8		CB543423	1,305.1	12/2/2013 3:47:00AM	1,314.5	0	1	00
FAULT WRITE-UP: 9-11 HR TQ CK ON BLK M/R INBOARD DAMPER HDWR DUE BETWEEN 1314.1 - 1316.1						ACTION TAKEN: COMPLETED TQ STABILIZED 1320 IN/LBS					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.30	F
K	G	2	00	F	4						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/29/2013 2:10 pm	1	-	COMGEN	1,306.1	11/29/2013 2:13:00PM	1,306.1	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED.					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				DS047993	1.00	F
X	O	1	00	O	0				MG234154	1.00	F
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
29-Nov-2013	1	/	00	ACTION TAKEN: REINSTALLED.							
FAULT WRITE-UP: RMVD T/R G/B COVER.				TIPID	MMH	PID	MMH	TYPE			
						DS047993	0.20	F			
DATE	SEQ NO	STATUS	WUC								
29-Nov-2013	2	/	00	ACTION TAKEN: REINSTALLED.							
FAULT WRITE-UP: RMVD I/G/B COVER.				TIPID	MMH	PID	MMH	TYPE			
						DS047993	0.20	F			
DATE	SEQ NO	STATUS	WUC								
29-Nov-2013	3	/	00	ACTION TAKEN: RAISED.							
FAULT WRITE-UP: LOWERED AFT CABIN SOUND PROOFING.				TIPID	MMH	PID	MMH	TYPE			
						DS047993	0.20	F			
DATE	SEQ NO	STATUS	WUC								
29-Nov-2013	4	X	00	ACTION TAKEN: COMPLETED.							
FAULT WRITE-UP: FOD CHECK DUE				TIPID	MMH	PID	MMH	TYPE			
				EH893468	0.2	DS047993	0.20	F			
DATE	SEQ NO	STATUS	WUC								
29-Nov-2013	5	X	00	ACTION TAKEN: COMPLETED.							
FAULT WRITE-UP: TOOLBOX INVENTORY.				TIPID	MMH	PID	MMH	TYPE			
				EH893468	0.1	DS047993	0.20	F			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 1:10 am	1		COMGEN	1,306.1	12/1/2013 2:47:00AM	1,308.1	0	1	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MA528272	1.00	F
O	G	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
01-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
				TIPID	MMH	PID	MMH	TYPE			
						MA528272	0.10	F			
DATE	SEQ NO	STATUS	WUC								
01-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
						MA528272	0.20	F			
DATE	SEQ NO	STATUS	WUC								
01-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
				TIPID	MMH	PID	MMH	TYPE			
						MA528272	0.30	F			
DATE	SEQ NO	STATUS	WUC								
01-Dec-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
				TIPID	MMH	PID	MMH	TYPE			
				J 913886	0.2	MA528272	0.20	F			
DATE	SEQ NO	STATUS	WUC								
01-Dec-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETED							
				TIPID	MMH	PID	MMH	TYPE			
				JS913886	0.2	MA528272	0.50	F			
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 1:10 am	2	-	COMGEN	1,306.1	12/1/2013 1:13:00AM	1,306.1	0	1	00
FAULT WRITE-UP: Perform daily visual inspection of the APU filter minder as required by AWR 1539 R2 dated 27 JUL 12 (APU IBF).						ACTION TAKEN: FILTER NOT INSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MA528272	0 10	F
O	G	1	00	O	0						
DELAY											

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CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

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HOURS: 1363 3

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Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 1:10 am	3		COMGEN	1,306.1	12/1/2013 3:08:00PM	1,310.4	0	1	00
FAULT WRITE-UP: Perform daily visual inspection as required by: AWR 1816 R2, DTD 4 JUN 12 (IR SEARCHLIGHT), AWR 1792 R2 (HONTEK) DTD 27 APR 12, AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12, AWR 1726 R7 (HH/UH-60M) DTD 4 OCT 12, AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1531 R6 (M4) DTD 14 MAR 12, AWR 1521 R5 (AWIS) DTD 31 MAY 12, AWR 1465 R9 (M/B SEATS) DTD 29 JUN 12, AWR 1309 R7 (OREGON SEATS) DTD 10FEB12, AWR 1120 R9 (M240H) DTD 30 NOV 12.						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
O	G	1	00	O	0						
DELAY											
	A	12/01/2013 1:10 am	4	-	COMGEN	1,306.1	12/1/2013 1:13:00AM	1,306.1	0	1	00
FAULT WRITE UP PERFORM PRE/POST FLIGHT INSPECTION OF THE MAIN ROTOR BLADES IAW AWR 1726 R2, DTD 4 OCT 12.						ACTION TAKEN COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MA528272	0.20	F
O	G	1	00	O	0						
DELAY											
	A	12/01/2013 1:10 am	5		COMGEN	1,306.1	12/1/2013 1:13:00AM	1,306.1	0	1	00
FAULT WRITE-UP: DOWNLOAD IVHMS AND REVIEW AFTER LAST FLIGHT OF MISSION DAY PER AWR 1726 R7, DTD 4 OCT 12.						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MA528272	0.10	F
O	G	1	00	O	0						
DELAY											
	A	12/01/2013 3:09 pm	6	-	COMGEN	1,310.4	12/1/2013 3:11:00PM	1,310.4	0	1	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	1.50	F
O	G	1	00	O	0						
DELAY											

==== 13-2s to Follow =====

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
01-Dec-2013	1	/	02	CLOSED
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				TIPID MMH PID MMH TYPE MF727082 0.10 F
01-Dec-2013	2	/	02	REINSTALLED
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				TIPID MMH PID MMH TYPE MF727082 0.10 F
01-Dec-2013	3	/	02	REINSTALLED
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				TIPID MMH PID MMH TYPE MF727082 0.10 F
01-Dec-2013	4	X	00	COMP
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID MMH PID MMH TYPE AE988067 0.2 MF727082 0.10 F
01-Dec-2013	5	X	00	COMP
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID MMH PID MMH TYPE AE988067 0.2 MF727082 0.10 F

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 3:09 pm	7	-	COMGEN	1,310.4	12/1/2013 3:10:00PM	1,310.4	0	1	00
FAULT WRITE-UP: Perform daily visual inspection of the APU filter minder as required by AWR 1539 R2 dated 27 JUL 12 (APU IBF).						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED						
DISC	REC	EFF		TYPE	DAYS	TIPID	MMH	PID	MMH	TYPE	
O	G	1	00	O	0			MF727082	0.10	F	
DELAY											

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 3:09 pm	8		COMGEN	1,310.4	12/1/2013 3:10:00PM	1,310.4	0	1	00
FAULT WRITE-UP: Perform daily visual inspection as required by: AWR 1816 R2, DTD 4 JUN 12 (IR SEARCHLIGHT), AWR 1792 R2 (HONTEK) DTD 27 APR 12, AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12, AWR 1726 R7 (HH/UH-60M) DTD 4 OCT 12, AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1531 R6 (M4) DTD 14 MAR 12, AWR 1521 R5 (AWIS) DTD 31 MAY 12, AWR 1465 R9 (M/B SEATS) DTD 29 JUN 12, AWR 1309 R7 (OREGON SEATS) DTD 10FEB12, AWR 1120 R9 (M240H) DTD 30 NOV 12.						ACTION TAKEN: COMP					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	O	G	1	00	O	0			MF727082	0.10	F
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 3:09 pm	9	-	COMGEN	1,310.4	12/1/2013 3:10:00PM	1,310.4	0	1	00
FAULT WRITE UP PERFORM PRE/POST FLIGHT INSPECTION OF THE MAIN ROTOR BLADES IAW AWR 1726 R2, DTD 4 OCT 12.						ACTION TAKEN COMP					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	O	G	1	00	O	0			MF727082	0.10	F
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/01/2013 3:09 pm	10		COMGEN	1,310.4	12/1/2013 3:10:00PM	1,310.4	0	1	00
FAULT WRITE-UP: DOWNLOAD IVHMS AND REVIEW AFTER LAST FLIGHT OF MISSION DAY PER AWR 1726 R7, DTD 4 OCT 12.						ACTION TAKEN: COMP					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	O	G	1	00	O	0			MF727082	0.10	F
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/02/2013 3:44 am	1	-	COMGEN	1,314.5	12/2/2013 4:06:00AM	1,314.5	0	G	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	X	O	1	00	O	0			LG980440	1.50	F
DELAY											

===== 13-2s to Follow =====

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 02-Dec-2013 1 / 02</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE LG980440 0.20 F</p>						
<p>DATE SEQ NO STATUS WUC 02-Dec-2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE LG980440 0.30 F</p>						
<p>DATE SEQ NO STATUS WUC 02-Dec-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE LG980440 0.30 F</p>						
<p>DATE SEQ NO STATUS WUC 02-Dec-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE J 913886 0.3 LG980440 0.20 F</p>						
<p>DATE SEQ NO STATUS WUC 02-Dec-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE JS913886 0.2 LG980440 0.20 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 12/03/2013 4:20 am 1 - COMGEN 1,314.5</p> <p>FAULT WRITE-UP: INSP A581 - RETURN #1 SLAB TO AVIM FOR CAPACITY CHECK. Due at: 04-Jan-2014. Upgrade to Red X Status on 04-Feb-2014</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 09B01A O 1</p> <p>DELAY</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/4/2013 12:03:00PM 1,317.2 0 B 09B01A</p> <p>ACTION TAKEN: BATTERIES WERE REPLACED ON 23 AUG 2013. INSP NOT DUE UNTIL 23 AUG 2016</p> <p>TIPID MMH PID MMH TYPE TC824586 0.20 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 12/03/2013 4:20 am 2 - COMGEN 1,314.5</p> <p>FAULT WRITE UP INSP A582 - RETURN #2 SLAB TO AVIM FOR CAPACITY CHECK. Due at: 04-Jan-2014. Upgrade to Red X Status on 04-Feb-2014</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 09B01A O 1</p> <p>DELAY USCENTCOM FOIA 14-0177 & 14-0179</p>						<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/4/2013 12:04:00PM 1,317.2 0 B 09B01A</p> <p>ACTION TAKEN BATTERY WAS REPLACED ON 23 AUG 2013. INSP NOT DUE UNTIL 23 AUG 2015</p> <p>TIPID MMH PID MMH TYPE TC824586 0.20 F</p>				

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/03/2013 12:54 pm	4		COMGEN	1,317.2	12/3/2013 12:58:00PM	1,317.2	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				KT201178	0.80	F
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
03-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
TIPID	MMH	PID	MMH	TYPE							
		KT201178	0.20	F							
DATE	SEQ NO	STATUS	WUC								
03-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		KT201178	0.20	F							
DATE	SEQ NO	STATUS	WUC								
03-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		KT201178	0.20	F							
DATE	SEQ NO	STATUS	WUC								
03-Dec-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
PB434952	0.2	KT201178	0.10	F							
DATE	SEQ NO	STATUS	WUC								
03-Dec-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
PB434952	0.2	KT049204	0.20	F							

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/04/2013 12:13 pm	1		COMGEN	1,319.1	12/4/2013 12:22:00PM	1,319.1	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE TT157690 1.00 F					
===== 13-2s to Follow =====											
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	1	/	02		RAISED				
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING							TIPID	MMH	PID	MMH	TYPE
								TT157690	0.30	F	
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	2	/	02		REINST				
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
								TT157690	0.20	F	
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	3	/	02		REINST				
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
								TT157690	0.30	F	
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	4	X	00		COMPLETED				
FAULT WRITE-UP: FOD CHECK REQUIRED							TIPID	MMH	PID	MMH	TYPE
							TC824586	0.2	TT157690	0.30	F
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	5	X	00		COMPLETED				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							TIPID	MMH	PID	MMH	TYPE
							TC824586	0.2	TT157690	0.30	F

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/04/2013 9:19 pm	2		COMGEN	1,321.1	12/4/2013 9:28:00PM	1,321.1	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE LG980440 0.40 F					
===== 13-2s to Follow =====											
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		04-Dec-2013	1	/	02		RAISED				
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING							TIPID	MMH	PID	MMH	TYPE
		04-Dec-2013	2	/	02				LG980440	0.20	F
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		04-Dec-2013	3	/	02				LG980440	0.30	F
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		04-Dec-2013	4	X	00		ACTION TAKEN:				
FAULT WRITE-UP: FOD CHECK REQUIRED							COMPLETEDQ				
		04-Dec-2013	5	X	00		TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							JS913886	0.2	LG980440	0.20	F
							TIPID	MMH	PID	MMH	TYPE

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/05/2013 1:41 pm	1		COMGEN	1,323.2	12/5/2013 1:57:00PM	1,323.2	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE BS313334 1.00 F					
===== 13-2s to Follow =====											
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		05-Dec-2013	1	/	02		RAISED				
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING							TIPID	MMH	PID	MMH	TYPE
		05-Dec-2013	2	/	02				BS313334	0.10	F
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		05-Dec-2013	3	/	02				BS313334	0.10	F
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		05-Dec-2013	4	X	00		ACTION TAKEN:				
FAULT WRITE-UP: FOD CHECK REQUIRED							COMPLETED				
		05-Dec-2013	5	X	00		ACTION TAKEN:				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
		05-Dec-2013	5	X	00		ACTION TAKEN:				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
		05-Dec-2013	5	X	00		ACTION TAKEN:				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
		05-Dec-2013	5	X	00		ACTION TAKEN:				
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							COMPLETED				
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/07/2013 1:10 pm	2	-	RB829777	1,323.2	12/7/2013 1:13:00PM	1,323.2	0	4	07D03
FAULT WRITE-UP: IDLE SPEED LEAKAGE CHECK REQUIRED FOR REPLACEMENT OF #1 START CONTROL VALVE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS K G 1 07D03 F 0						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE RB829777 0.50 F					
DELAY USCENTCOM FOIA 14-0177 & 14-0179											

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/07/2013 1:12 pm	3		RB829777	1,323.2	12/7/2013 1:13:00PM	1,323.2	0	4	07D03
FAULT WRITE-UP: MOC OF #1 ENG START REQUIRED FOR REPLACEMENT OF START CONTROL VALVE						ACTION TAKEN: MOC OK					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AE988067	1.00	F
K	G	1	07D03	F	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/07/2013 3:08 pm	4	-	COMGEN	1,324.7	12/7/2013 3:11:00PM	1,324.7	0	1	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AM075348	0.50	F
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
07-Dec-2013	1	/	02	ACTION TAKEN: RAISED							
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				TIPID	MMH	PID	MMH	TYPE			
						AM075348	0.10	F			
DATE	SEQ NO	STATUS	WUC								
07-Dec-2013	2	/	02	ACTION TAKEN: REINSTALLED							
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						AM075348	0.10	F			
DATE	SEQ NO	STATUS	WUC								
07-Dec-2013	3	/	02	ACTION TAKEN: REINSTALLED							
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				TIPID	MMH	PID	MMH	TYPE			
						AM075348	0.10	F			
DATE	SEQ NO	STATUS	WUC								
07-Dec-2013	4	X	00	ACTION TAKEN: COMPLETED							
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				AE988067	0.2	AM075348	0.10	F			
DATE	SEQ NO	STATUS	WUC								
07-Dec-2013	5	X	00	ACTION TAKEN: COMPLETED							
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				AE988067	0.2	AM075348	0.10	F			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/08/2013 1:11 am	1		COMGEN	1,328.9	12/8/2013 1:50:00AM	1,328.9	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.50	F
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
08-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: RAISED					
TIPID	MMH	PID	MMH	TYPE							
		LG980440	0.20	F							
DATE	SEQ NO	STATUS	WUC								
08-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
TIPID	MMH	PID	MMH	TYPE							
		LG980440	0.30	F							
DATE	SEQ NO	STATUS	WUC								
08-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
TIPID	MMH	PID	MMH	TYPE							
		LG980440	0.30	F							
DATE	SEQ NO	STATUS	WUC								
08-Dec-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED						ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE							
J 913886	0.2	LG980440	0.20	F							
DATE	SEQ NO	STATUS	WUC								
08-Dec-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED						ACTION TAKEN: COMPLETED					
TIPID	MMH	PID	MMH	TYPE							
JS913886	0.3	LG980440	0.20	F							

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/09/2013 12:36 am	1		COMGEN	1,330.9	12/9/2013 12:58:00AM	1,330.9	0	G	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NR046640	1.50	F
X	0	1	00	0	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: RAISED					
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
09-Dec-2013	2	/	02			NR046640	0.30	F			
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
09-Dec-2013	3	/	02			NR046640	0.30	F			
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
09-Dec-2013	4	X	00	J 913886	0.2	NR046640	0.20	F			
FAULT WRITE-UP: FOD CHECK REQUIRED						ACTION TAKEN: COMPLETED					
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
09-Dec-2013	5	X	00	JS913886	0.2	NR046640	0.30	F			
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED						ACTION TAKEN: COMPLETED					

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/09/2013 12:48 pm	2		COMGEN	1,331.9	12/9/2013 1:02:00PM	1,331.9	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TT157690	1.00	F
X	0	1	00	0	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING				ACTION TAKEN: RAISED							
TIPID	MMH	PID	MMH	TYPE							
		TT157690	0.20	F							
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		TT157690	0.20	F							
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING				ACTION TAKEN: REINSTALLED							
TIPID	MMH	PID	MMH	TYPE							
		TT157690	0.20	F							
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
PB434952	0.2	TT157690	0.20	F							
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				ACTION TAKEN: COMPLETED							
TIPID	MMH	PID	MMH	TYPE							
PB434952	0.2	TT157690	0.20	F							

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

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To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/09/2013 11:29 pm	3		COMGEN	1,333.9	12/9/2013 11:34:00PM	1,333.9	0	G	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NR046640	1.50	F
X	0	1	00	0	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	1	/	02								
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: RAISED					
				TIPID	MMH	PID	MMH	TYPE			
						NR046640	0.20	F			
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
				TIPID	MMH	PID	MMH	TYPE			
						NR046640	0.20	F			
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
				TIPID	MMH	PID	MMH	TYPE			
						NR046640	0.20	F			
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	4	X	00								
FAULT WRITE-UP: FOD CHECK REQUIRED						ACTION TAKEN: COMPLETED					
				TIPID	MMH	PID	MMH	TYPE			
				J 913886	0.3	NR046640	0.20	F			
DATE	SEQ NO	STATUS	WUC								
09-Dec-2013	5	X	00								
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED						ACTION TAKEN: COMPLETED					
				TIPID	MMH	PID	MMH	TYPE			
				JS913886	0.2	NR046640	0.20	F			

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 2:29 am	1		COMGEN	1,333.9	12/15/2013 11:59:00PM	1,363.3	0	1	04A
FAULT WRITE-UP: INSP A100 - #1 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Due at: 15-Dec-2013. Upgrade to Red X Status on 19-Dec-2013						ACTION TAKEN: LCF1:00615 LCF2: 02974 INDEX:01156 HOURS:01313 - INSP COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TC824586	1.00	F
O	O	1	04A	O	5						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 2:29 am	2		COMGEN	1,333.9	12/15/2013 11:59:00PM	1,363.3	0	F	04A
FAULT WRITE-UP: INSP A101 - #2 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH. Due at: 15-Dec-2013. Upgrade to Red X Status on 19-Dec-2013						ACTION TAKEN: ENG S/N:GE-E991527 HIST REC S/N:LMDH4776 LCF1:00621 LCF2: 04127 INDEX:00833 HOURS:01419					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				TC824586	1.00	F
O	O	1	04A	O	5						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	5		COMGEN	1,339.1	12/11/2013 9:51:00PM	1,347.1	0	P	15B
FAULT WRITE-UP: INSP A112 - 40 HOUR APU INLET BARRIER FILTER INSPECTION. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN: COMGEN ENTERED IN ERROR FILTER NOT INSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH748739	0.10	F
O	O	1	15B	O	1						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	6	-	COMGEN	1,339.1	12/11/2013 9:55:00PM	1,347.1	0	G	00
FAULT WRITE-UP: INSP A115 - INSP FRAME 327 AND LBL 10 WEB FITTING. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN: COMPLETED. PASSED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0.10	F
O	O	1	00	O	1						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	7		COMGEN	1,339.1	12/11/2013 9:55:00PM	1,347.1	0	G	00
FAULT WRITE-UP: INSP A842 - VISUALLY INSPECT THE SUPPORT BEAM AT STA. 308 FOR CRACKS INSPECT RBL AND LBL 34.5 JOINT LOWER CAPS AT AFT SIDE OF JOINTS FOR CRACKS.. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN: COMPLETED. PASSED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 10	F
O	O	1	00	O	1						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	8	-	COMGEN	1,339.1	12/11/2013 9:55:00PM	1,347.1	0	G	00
FAULT WRITE UP INSP A843 - INSPECT FRAME AT STA 485 (AROUND FUSELAGE FITTINGS AND UPPER LH STRINGERS) FOR CRACKS. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN COMPLETED. PASSED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0 10	F
O	O	1	00	O	1						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	9	-	COMGEN	1,339.1	12/12/2013 12:42:00AM	1,347.1	0	P	00
FAULT WRITE UP INSP A844 - PERFORM A COIN TAP INSPECTION OF SKIN TO SPAR BOND ON OUTBOARD STABILATOR PANELS.. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH748739	0 10	F
O	O	1	00	O	2						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:54 pm	10	-	COMGEN	1,339.1	12/11/2013 11:08:00PM	1,347.1	0	1	00
FAULT WRITE UP INSP A846 - PERFORM MAIN ROTOR BLADE ROOT LAMINATES INSPECTIONS.. Due at: 1345.1 Hours. Upgrade to Red X Status on 1349.2 Hours						ACTION TAKEN COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO303960	1 00	F
O	O	1	00	O	1						
DELAY											

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/10/2013 3:57 pm	11		COMGEN	1,339.1	12/10/2013 4:01:00PM	1,339.1	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS X O 1 00 O 0 DELAY						ACTION TAKEN: PMD COMPLETEDQ TIPID MMH PID MMH TYPE BS313334 0.60 F					
===== 13-2s to Follow =====											
		DATE	SEQ NO	STATUS	WUC		ACTION TAKEN:				
		10-Dec-2013	1	/	02		RAISED				
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING							TIPID	MMH	PID	MMH	TYPE
		10-Dec-2013	2	/	02				TT157690	0.10	F
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		10-Dec-2013	3	/	02				BS313334	0.10	F
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING							TIPID	MMH	PID	MMH	TYPE
		10-Dec-2013	4	X	00		ACTION TAKEN:				
FAULT WRITE-UP: FOD CHECK REQUIRED							COMP				
		10-Dec-2013	5	X	00		TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							AE988067	0.2	BS313334	0.10	F
		10-Dec-2013	5	X	00		TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED							AE988067	0.2	BS313334	0.10	F
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 5:30 pm	1	-	COMGEN	1,347.1	12/12/2013 12:42:00AM	1,347.1	0	P	05A011
FAULT WRITE-UP: INSP A009 - SPINDLE LUG INSPECTION. Due at: 1349.1 Hours. Upgrade to Red X Status on 1350.2 Hours WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS O O 1 05A011 O 1 DELAY USCENTCOM FOIA 14-0177 & 14-0179						ACTION TAKEN: COMPLETED TIPID MMH PID MMH TYPE CH748739 0.10 F					

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 5:30 pm	2		COMGEN	1,347.1	12/11/2013 10:52:00PM	1,347.1	0	1	00
FAULT WRITE-UP: INSP A060 - 40 HOUR/30 DAY LUBE REQUIREMENT. Due at: 1345.1 Hours or 17-Dec-2013. Upgrade to Red X Status on 1347.2 Hours or 21-Dec-2013						ACTION TAKEN: COMPLETE					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	O	O	1	00	O	0			JO303960	1.00	F
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 5:30 pm	3		COMGEN	1,347.1	12/12/2013 12:41:00AM	1,347.1	0	P	00
FAULT WRITE-UP: INSP A111 - 40 HR PREVENTIVE MAINTENANCE SERVICES (PMS). Due at: 1345.1 Hours. Upgrade to Red X Status on 1347.2 Hours						ACTION TAKEN: COMPLETED					
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
	O	O	1	00	O	1			CH748739	0.10	F
DELAY											
----- 13-2s to Follow -----											
	DATE	SEQ NO	STATUS	WUC							
	11-Dec-2013	1	X	02	ACTION TAKEN: RAISED SEAT						
FAULT WRITE-UP: RELEA ED LATCH AND TILT PILOT EAT BACK							TIPID	MMH	PID	MMH	TYPE
					R	701955	0.1	JO773114	0.10	F	
	DATE	SEQ NO	STATUS	WUC							
	11-Dec-2013	2	X	02	ACTION TAKEN: RAISED SEAT						
FAULT WRITE-UP: RELEASED LATCH AND TILT CO-PILOTS SEAT BACK							TIPID	MMH	PID	MMH	TYPE
					RS701955	0.1	JO773114	0.10	F		
	DATE	SEQ NO	STATUS	WUC							
	11-Dec-2013	3	X	02	ACTION TAKEN: ZIPPED UP						
FAULT WRITE UP UNZIPPED PILOTS YAW PEDAL BOOTS							TIPID	MMH	PID	MMH	TYPE
					RS701955	0.1	JO773114	0.10	F		
	DATE	SEQ NO	STATUS	WUC							
	11-Dec-2013	4	X	00	ACTION TAKEN: ZIPPED						
FAULT WRITE-UP: UNZIPPED CO-PILOTS YAW PEDAL BOOTS							TIPID	MMH	PID	MMH	TYPE
					RS701955	0.1	JO773114	0.10	F		

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
11-Dec-2013	5	X	02	REINSTALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED LEFT M/L/G STRUT PANEL HARDWARE									
11-Dec-2013	6	X	02	REINSTALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED LEFT M/L/G STRUT PANEL									
11-Dec-2013	7	X	02	TRANSCRIBED TO FAULT NO. 8 DATED 11 DEC 13	RS701955	0.1	RS701955	0.10	F
FAULT WRITE-UP: REMOVED RIGHT M/L/G STRUT PANEL HARDWARE									
11-Dec-2013	8	X	02	TRANSCRIBED TO FAULT NO. 8 DATED 11 DEC 13	R 701955	0.1	RS701955	0.10	F
FAULT WRITE-UP: REMOVED RIGHT M/L/G TRUT PANEL									
11-Dec-2013	9	X	02	REINSTALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED LEFT HORIZONTAL STORES SUPPORT FAIRING									
11-Dec-2013	10	X	02	TRANSCRIBED TO FAULT NO. 8 DATED 11 DEC 13	RS701955	0.1	RS701955	0.10	F
FAULT WRITE UP REMOVED RIGHT HORIZONTAL STORES SUPPORT FAIRING									
11-Dec-2013	11	/	02	RAISED			JO303960	0.10	F
FAULT WRITE-UP: LOWERED CABIN SOUNDPROOFING									
11-Dec-2013	12	X	02	REIN TALLED	RS701955	0.1	CM156809	0.30	F
FAULT WRITE-UP: REMOVED R/H FUEL ENCLOSURE PANEL									

CLOSED FAULT REPORT

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
11-Dec-2013	13	X	02	REINSTALLED	RS701955	0.1	CM156809	0.30	F
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL HARDWARE									
11-Dec-2013	14	X	02	REINSTALLED	RS701955	0.1	CM156809	0.30	F
FAULT WRITE-UP: REMOVED RIGHT TAIL CONE ACCESS PANEL									
11-Dec-2013	15	/	02	REINSTALLED			JO303960	1.00	F
FAULT WRITE-UP: REMOVED INTERMEDIATE GEAR BOX COVER									
11-Dec-2013	16	/	02	REINSTALLED			JO303960	1.00	F
FAULT WRITE-UP: REMOVED TAIL ROTOR GEARBOX COVER									
11-Dec-2013	17	X	02	CLOSED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: OPENED SECTION 4 DRIVE SHAFT COVER									
11-Dec-2013	18	X	05	REINSTALLED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE UP REMOVED RIGHT STABILATOR LOCK PIN COVER									
11-Dec-2013	19	X	02	EXTENDED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE-UP: RETRACTED RIGHT STABILATOR LOCK PIN									
11-Dec-2013	20	X	02	REIN TALLED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE-UP: REMOVED LEFT STABILATOR LOCK PIN COVER									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
11-Dec-2013	21	X	02	EXTENDED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE-UP: RETRACTED LEFT STABILATOR LOCK PIN									
11-Dec-2013	22	X	04	UNFOLDED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE-UP: FOLDED RIGHT STABILATOR WING									
11-Dec-2013	23	X	04	UNFOLDED	RS701955	0.1	CH748739	0.10	F
FAULT WRITE-UP: FOLDED LEFT STABILATOR WING									
11-Dec-2013	24	X	05	REINSTALLED	R 701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED #1 ENGINE TARTER PLUG									
11-Dec-2013	25	X	04	REINSTALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED #2 ENGINE STARTER PLUG									
11-Dec-2013	26	X	02	REINSTALLED TRQ 105 INCH LBS	RS701955	0.1	JO303960	1.00	F
FAULT WRITE UP REMOVED ROTOR BRAKE COVER HARDWARE									
11-Dec-2013	27	X	02	REINSTALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED ROTOR BRAKE COVER									
11-Dec-2013	28	X	15	REIN TALLED	RS701955	0.1	JO303960	1.00	F
FAULT WRITE-UP: REMOVED APU FUEL CONTROL COVER									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

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NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
11-Dec-2013	29	X	02	REINSTALLED										
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RS701955</td> <td>0.1</td> <td>JO303960</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RS701955	0.1	JO303960	1.00	F
TIPID	MMH	PID	MMH	TYPE										
RS701955	0.1	JO303960	1.00	F										
11-Dec-2013	30	X	02	REINSTALLED										
FAULT WRITE-UP: REMOVED OIL COOLER ACCESS PANEL				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RS701955</td> <td>0.1</td> <td>JO303960</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RS701955	0.1	JO303960	1.00	F
TIPID	MMH	PID	MMH	TYPE										
RS701955	0.1	JO303960	1.00	F										
11-Dec-2013	31	-	05	RED/BLACK AXIAL-.031 BEARING BLUE/YELLOW BEARING AXIAL-.022										
FAULT WRITE-UP: INSPECT SWASHPLATE SCISSOR ATTACHMENT SPHERICAL BEARINGS FOR PLAY (WP 0512)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>CM156809</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			CM156809	0.40	F
TIPID	MMH	PID	MMH	TYPE										
		CM156809	0.40	F										
11-Dec-2013	32	-	05	RED/BLACK UPPER AXIAL-.001 BLUE/YELLOW UPPER AXIAL-.001 UPPER RADIAL-.003 UPPER RADIAL-.001 LOWER AXIAL-.004 LOWER AXIAL-.010 LOWER RADIAL-.002 LOWER RADIAL-.001										
FAULT WRITE-UP: INSPECT ROTATING SCISSOR BEARINGS FOR PLAY (WP 0513)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>CM156809</td> <td>0.40</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			CM156809	0.40	F
TIPID	MMH	PID	MMH	TYPE										
		CM156809	0.40	F										
11-Dec-2013	33	X	00	NOT INSTALLED										
FAULT WRITE-UP: REMOVED APU INLET BARRIER FILTER HARDWARE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RS701955</td> <td>0.1</td> <td>JO303960</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RS701955	0.1	JO303960	1.00	F
TIPID	MMH	PID	MMH	TYPE										
RS701955	0.1	JO303960	1.00	F										
11-Dec-2013	34	X	00	NOT INSTALLED										
FAULT WRITE-UP: REMOVED APU INLET BARRIER FILTER FOR CLEANING IAW AWR 1539				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RS701955</td> <td>0.1</td> <td>JO303960</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RS701955	0.1	JO303960	1.00	F
TIPID	MMH	PID	MMH	TYPE										
RS701955	0.1	JO303960	1.00	F										
11-Dec-2013	35		02	COMPLETED										
FAULT WRITE-UP: Perform a coin tap inspection of skin to spar bond on outboard stabilator panels				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>ST510688</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE			ST510688	0.30	F
TIPID	MMH	PID	MMH	TYPE										
		ST510688	0.30	F										
11-Dec-2013	36	X	00	COMPLETE										
FAULT WRITE-UP: FOD CHECK REQUIRED				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>RS701955</td> <td>0.5</td> <td>JO303960</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	RS701955	0.5	JO303960	1.00	F
TIPID	MMH	PID	MMH	TYPE										
RS701955	0.5	JO303960	1.00	F										

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:							
11-Dec-2013	37	X	00	COMPLETE							
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				TIPID	MMH	PID	MMH	TYPE			
				RS701955	0.1	JO303960	1.00	F			
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 5:30 pm	4	-	COMGEN	1,347.1	12/11/2013 11:05:00PM	1,347.1	0	1	02
FAULT WRITE-UP: INSP A806 - Perform PMS (40 hr) visual inspection of UES assembly IAW AWR 1726 R7, dated 04 OCT 12. Due at: 1345.1 Hours. Upgrade to Red X Status on 1347.2 Hours						ACTION TAKEN: COMPLETE					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS			JO303960	1.00	F	
0	0	1	02	0	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 5:30 pm	5	-	COMGEN	1,347.1	12/12/2013 12:42:00AM	1,347.1	0	P	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED IN CONJUNCTION WITH 40 HR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS			CH748739	0.10	F	
0	0	1	00	0	1						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/12/2013 12:12 am	2	-	COMGEN	1,347.1	12/16/2013 5:20:00PM	1,363.3	0	1	16D01A
FAULT WRITE-UP: INSP A107 - TAIL ROTOR PITCH BEAM INSPECTION. Due at: 17-Dec-2013. Upgrade to Red X Status on 21-Dec-2013						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS			SP299837	0.20	F	
0	0	1	16D01A	0	4						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/13/2013 1:24 pm	1	-	COMGEN	1,350.7	12/13/2013 1:31:00PM	1,350.7	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS			JG081193	0.20	F	
X	0	1	00	0	0						
DELAY											
===== 13-2s to Follow =====											
USCENTCOM FOIA 14-0177 & 14-0179						UNCLASSIFIED// FOR OFFICIAL USE ONLY			273		

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 13-Dec-2013 1 / 02</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE JG081193 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 13-Dec-2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JG081193 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 13-Dec-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE JG081193 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 13-Dec-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE RB829777 0.1 JG081193 0.10 F</p>				
<p>DATE SEQ NO STATUS WUC 13-Dec-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: NOT USED IN THIS TASK</p> <p>TIPID MMH PID MMH TYPE RB829777 0.1 JG081193 0.10 F</p>				
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 12/14/2013 5:14 pm 3 - COMGEN 1,354.0</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF WUC TYPE DAYS X O 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/14/2013 5:20:00PM 1,354.0 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE NR046640 1.00 F</p>				
<p>===== 13-2s to Follow =====</p> <p>DATE SEQ NO STATUS WUC 14-Dec-2013 1 / 02</p> <p>FAULT WRITE UP LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE NR046640 0.30 F</p>				

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

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NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
14-Dec-2013	2	/	02	EINSTALLED			NR046640	0.30	F
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING									
14-Dec-2013	3	/	02	REINSTALLED			NR046640	0.30	F
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING									
14-Dec-2013	4	X	00	COMPLETED	AE988067	0.2	NR046640	0.30	F
FAULT WRITE-UP: FOD CHECK REQUIRED									
14-Dec-2013	5	X	00	COMPLETED	AE988067	0.2	NR046640	0.30	F
FAULT WRITE-UP: TOOL BO INVENTORY REQUIRED									

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/15/2013 2:00 am	1	-	COMGEN	1,356.2	12/15/2013 2:26:00AM	1,356.2	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE	
DISC	REC	EFF		TYPE	DAYS			MF727082	1.00	F	
O	G	1	00	O	0						
DELAY											

===== 13-2s to Follow =====

15-Dec-2013	1	/	02	RAISED			MF727082	0.10	F
FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING									
15-Dec-2013	2	/	02	REINSTALLED			MF727082	0.10	F
FAULT WRITE UP RMVD INTERMEDIATE GEARBOX FAIRING									

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN: REINSTALLED				
15-Dec-2013	3	/	02	TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						MF727082	0.10	F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN: COMP				
15-Dec-2013	4	X	00	TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: FOD CHECK REQUIRED				RS701955	0.4	MF727082	0.10	F

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN: COMP				
15-Dec-2013	5	X	00	TIPID	MMH	PID	MMH	TYPE
FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED				RS701955	0.1	MF727082	0.10	F

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	A	12/15/2013 2:00 am	2	-	COMGEN	1,356.2	12/15/2013 2:01:00AM	1,356.2	0	1	00
FAULT WRITE-UP: Perform daily visual inspection of the APU filter minder as required by AWR 1539 R2 dated 27 JUL 12 (APU IBF).						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
O	G	1	00	O	0						
DELAY											

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	A	12/15/2013 2:00 am	3	-	COMGEN	1,356.2	12/15/2013 2:01:00AM	1,356.2	0	1	00
FAULT WRITE-UP: Perform daily visual inspection as required by AWR 1816 R2, DTD 4 JUN 12 (IR SEARCHLIGHT), AWR 1792 R2 (HONTEK) DTD 27 APR 12, AWR 1750 R1 (ANVIS/NVG) DTD 27 MAR 12, AWR 1726 R7 (HH/UH-60M) DTD 4 OCT 12, AWR 1591 R3 (ABACH) DTD 20 JUL 12; AWR 1531 R6 (M4) DTD 14 MAR 12, AWR 1521 R5 (AWI) DTD 31 MAY 12, AWR 1465 R9 (M/B SEATS) DTD 29 JUN 12, AWR 1309 R7 (OREGON SEATS) DTD 10FEB12, AWR 1120 R9 (M240H) DTD 30 NOV 12.						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
O	G	1	00	O	0						
DELAY											

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/15/2013 2:00 am	4		COMGEN	1,356.2	12/15/2013 2:01:00AM	1,356.2	0	1	00
FAULT WRITE-UP: PERFORM PRE/POST FLIGHT INSPECTION OF THE MAIN ROTOR BLADES IAW AWR 1726 R2, DTD 4 OCT 12.						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
O	G	1	00	O	0						
DELAY											
	A	12/15/2013 2:00 am	5	-	COMGEN	1,356.2	12/15/2013 2:01:00AM	1,356.2	0	1	00
FAULT WRITE-UP: DOWNLOAD IVHMS AND REVIEW AFTER LAST FLIGHT OF MISSION DAY PER AWR 1726 R7, DTD 4 OCT 12.						ACTION TAKEN: COMP					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				MF727082	0.10	F
O	G	1	00	O	0						
DELAY											
	A	12/15/2013 4:52 pm	8	-	COMGEN	1,359.5	12/15/2013 4:55:00PM	1,359.5	0	3	00
FAULT WRITE-UP: PMD INSPECTION DUE						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.50	F
X	O	1	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
15-Dec-2013	1	/	02								
FAULT WRITE UP LOWERED AFT CABIN SOUNDPROOFING						ACTION TAKEN: RAISED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.20	F
DATE	SEQ NO	STATUS	WUC								
15-Dec-2013	2	/	02								
FAULT WRITE-UP: RMVD INTERMEDIATE GEARBOX FAIRING						ACTION TAKEN: REINSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.20	F
DATE	SEQ NO	STATUS	WUC								
15-Dec-2013	3	/	02								
FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING						ACTION TAKEN: REIN TALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.30	F

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

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Current Status W:

<p>DATE SEQ NO STATUS WUC</p> <p>15-Dec-2013 4 X 00</p> <p>FAULT WRITE-UP: FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>PB434952 0.2 LG980440 0.20 F</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>15-Dec-2013 5 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>PB434952 0.2 LG980440 0.30 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS</p> <p>A 12/16/2013 12:17 am 2 - COMGEN 1,363.3</p> <p>FAULT WRITE-UP: PMD INSPECTION DUE</p> <p>WHEN HOW MAL WUC MAINT DEFERRED</p> <p>DISC REC EFF TYPE DAYS</p> <p>X 0 1 00 0 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC</p> <p>12/16/2013 12:21:00AM 1,363.3 0 3 00</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JG081193 1.00 F</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC</p> <p>16-Dec-2013 1 / 02</p> <p>FAULT WRITE-UP: LOWERED AFT CABIN SOUNDPROOFING</p>				<p>ACTION TAKEN: RAISED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JG081193 0.30 F</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>16-Dec-2013 2 / 02</p> <p>FAULT WRITE-UP: RMVD INTERMEDIATE GEARBO FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JG081193 0.30 F</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>16-Dec-2013 3 / 02</p> <p>FAULT WRITE-UP: RMVD TAIL ROTOR GEARBOX FAIRING</p>				<p>ACTION TAKEN: REINSTALLED</p> <p>TIPID MMH PID MMH TYPE</p> <p>JG081193 0.30 F</p>						
<p>DATE SEQ NO STATUS WUC</p> <p>16-Dec-2013 4 X 00</p> <p>FAULT WRITE UP FOD CHECK REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE</p> <p>TC824586 0.2 JG081193 0.30 F</p>						
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>										

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE: 16-Dec-2013 SEQ NO: 5 STATUS: X WUC: 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY REQUIRED</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID: TC824586 MMH: 0.3 PID: JG081193 MMH: 0.30 TYPE: F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE: A DATE / TIME: 12/16/2013 12:28 am NO: 3 STATUS: - PID: TC824586 HOURS: 1,363.3</p> <p>FAULT WRITE-UP: APU HIST REC READING DUE</p> <p>WHEN DISC: Z HOW REC: G MAL EFF: 1 WUC: 00 MAINT TYPE: F DEFERRED DAYS: 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME: 12/16/2013 12:29:00AM HOURS: 1,363.3 ROUNDS: 0 ACTCD: F WUC: 00</p> <p>ACTION TAKEN: HOURS: 0173 EVENTS: 0889 APU S/N: 2116021</p> <p>TIPID: TC824586 MMH: 1.00 PID: TC824586 MMH: 1.00 TYPE: F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE: A DATE / TIME: 08/19/2013 7:28 am NO: 10 STATUS: / PID: RS701955 HOURS: 1,182.3</p> <p>FAULT WRITE-UP: IR UPPER ANTI COLLISION LIGHT REQUIRES INSTALL FOR COMBAT OPERATIONS</p> <p>WHEN DISC: S HOW REC: G MAL EFF: 1 WUC: 00 MAINT TYPE: O DEFERRED DAYS: 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME: 8/19/2013 7:30:00AM HOURS: 1,182.3 ROUNDS: 0 ACTCD: 9 WUC: 00</p> <p>ACTION TAKEN: INSTALLED, SEE SHIPPING PACKET FOR RELATED DA FORM 2408-13-2'S</p> <p>TIPID: MMH: PID: RS701955 MMH: 0.20 TYPE: F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE: A DATE / TIME: 08/19/2013 7:36 am NO: 11 STATUS: / PID: RS701955 HOURS: 1,182.3</p> <p>FAULT WRITE-UP: BAPS INSTALLATION REQUIRED FOR COMBAT OPERATIONS</p> <p>WHEN DISC: S HOW REC: G MAL EFF: 1 WUC: 00 MAINT TYPE: O DEFERRED DAYS: 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME: 8/19/2013 7:38:00AM HOURS: 1,182.3 ROUNDS: 0 ACTCD: S WUC: 00</p> <p>ACTION TAKEN: INSTALLED; SEE SHIPPING PACKET FOR RELATED DA FORM 2408-13-2'S</p> <p>TIPID: MMH: PID: RS701955 MMH: 0.10 TYPE: F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE: A DATE / TIME: 08/19/2013 11:36 am NO: 14 STATUS: / PID: RB829777 HOURS: 1,183.3</p> <p>FAULT WRITE-UP: DE SERVICE LEFT MAIN LANDING GEAR DUE TO A/C HIPMENT</p> <p>WHEN DISC: E HOW REC: G MAL EFF: 1 WUC: 03 MAINT TYPE: F DEFERRED DAYS: 2</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME: 8/21/2013 4:06:00AM HOURS: 1,183.3 ROUNDS: 0 ACTCD: C WUC: 03</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID: MMH: PID: MA528272 MMH: 9.00 TYPE: O</p>						
<p>===== 13-2s to Follow =====</p>										
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY 279</p>										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:										
19-Aug-2013	1	X	03	INSTALLED										
FAULT WRITE-UP: REMOVED LEFT HAND UPPER STRUT FAIRING				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>WW50232</td> <td>0.10</td> <td>D</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	WW50232	0.10	D
TIPID	MMH	PID	MMH	TYPE										
DD344867	0.1	WW50232	0.10	D										
19-Aug-2013	2	X	03	INSTALLED										
FAULT WRITE-UP: REMOVED LEFT HAND LOWER STRUT FAIRING				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>JQ303969</td> <td>0.10</td> <td>D</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	JQ303969	0.10	D
TIPID	MMH	PID	MMH	TYPE										
DD344867	0.1	JQ303969	0.10	D										
19-Aug-2013	3	X	03	REINSTALLED										
FAULT WRITE-UP: REMOVED LEFT HAND STRUT UPPER AIR VALVE CAP				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>MA528272</td> <td>0.50</td> <td>O</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	MA528272	0.50	O
TIPID	MMH	PID	MMH	TYPE										
DD344867	0.1	MA528272	0.50	O										
19-Aug-2013	4	X	03	ENTERED IN ERROR										
FAULT WRITE-UP: REMOVED LEFT HAND TRUT UPPER AIR VALVE				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RB829777</td> <td>0.1</td> <td>LG980440</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RB829777	0.1	LG980440	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RB829777	0.1	LG980440	0.10	F										
19-Aug-2013	5	X	03	ENETERED IN ERROR										
FAULT WRITE-UP: REMOVED LEFT HAND STRUT NITROGEN PRESSURE				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RB829777</td> <td>0.1</td> <td>LG980440</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RB829777	0.1	LG980440	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RB829777	0.1	LG980440	0.10	F										
19-Aug-2013	6	X	03	ENETERED IN ERROR										
FAULT WRITE UP CONNECTED FLUID DISPENSER TO LEFT HAND STRUT UPPER STAGE KNEELING VALVE QUICK DISCONNECT				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RB829777</td> <td>0.1</td> <td>LG980440</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RB829777	0.1	LG980440	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RB829777	0.1	LG980440	0.10	F										
19-Aug-2013	7	X	03	ENETERED IN ERROR										
FAULT WRITE-UP: OPENED LEFT HAND STRUT UPPER KNEEING VALVE				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RB829777</td> <td>0.1</td> <td>LG980440</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RB829777	0.1	LG980440	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RB829777	0.1	LG980440	0.10	F										
19-Aug-2013	8	X	03	ENETERED IN ERROR										
FAULT WRITE-UP: DESERVICED				<table border="0"> <tr> <td>TIPID</td> <td>MMH</td> <td>PID</td> <td>MMH</td> <td>TYPE</td> </tr> <tr> <td>RB829777</td> <td>0.1</td> <td>LG980440</td> <td>0.10</td> <td>F</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	RB829777	0.1	LG980440	0.10	F
TIPID	MMH	PID	MMH	TYPE										
RB829777	0.1	LG980440	0.10	F										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	9	X	03	REINSTALLED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: REMOVED SAFTEY LH UPPER BLEEDER PLUG									
19-Aug-2013	10	X	03	REINSTALLED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: REMOVED SAFTEY LH UPPER SHRADER VALVE									
19-Aug-2013	11	X	03	COMPLETED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED									
19-Aug-2013	12	X	03	COMPLETED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: FOD CHECK REQUIRED									
19-Aug-2013	13	X	03	REINSTALLED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: REMOVED LH UPPER BLEEDER PLUG									
19-Aug-2013	14	X	03	REINSTALLED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE UP REMOVED LH UPPER SHRADER VALVE									
19-Aug-2013	15	X	03	REINSTALLED	DD344867	0.1	MA528272	0.50	F
FAULT WRITE-UP: REMOVED SAFTEY LH UPPER KNEELING VALVE KNOB									
19-Aug-2013	16	X	03	REPLACED	RS701955	0.3	MA528272	0.50	O
FAULT WRITE-UP: REMOVED PACKING LH UPPER BLEEDER PLUG									

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 19-Aug-2013 17 X 03</p> <p>FAULT WRITE-UP: REMOVED PACKING LH UPPER SHRADER VALVE</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE RS701955 0.2 MA528272 0.50 O</p>						
<p>SYSTEM DISCOVERY</p> <p>CODE DATE / TIME NO STATUS PID HOURS A 08/19/2013 11:39 am 15 / RB829777 1,183.3</p> <p>FAULT WRITE-UP: DESERVICE RIGHT MAIN LANDING GEAR DUE TO A/C SHIPMENT.</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS E G 1 03 F 1</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 8/20/2013 3:02:00PM 1,183.3 0 2 03</p> <p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AM075348 2.00 D JO773114 2.00 D JO303960 2.00 D WW50232 2.00 D</p>						
<p>===== 13-2s to Follow =====</p>										
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 1 X 03</p> <p>FAULT WRITE-UP: REMOVED PACKING UPPER STAGE BLEEDER VALVE</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE DD344867 0.1 LG980440 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 2 X 03</p> <p>FAULT WRITE-UP: REMOVED PACKING UPPER RH SHRADER VALVE</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE DD344867 0.1 MA528272 0.10 F</p>						
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 3 X 03</p> <p>FAULT WRITE-UP: REMOVED RH UPPER TAGE HRADER VALVE</p>				<p>ACTION TAKEN: REINSTALLED TQ INNER HEX TO 110 IN/LBS OPUTER HEX TO 60 IN/LBS</p> <p>TIPID MMH PID MMH TYPE DD344867 0.1 LG980440 0.20 D</p>						
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 4 X 03</p> <p>FAULT WRITE-UP: REMOVED UPPER STAGE RH BLEEDER VALVE</p>				<p>ACTION TAKEN: REINSTALLED TQ 1/3 PAST SHARP RISE</p> <p>TIPID MMH PID MMH TYPE DD344867 0.1 LG980440 0.20 F</p>						
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 5 X 03</p> <p>FAULT WRITE UP REMOVED SAFTEY RH UPPER STAGE BLEEDER VALVE</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE DD344867 0.1 LG980440 0.20 F</p>						
<p>USCENTCOM FOIA 14-0177 & 14-0179 UNCLASSIFIED//FOR OFFICIAL USE ONLY</p>										

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
19-Aug-2013	6	X	03	REPLACED	DD344867	0.1	LG980440	0.20	F
FAULT WRITE-UP: REMOVED SAFTEY UPPER STAGE KNEELING VALVE KNOB									
19-Aug-2013	7	X	03	SERVICED 1000 PSI	DD344867	0.1	LG980440	0.20	F
FAULT WRITE-UP: SERVICED RH M/L/G UPPER STRUT WITH NITROGEN									
19-Aug-2013	8	X	03	REINSTALLED	DD344867	0.1	LG980440	0.20	F
FAULT WRITE-UP: REMOVED CAP RH UPPER STAGE KNEELING VALVE									
19-Aug-2013	9	X	03	COMPLETED	DD344867	0.1	LG980440	0.10	F
FAULT WRITE-UP: TOOLBO INVENTORY REQUIRED									
19-Aug-2013	10	X	03	COMPLETED	DD344867	0.1	LG980440	0.10	F
FAULT WRITE-UP: FOD CHECK REQUIRED									
19-Aug-2013	11	/	03	REINSTALLED			BS313334	0.10	F
FAULT WRITE UP REMOVED RH UPPER HARDPOINT FAIRING									
19-Aug-2013	12	/	03	REINSTALLED			BS313334	0.10	F
FAULT WRITE-UP: REMOVED RH STEP FAIRING									
19-Aug-2013	13	/	03	REIN TALLED			BS313334	0.10	F
FAULT WRITE-UP: REMOVED LOWER RH M/L/G FAIRINGS									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 19-Aug-2013 14 X 03</p> <p>FAULT WRITE-UP: RMVD LOWER STAGE STRUT SHRADER VALVE SAFETY</p>				<p>ACTION TAKEN: REPLACED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>JO773114</td> <td>0.10</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	JO773114	0.10	F																			
TIPID	MMH	PID	MMH	TYPE																																	
DD344867	0.1	JO773114	0.10	F																																	
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 15 X 03</p> <p>FAULT WRITE-UP: RMVD LOWER STAGE STRUT SHRADER VALVE</p>				<p>ACTION TAKEN: REPLACED. TO'D OUTER HEXNUT TO 70 IN/LBS AND INNER HEXNUT TO 110 IN/LBS</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>JO773114</td> <td>0.10</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>AM075348</td> <td>0.10</td> <td>F</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	JO773114	0.10	F			AM075348	0.10	F														
TIPID	MMH	PID	MMH	TYPE																																	
DD344867	0.1	JO773114	0.10	F																																	
		AM075348	0.10	F																																	
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 16 X 03</p> <p>FAULT WRITE-UP: RMVD LOWER STAGE BLEED PLUG SAFETY</p>				<p>ACTION TAKEN: REPLACED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>AM075348</td> <td>0.10</td> <td>D</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	AM075348	0.10	D																			
TIPID	MMH	PID	MMH	TYPE																																	
DD344867	0.1	AM075348	0.10	D																																	
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 17 X 03</p> <p>FAULT WRITE-UP: RMVD LOWER TAGE BLEED PLUG</p>				<p>ACTION TAKEN: REINSTALLED</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>AM075348</td> <td>0.10</td> <td>D</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	AM075348	0.10	D																			
TIPID	MMH	PID	MMH	TYPE																																	
DD344867	0.1	AM075348	0.10	D																																	
<p>DATE SEQ NO STATUS WUC 19-Aug-2013 18 X 03</p> <p>FAULT WRITE-UP: DESERVED LOWER STRUT</p>				<p>ACTION TAKEN: SERVICED 190 PSI</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>DD344867</td> <td>0.1</td> <td>AM075348</td> <td>0.10</td> <td>D</td> </tr> </table>					TIPID	MMH	PID	MMH	TYPE	DD344867	0.1	AM075348	0.10	D																			
TIPID	MMH	PID	MMH	TYPE																																	
DD344867	0.1	AM075348	0.10	D																																	
<p>DISCOVERY</p> <table border="1"> <thead> <tr> <th>SYSTEM</th> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td></td> <td>A</td> <td>09/15/2013 4:59 pm</td> <td>2</td> <td>/</td> <td>JM939297</td> <td>1,225.4</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: APR-39 SYSTEM WILL NOT SELF TEST</p> <table border="1"> <thead> <tr> <th>WHEN</th> <th>HOW</th> <th>MAL</th> <th>WUC</th> <th>MAINT</th> <th>DEFERRED</th> </tr> <tr> <th>DISC</th> <th>REC</th> <th>EFF</th> <th></th> <th>TYPE</th> <th>DAYS</th> </tr> </thead> <tbody> <tr> <td>K</td> <td>G</td> <td>1</td> <td>16</td> <td>O</td> <td>1</td> </tr> </tbody> </table> <p>DELAY</p>						SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS		A	09/15/2013 4:59 pm	2	/	JM939297	1,225.4	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	DISC	REC	EFF		TYPE	DAYS	K	G	1	16	O	1
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																															
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AB595818	0.1	NT340370	0.10	O																																	

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 15-Sep-2013 2 X 19</p> <p>FAULT WRITE-UP: DISCONNECTED 2 EA ELEC CONNECTOR FROM APR-39 PROCESSOR</p>	<p>ACTION TAKEN: RECONNECTED</p> <p>TIPID MMH PID MMH TYPE AB595818 0.1 NT340370 0.10 O</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 3 X 19</p> <p>FAULT WRITE-UP: DISCONNECTED 2 EA DATA BUS CONNECTORS FROM APR-39 PROCESSOR</p>	<p>ACTION TAKEN: RECONNECTED</p> <p>TIPID MMH PID MMH TYPE AB595818 0.1 NT340370 0.10 O</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 4 X 19</p> <p>FAULT WRITE-UP: FOD CHECK REQ.</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE AB595818 0.1 NT340370 0.10 O</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 5 X 19</p> <p>FAULT WRITE-UP: TOOLBO INVENTORY REQ.</p>	<p>ACTION TAKEN: COMPLETE</p> <p>TIPID MMH PID MMH TYPE AB595818 0.1 NT340370 0.10 O</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 6 X 16</p> <p>FAULT WRITE-UP: LOOSNED 4 FASTENERS FROM BLANK FACEPLATE</p>	<p>ACTION TAKEN: TIGHTENED</p> <p>TIPID MMH PID MMH TYPE AB595818 0.1 LA822930 0.20 F</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 7 X 19</p> <p>FAULT WRITE UP DISCONNECTED ELECTRICAL CONNECTOR (1EA)</p>	<p>ACTION TAKEN: RECONNECTED ELECTRICAL CONNECTOR</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 FG966550 0.20 F JR612917 0.20 F</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 8 X 19</p> <p>FAULT WRITE-UP: DISCONNECTED DUMMY CONNECTOR (1EA)</p>	<p>ACTION TAKEN: RECONNECTED DUMMY CONNECTOR</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 FG966550 0.20 F JR612917 0.20 F</p>
<p>DATE SEQ NO STATUS WUC 15-Sep-2013 9 X 19</p> <p>FAULT WRITE-UP: DISCONNECTED COAX CONNECTORS (3EA)</p>	<p>ACTION TAKEN: RECONNECTED COA CONNECTOR</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 FG966550 0.20 F JR612917 0.20 F</p>

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:															
15-Sep-2013	10	X	19	REINSTALLED HARDWARE ON APR-39 PROCESSOR															
FAULT WRITE-UP: REMOVED HARDWARE (9EA) FROM APR-39 PROCESSOR				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>FG966550</td> <td>0.20</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>JR612917</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	FG966550	0.20	F			JR612917	0.20	F
TIPID	MMH	PID	MMH	TYPE															
BK944665	0.1	FG966550	0.20	F															
		JR612917	0.20	F															
15-Sep-2013	11	X	19	INSTALLED APR-39 PROCESSOR (S/N:L0062)															
FAULT WRITE-UP: REMOVED APR-39 PROCESSOR (S/N:A0543CC)				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>FG966550</td> <td>0.20</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>JR612917</td> <td>0.20</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	FG966550	0.20	F			JR612917	0.20	F
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BK944665	0.1	FG966550	0.20	F															
		JR612917	0.20	F															
15-Sep-2013	12	X	19	TOOLBOX INVENTORY COMPLETED															
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>FG966550</td> <td>0.10</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	FG966550	0.10	F					
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15-Sep-2013	13	X	19	FOD CHECK COMPLETED															
FAULT WRITE-UP: FOD CHECK REQUIRED				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>FG966550</td> <td>0.10</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	FG966550	0.10	F					
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BK944665	0.1	FG966550	0.10	F															
15-Sep-2013	14	X	19	REINSTALLED															
FAULT WRITE-UP: REMOVED 4 EA. HDWR COMPONENTS FROM DATA BUS COUPLER B-5				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR612917</td> <td>0.30</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>FG966550</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR612917	0.30	F			FG966550	0.30	F
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		FG966550	0.30	F															
15-Sep-2013	15	X	19	RECONNECTED															
FAULT WRITE UP DISCONNECTED 4 EA. DATABUS CONN. (J1,J3,J4 AND J5) FROM DATA BUS COUPLER B-5.				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR612917</td> <td>0.30</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>FG966550</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR612917	0.30	F			FG966550	0.30	F
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BK944665	0.1	JR612917	0.30	F															
		FG966550	0.30	F															
15-Sep-2013	16	X	19	RECONNECTED															
FAULT WRITE-UP: DISCONNECTED 5 EA. DUMMY DATA BUS CONNECTORS (J9, J2, J8, J7 AND J6) FROM DATA BUS COUPLER B-5				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR612917</td> <td>0.30</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>FG966550</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR612917	0.30	F			FG966550	0.30	F
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BK944665	0.1	JR612917	0.30	F															
		FG966550	0.30	F															
15-Sep-2013	17	X	19	REPLACED BY DATA BU COUPLER B 5 /N UNK															
FAULT WRITE-UP: REMOVED DATA BUS COUPLER B-5 S/N: 1122.				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>BK944665</td> <td>0.1</td> <td>JR612917</td> <td>0.30</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>FG966550</td> <td>0.30</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	BK944665	0.1	JR612917	0.30	F			FG966550	0.30	F
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Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/24/2013 5:12 pm	1	J	MG234154	1,226.4	9/24/2013 5:29:00PM	1,226.4	0	A	76H11
FAULT WRITE-UP: ECU SN 1175 OUT OF ACFT 186 INSTALLED FOR MAINTENANCE CHECKS						ACTION TAKEN: REPLACED ECU SN 2588 WITH ECU SN 1175 FROM ACFT 035					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
B	G	1	76H11	F	0			MG234154	1.00		D
DELAY											

===== 13-2s to Follow =====

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
24-Sep-2013	1	X	76H11	COMPLETED
FAULT WRITE-UP: TOOLBO INVENTORY REQUIRED				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D
24-Sep-2013	2	X	76H11	COMPLETED
FAULT WRITE-UP: FOD CHECK REQUIRED				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D
24-Sep-2013	3	X	76H11	RETIGHTENED
FAULT WRITE UP LOOSENED THUMB SCREW RETAINERS				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D
24-Sep-2013	4	X	76H11	RECONNECTED
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P3851R FROM J1				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D
24-Sep-2013	5	X	76H11	RECONNECTED
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P3852R FROM J2				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D
24-Sep-2013	6	X	76H11	RECONNECTED
FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P3853R FROM J3				TIPID RT548619 MMH 0.1 PID MG234154 MMH 0.10 TYPE D

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 24-Sep-2013 7 X 76H11</p> <p>FAULT WRITE-UP: DISCONNECTED ELECTRICAL CONNECTOR P3854 FROM J4</p>				<p>ACTION TAKEN: RECONNECTED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.1 MG234154 0.10 D</p>																																																		
<p>DATE SEQ NO STATUS WUC 24-Sep-2013 8 X 76H11</p> <p>FAULT WRITE-UP: LOOSENED SCREWS IN BOTTOM PLATE, CONTAINING ECU</p>				<p>ACTION TAKEN: RETIGHTENED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.1 MG234154 0.10 D</p>																																																		
<p>DATE SEQ NO STATUS WUC 24-Sep-2013 9 X 76H11</p> <p>FAULT WRITE-UP: REMOVED ECU</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE RT548619 0.1 MG234154 0.10 D</p>																																																		
<p>DISCOVERY</p> <p>SYSTEM</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>DATE / TIME</th> <th>NO</th> <th>STATUS</th> <th>PID</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>09/25/2013 12:59 pm</td> <td>3</td> <td>/</td> <td>DR889242</td> <td>1,228.2</td> </tr> </tbody> </table> <p>FAULT WRITE-UP: TAIL GEAR BOX INPUT SEAL SEEPING. TAIL GEAR BOX CONSUMPTION CHECK REQUIRED AFTER NEXT FLIGHT.</p> <table border="1"> <thead> <tr> <th>WHEN DISC</th> <th>HOW REC</th> <th>MAL EFF</th> <th>WUC</th> <th>MAINT TYPE</th> <th>DEFERRED DAYS</th> </tr> </thead> <tbody> <tr> <td>K</td> <td>G</td> <td>1</td> <td>00</td> <td>O</td> <td>5</td> </tr> </tbody> </table> <p>DELAY</p>						CODE	DATE / TIME	NO	STATUS	PID	HOURS	A	09/25/2013 12:59 pm	3	/	DR889242	1,228.2	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	K	G	1	00	O	5	<p>CORRECTION</p> <table border="1"> <thead> <tr> <th>DATE / TIME</th> <th>HOURS</th> <th>ROUNDS</th> <th>ACTCD</th> <th>WUC</th> </tr> </thead> <tbody> <tr> <td>9/30/2013 1:09:00PM</td> <td>1,244.4</td> <td>0</td> <td>6</td> <td>00</td> </tr> </tbody> </table> <p>ACTION TAKEN: CHECK FOUND OK</p> <table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>JC531087</td> <td>0.10</td> <td>D</td> </tr> </tbody> </table>					DATE / TIME	HOURS	ROUNDS	ACTCD	WUC	9/30/2013 1:09:00PM	1,244.4	0	6	00	TIPID	MMH	PID	MMH	TYPE			JC531087	0.10	D
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CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																	
A	10/01/2013 3:15 pm	2	/	AL587015	1,244.4																																																	
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Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/04/2013 3:14 pm	4	/	LM922260	1,253.2	10/9/2013 5:36:00PM	1,264.5	0	P	00
FAULT WRITE-UP: #2 ENG HIT WITHIN 5 OF UPPER LIMIT; LIMITS -24 AND -64							ACTION TAKEN: HIT CHECK NOT WITHIN 5 OF UPPER LIMIT 5 OCT 13 FAT 21 PA 4529 IND 680 TABLE 647 MARGIN -34 LIMITS -24/-64				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
G	G	1	00	O	5			PS615012	0.10		O
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/06/2013 1:57 pm	2	/	WP061502	1,259.0	10/20/2013 10:31:00AM	1,276.7	0	P	00
FAULT WRITE-UP: BLUE TAIL ROTOR BLADE ABRASION STRIP WORN/DISBONDED							ACTION TAKEN: BLUE T/R BLADE HAS REPAIRED SECTION. NO FURTHER EVIDENCE OF DISBONDING/WEAR				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
B	G	2	00	F	14			PS615012	0.10		O
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/07/2013 1:27 pm	4	/	BC794224	1,262.0	10/10/2013 12:41:00PM	1,264.5	0	G	19
FAULT WRITE-UP: BFT INTERMITTENT - EDM OPERATIONAL							ACTION TAKEN: TESTED OK, MOC COMPLETED				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
G	G	4	00	O	3			JV104493	1.00		O
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 5:32 pm	7	/	PS615012	1,264.5	10/9/2013 5:34:00PM	1,264.5	0	P	00
FAULT WRITE-UP: L/H PILOT STEP FAIRING REQS PROSEAL AFTER RMVL FOR 120HR INSP							ACTION TAKEN: COMPLETED				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
V	G	1	00	O	0			CC421839	1.00		F
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
FAULT WRITE-UP:							ACTION TAKEN:				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS						
DELAY											

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DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 5:33 pm	8	/	PS615012	1,264.5	10/9/2013 5:35:00PM	1,264.5	0	P	00
FAULT WRITE-UP: PROSEAL REQD ON GLIDE SLOPE ANTENNA AFTER RMVL FOR 120HR INSP						ACTION TAKEN: COMPLETED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CC421839	0.10	O
V	G	1	00	O	0						
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/09/2013 6:17 pm	9	/	PS615012	1,264.5	11/16/2013 8:52:00AM	1,292.9	0	C	02
FAULT WRITE-UP: R/H LIP FAIRING UPPER AFT NUT PLATE STRIPPED, SCREW NOT INSTALLED						ACTION TAKEN: R/H EYEBROW FAIRING AFT UPPER NUTPLATE TAPPED AND HARDWARE INSTALLED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NK821161	0.50	F
P	G	1	00	O	38						
DELAY											
AWAITING AIR FRAME SUPPORT											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	10/13/2013 1:38 pm	1	/	JV104493	1,267.0	10/22/2013 1:29:00PM	1,279.3	0	A	19
FAULT WRITE-UP: POWER AMP ON COM 1 INOP						ACTION TAKEN: REPLACED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				WP06150	0.20	F
G	B	1	19	O	9						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	1	X	19								
FAULT WRITE UP LOOSENED 2 LOCKINGKNOBS						ACTION TAKEN: TIGHTENED					
				TIPID	MMH	PID	MMH	TYPE			
				AS664506	0.1	PS615012	0.10	F			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	2	X	19								
FAULT WRITE-UP: DISCONNECTED J1 CANNON PLUG						ACTION TAKEN: RECONNECTED					
				TIPID	MMH	PID	MMH	TYPE			
				AS664506	0.1	PS615012	0.10	O			
DATE	SEQ NO	STATUS	WUC								
13-Oct-2013	3	X	19								
FAULT WRITE-UP: DISCONNECTED J4 COAXIAL CABLE						ACTION TAKEN: RECONNECTED					
				TIPID	MMH	PID	MMH	TYPE			
				AS664506	0.1	PS615012	0.10	O			

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FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 13-Oct-2013 4 X 19</p> <p>FAULT WRITE-UP: DISCONNECTED J5 COAXIAL CABLE</p>	<p>ACTION TAKEN: RECONNECTED</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 PS615012 0.10 O</p>																																																																			
<p>DATE SEQ NO STATUS WUC 13-Oct-2013 5 X 19</p> <p>FAULT WRITE-UP: RMVD POWER AMP</p>	<p>ACTION TAKEN: REPLACED OLD SN: 739BB NEW SN: 2056BB</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 PS615012 0.10 O</p>																																																																			
<p>DATE SEQ NO STATUS WUC 13-Oct-2013 6 X 19</p> <p>FAULT WRITE-UP: FOD CHECK REQD</p>	<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 PS615012 0.10 O</p>																																																																			
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SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS																																																														
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CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

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Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
16-Nov-2013	2	X	00	REINSTALLED	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 ESSS FAIRING									
16-Nov-2013	3	X	00	REINSTALLED	EH893468	0.1	JR473918 DR679471	0.50 0.50	F F
FAULT WRITE-UP: RMVD NO.1 MLG STEP FAIRING									
16-Nov-2013	4	X	00	REINSTALLED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 MLG STEP FAIRING									
16-Nov-2013	5	X	00	REINSTALLED	EH893468	0.1	JR473918 DR679471	0.50 0.50	F F
FAULT WRITE-UP: RMVD NO 1 MLG TEP FAIRING HDWR									
16-Nov-2013	6	X	00	REINSTALLED	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 MLG STEP FAIRING HDWR									
16-Nov-2013	7	X	00	REINSTALLED	EH893468	0.1	JR473918 DR679471	0.50 0.50	F F
FAULT WRITE UP RMVD NO.1 MLG LOWER STRUT FAIRING									
16-Nov-2013	8	X	00	REINSTALLED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 MLG LOWER STRUT FAIRING									
16-Nov-2013	9	X	00	REIN TALLED	EH893468	0.1	JR473918 DR679471	0.50 0.50	F F
FAULT WRITE-UP: RMVD NO.1 MLG LOWER STRUT FAIRING HDWR									

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
16-Nov-2013	10	X	00	REINSTALLED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 MLG LOWER STRUT FAIRING HDWR									
16-Nov-2013	11	X	00	REINSTALLED	EH893468	0.1	JR473918 DR679471	1.50 1.50	F F
FAULT WRITE-UP: RMVD NO.1 UPPER AIR VALVE CAP									
16-Nov-2013	12	X	00	REINSTALLED	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 UPPER AIR VALVE CAP									
16-Nov-2013	13	X	00	TIGHTENED TQ TO 70 IN LBS SERIAL #1179	EH893468	0.1	JR473918 DR679471	1.50 1.50	F F
FAULT WRITE-UP: LOO ENED NO 1 UPPER AIR VALVE OUTER HE									
16-Nov-2013	14	X	00	REINSTALLED TQ TO 70 IN LBS S/N 1179	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: LOOSENED NO.2 UPPER AIR VALVE OUTER HEX									
16-Nov-2013	15	X	00	REPLACED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE UP RMVD NO.1 SAFETY SECURING UPPER AIR VALVE									
16-Nov-2013	16	X	00	REPLACED	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 SAFETY SECURING UPPER AIR VALVE									
16-Nov-2013	17	X	00	REIN TALLED TQ TO 100 IN LB	EH893468	0.1	JR473918 DR679471	1.50 1.50	F F
FAULT WRITE-UP: RMVD NO.1 UPPER AIR VALVE									

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DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:															
16-Nov-2013	18	X	00	REINSTALLED TQ TO 100 IN LBS S/N 1179															
FAULT WRITE-UP: RMVD NO.2 UPPER AIR VALVE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>CB543423</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	CB543423	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	CB543423	0.50	F															
16-Nov-2013	19	X	00	REPLACED															
FAULT WRITE-UP: RMVD NO.1 SAFETY FROM UPPER KNEELING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>JR473918</td> <td>1.00</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>DR679471</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	JR473918	1.00	F			DR679471	1.00	F
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	JR473918	1.00	F															
		DR679471	1.00	F															
16-Nov-2013	20	X	00	REPLACED															
FAULT WRITE-UP: RMVD NO.2 SAFETY FROM UPPER KNEELING				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>TC879172</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	TC879172	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	TC879172	0.50	F															
16-Nov-2013	21	X	00	CLOSED															
FAULT WRITE-UP: OPEN NO 1 UPPER KNEELING VALVE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>JR473918</td> <td>1.00</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>DR679471</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	JR473918	1.00	F			DR679471	1.00	F
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	JR473918	1.00	F															
		DR679471	1.00	F															
16-Nov-2013	22	X	00	CLOSED															
FAULT WRITE-UP: OPEN NO.2 UPPER KNEELING VALVE				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>CB543423</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	CB543423	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	CB543423	0.50	F															
16-Nov-2013	23	X	00	REINSTALLED TQ TO 100 IN LBS															
FAULT WRITE UP RMVD NO.1 LOWER AIR VALVE CAP				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>JR473918</td> <td>1.00</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>DR679471</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	JR473918	1.00	F			DR679471	1.00	F
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	JR473918	1.00	F															
		DR679471	1.00	F															
16-Nov-2013	24	X	00	REINSTALLED TQ TO 100 IN LBS S/N 1179															
FAULT WRITE-UP: RMVD NO.2 LOWER AIR VALVE CAP				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>TC879172</td> <td>0.50</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	TC879172	0.50	F					
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	TC879172	0.50	F															
16-Nov-2013	25	X	00	TIGHTENED TQ TO 70 IN LB															
FAULT WRITE-UP: LOOSENED NO.1 LOWER AIR VALVE OUTER HEX				<table border="1"> <thead> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> </thead> <tbody> <tr> <td>EH893468</td> <td>0.1</td> <td>JR473918</td> <td>1.00</td> <td>F</td> </tr> <tr> <td></td> <td></td> <td>DR679471</td> <td>1.00</td> <td>F</td> </tr> </tbody> </table>	TIPID	MMH	PID	MMH	TYPE	EH893468	0.1	JR473918	1.00	F			DR679471	1.00	F
TIPID	MMH	PID	MMH	TYPE															
EH893468	0.1	JR473918	1.00	F															
		DR679471	1.00	F															

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
16-Nov-2013	26	X	00	TQ TO 70 IN LBS S/N 1179	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: LOOSENED NO.2 LOWER AIR VALVE OUTER HEX									
16-Nov-2013	27	X	00	REPLACED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE-UP: RMVD NO.1 SAFETY SECURING LOWER AIR VALVE									
16-Nov-2013	28	X	00	REPLACED	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 SAFETY SECURING LOWER AIR VALVE									
16-Nov-2013	29	X	00	REINSTALLED TQ TO 100 IN ILBS	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE-UP: RMVD NO 1 LOWER AIR VALVE									
16-Nov-2013	30	X	00	REINSTALLED TQ TO 100 IN LBS S/N 1179	EH893468	0.1	TC879172	0.50	F
FAULT WRITE-UP: RMVD NO.2 LOWER AIR VALVE									
16-Nov-2013	31	X	00	REPLACED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE UP RMVD NO.1 SAFETY FROM LOWER KNEELING VALVE									
16-Nov-2013	32	X	00	REPLACED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 SAFETY FROM LOWER KNEELING VALVE									
16-Nov-2013	33	X	00	CLO ED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE-UP: OPENED NO.1 KNEELING VALVE									

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
16-Nov-2013	34	X	00	CLOSED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: OPENED NO.2 KNEELING VALVE									
16-Nov-2013	35	X	00	REPLACED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE-UP: RMVD NO.1 PACKING FROM UPPER AIR VALVE									
16-Nov-2013	36	X	00	REPLACED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 PACKING FROM UPPER AIR VALVE									
16-Nov-2013	37	X	00	REPLACED	EH893468	0.1	JR473918 DR679471	1.00 1.00	F F
FAULT WRITE-UP: RMVD NO 1 PACKING FROM LOWER AIR VALVE									
16-Nov-2013	38	X	00	REPLACED	EH893468	0.1	CB543423	0.50	F
FAULT WRITE-UP: RMVD NO.2 PACKING FROM LOWER AIR VALVE									
16-Nov-2013	39	X	00	COMPLETE	EH893468	0.1	JR473918	0.50	F
FAULT WRITE UP FOD CHECK DUE									
16-Nov-2013	40	X	00	COMPLETE	EH893468	0.1	JR473918	0.50	F
FAULT WRITE-UP: TOOLBOX #21 INVENTORY DUE									

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JBO

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/17/2013 8:44 am	1	/	PS615012	1,292.9	11/25/2013 6:13:00AM	1,296.8	0	6	00
FAULT WRITE-UP: CHECK L/H O/B STAB PANEL FOR MOVEMENT						ACTION TAKEN: CHECK FOUND OK					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				BC794224	0.10	0
V	G	1	00	O	8						
DELAY											
	A	11/21/2013 6:31 am	6	/	BC794224	1,296.8	11/22/2013 8:40:00AM	1,296.8	0	3	00
FAULT WRITE-UP: #1 ENGINE LDS CABLE HAS CUT AT FIREWALL						ACTION TAKEN: ENTERED IN ERROR					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CH968309	0.10	0
V	G	3	00	D	1						
DELAY											
	A	11/21/2013 10:22 am	7	/	AT145757	1,296.8	11/21/2013 11:37:00AM	1,296.8	0	A	00
FAULT WRITE-UP: #2 ENG CROSS BLEED VALVE WILL NOT OPEN						ACTION TAKEN: REPLACED					
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				AT145757	0.20	F
X	G	2	00	O	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
21-Nov-2013	1	X	00								
FAULT WRITE-UP: DISCONNECTED P435				ACTION TAKEN: RECONNECTED							
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
21-Nov-2013	2	X	00	AS664506	0.1	AT145757	0.20	F			
FAULT WRITE-UP: RMVD UPPER CLAMP				ACTION TAKEN: REINSTALLED TORQUED TO 45 IN LBS							
DATE	SEQ NO	STATUS	WUC	TIPID	MMH	PID	MMH	TYPE			
21-Nov-2013	3	X	00	AS664506	0.1	AT145757	0.20	F			
FAULT WRITE-UP: RMVD LOWER CLAMP				ACTION TAKEN: REINSTALLED TORQUED TO 45 IN LBS							

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 21-Nov-2013 4 X 00</p> <p>FAULT WRITE-UP: RMVD VALVE SN/ 16219</p>				<p>ACTION TAKEN: REPLACED SN/ 1536A</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 AT145757 0.20 F</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/21/2013 10:28 am 8 / CH968309 1,296.8</p> <p>FAULT WRITE-UP: #2 LATCH ON M/R PYLON COVER CRACKED</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS T G 1 00 O 0</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 11/21/2013 10:31:00AM 1,296.8 0 A 00</p> <p>ACTION TAKEN: REPLACED LATCH</p> <p>TIPID MMH PID MMH TYPE CH968309 0.50 O</p>						
<p>----- 13-2s to Follow -----</p>										
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 1 X 00</p> <p>FAULT WRITE-UP: REMOVED LATCH HDWR</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 CH968309 0.50 O</p>						
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 2 X 00</p> <p>FAULT WRITE-UP: REMOVED LATCH</p>				<p>ACTION TAKEN: REPLACED</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 CH968309 0.30 O</p>						
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 3 X 00</p> <p>FAULT WRITE-UP: FOD CHECK</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE A 664506 0.1 CH968309 0.30 O</p>						
<p>DATE SEQ NO STATUS WUC 21-Nov-2013 4 X 00</p> <p>FAULT WRITE-UP: TOOL BOX INVENTORY</p>				<p>ACTION TAKEN: COMPLETED</p> <p>TIPID MMH PID MMH TYPE AS664506 0.1 CH968309 0.30 O</p>						
<p>DISCOVERY</p> <p>SYSTEM CODE DATE / TIME NO STATUS PID HOURS A 11/22/2013 8:41 am 3 / CH968309 1,296.8</p> <p>FAULT WRITE-UP: #1 ENGINE LDS CABLE HAS CUT IN OUTER PLASTIC AT FIREWALL</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS V G 1 00 O 11</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/3/2013 8:13:00AM 1,314.5 0 2 00</p> <p>ACTION TAKEN: TEMP REPAIR INSTALLED AWAITING PROPER FIX</p> <p>TIPID MMH PID MMH TYPE TT157690 0.70 F</p>						

Report Date: 30-Dec-2013

UNCLASSIFIED//~~FOR OFFICIAL USE ONLY~~ Selection Range

01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	11/24/2013 8:30 am	1	/	PS615012	1,296.8	12/2/2013 3:51:00AM	1,314.5	0	3	00
FAULT WRITE-UP: 2ND HIT CHECK WITH 5 OF UPPER LIMIT FAT 15 PA 3022 TABLE 648 IND 621 MARGIN -27 LIMITS -24/-64 (TAIL WIND PRESENT DURING HIT CHECK)							ACTION TAKEN: COULD NOT DUPLICATE				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				LG980440	0.10	F
V	G	1	00	O	8						
DELAY											
DISCOVERY							CORRECTION				
	A	11/28/2013 7:17 pm	3	/	CB543423	1,305.1	11/28/2013 8:50:00PM	1,305.1	0	C	00
FAULT WRITE-UP: PILOT SIDE ARMOR WING UPPER TEFLON DISBONDED							ACTION TAKEN: COMPLETED. ADHESIVE APPLIED				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				NM330276	1.00	F
K	G	2	00	F	0						
DELAY											
DISCOVERY							CORRECTION				
	A	11/28/2013 8:28 pm	4	/	CB543423	1,305.1	11/28/2013 9:25:00PM	1,305.1	0	B	00
FAULT WRITE-UP: ALL M/R INBOARD DAMPER COTTER PINS INSTALLED INCORRECTLY							ACTION TAKEN: COMPLETED				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				CB543423	1.00	F
K	G	2	00	F	0				TC879172	1.00	F
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
28-Nov-2013	1	X	00								
FAULT WRITE-UP: RMVD COTTER PIN 4 EA SECURING INBOARD DAMPERS				ACTION TAKEN: REPLACED							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		BK944665	0.1	CB543423	0.60	F
									TC879172	0.50	F
DATE	SEQ NO	STATUS	WUC								
28-Nov-2013	2	X	00								
FAULT WRITE-UP: RMVD HDWR 4 EA SECURING INBOARD M/R DAMPERS				ACTION TAKEN: REINSTALLED TQ TO 1500 IN LBS							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		BK944665	0.1	CB543423	0.60	F
									TC879172	0.60	F
DATE	SEQ NO	STATUS	WUC								
28-Nov-2013	3	X	00								
FAULT WRITE-UP: FOD CHECK REQD				ACTION TAKEN: FOD CHECK COMPLETED BY SSG LAMPE							
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS		BK944665	0.1	KL688471	0.10	F

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363 3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

<p>DATE SEQ NO STATUS WUC 28-Nov-2013 4 X 00</p> <p>FAULT WRITE-UP: TOOLBOX INV REQ ON TOOLBOX 68</p>				<p>ACTION TAKEN: TOOL BOX INVENTORY COMPLETED BY SSG LAMPE</p> <p>TIPID MMH PID MMH TYPE BK944665 0.1 KL688471 0.10 F</p>				
<p>SYSTEM DISCOVERY</p> <p>CODE DATE / TIME NO STATUS PID HOURS A 12/03/2013 8:04 am 3 / TT157690 1,314.5</p> <p>FAULT WRITE-UP: TEMP REPAIR DONE ON #1 ENGINE LDS CABLE ON OUTER PLASTIC AT FIREWALL. TEMP REPAIR VERIFIED BY QC</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS B G 1 00 F 5</p> <p>DELAY DOC#: W560JP33361010</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/8/2013 2:17:00AM 1,328.9 0 G 00</p> <p>ACTION TAKEN: INSTALLED SHRINK WRAP</p> <p>TIPID MMH PID MMH TYPE JS913886 0.50 F</p>				
<p>SYSTEM DISCOVERY</p> <p>CODE DATE / TIME NO STATUS PID HOURS A 12/07/2013 5:26 pm 6 / NR046640 1,328.9</p> <p>FAULT WRITE-UP: #2 ENGINE HIT CHECK WITHIN 5: FAT 7C; PA 3086; TABLE 627; INDICATED 600; MARGIN -27; LIMITS -24/-64</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS G D 1 04A06 F 2</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/9/2013 12:59:00PM 1,331.9 0 4 04A06</p> <p>ACTION TAKEN: ENG FLUSH AND REBASELINE EST.</p> <p>TIPID MMH PID MMH TYPE RB829777 2.00 F</p>				
<p>SYSTEM DISCOVERY</p> <p>CODE DATE / TIME NO STATUS PID HOURS A 12/10/2013 3:52 pm 3 / DB478598 1,339.1</p> <p>FAULT WRITE-UP: AWIGS TRANSMITS THROUGH COMM 5 INSTEAD OF COMM 7</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS G G 1 19 F 1</p> <p>DELAY FAULT ENTERED TO INFORM FUTURE CREWS, NO MA</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/11/2013 5:46:00AM 1,339.1 0 1 19</p> <p>ACTION TAKEN: FAULT ENTERED IN ERROR</p> <p>TIPID MMH PID MMH TYPE AM075348 0.10 F</p>				
<p>SYSTEM DISCOVERY</p> <p>CODE DATE / TIME NO STATUS PID HOURS A 12/10/2013 3:53 pm 4 / DB478598 1,339.1</p> <p>FAULT WRITE-UP: PILOT DOOR CHECKLIST POCKET PILE TRIP DI BONDED FROM BOTTOM OF DOOR</p> <p>WHEN HOW MAL WUC MAINT DEFERRED DISC REC EFF TYPE DAYS G G 3 00 F 1</p> <p>DELAY</p>				<p>CORRECTION</p> <p>DATE / TIME HOURS ROUNDS ACTCD WUC 12/11/2013 2:29:00AM 1,339.1 0 C 00</p> <p>ACTION TAKEN: RE ATTACHED</p> <p>TIPID MMH PID MMH TYPE TC824586 1.00 F</p>				

Report Date: 30-Dec-2013

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01-Jun-2013

To 17-Dec-2013

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 9:17 pm	7	/	JO773114	1,347.1	12/12/2013 2:58:00AM	1,347.1	0	G	19
FAULT WRITE-UP: R/H STRUT FAIRING MIDDLE WIRING BUNDLE HDWR DAMAGED							ACTION TAKEN: FAULT ENTERED IN ERROR				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				SB868753	0.10	F
X	G	2	02	F	1						
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 9:26 pm	11	/	JO773114	1,347.1	12/11/2013 10:49:00PM	1,347.1	0	A	11C
FAULT WRITE-UP: CO-PILOTS L/H PEDAL BOOT INSTALLED WITH ZIPPER FACING THE WRONG DIRECTION							ACTION TAKEN: REPLACED BOOT				
WHEN	HOW	MAL	WUC	MAINT	DEFERRED		TIPID	MMH	PID	MMH	TYPE
DISC	REC	EFF		TYPE	DAYS				JO773114	0.10	F
X	G	2	11C	F	0						
DELAY											
===== 13-2s to Follow =====											
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	1	X	11C	ACTION TAKEN: REINSTALLED							
FAULT WRITE-UP: RMVD BOOT HDWR (6EA)				TIPID	MMH	PID	MMH	TYPE			
				RS701955	0.1	JO773114	0.10	F			
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	2	X	11C	ACTION TAKEN: REPLACED							
FAULT WRITE-UP: RMVD BOOT				TIPID	MMH	PID	MMH	TYPE			
				RS701955	0.1	JO773114	0.10	F			
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	3	X	11C	ACTION TAKEN: COMPLETED							
FAULT WRITE-UP: TOLBOX INVENTORY REQ'D				TIPID	MMH	PID	MMH	TYPE			
				RS701955	0.1	JO773114	0.10	F			
DATE	SEQ NO	STATUS	WUC								
11-Dec-2013	4	X	11C	ACTION TAKEN: COMPLETED							
FAULT WRITE-UP: FOD CHECK REQ'D				TIPID	MMH	PID	MMH	TYPE			
				RS701955	0.1	JO773114	0.10	F			

CLOSED FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/11/2013 10:33 pm	14	/	JO773114	1,347.1	12/12/2013 1:20:00PM	1,347.1	0	A	00
FAULT WRITE-UP: BLADE DE-ICE TEST IN PROGRESS LIGHT GLASS COVER BROKEN						ACTION TAKEN: REPLACE-COMPLETED					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS			MA528272	0.50	F
	Z	G	1	00	O	1					
DELAY											
DISCOVERY						CORRECTION					
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/15/2013 11:37 am	7	/	DM791170	1,356.2	12/16/2013 4:43:00AM	1,363.3	0	2	76A06
FAULT WRITE-UP: PROSEAL APPLICATION REQUIRED ON FWD RIGHT SPIRAL ANTENNA						ACTION TAKEN: PRO SEAL APPLIED					
	WHEN	HOW	MAL	WUC	MAINT	DEFERRED	TIPID	MMH	PID	MMH	TYPE
	DISC	REC	EFF		TYPE	DAYS			SP299837	0.20	F
	K	G	2	76A06	F	1					
DELAY											

Pages 1 through 4 redacted for the following reasons:

(b)(1).4a

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD) 2014/01/06	3. TIME 1145	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			

8. ORGANIZATION OR ADDRESS
HHC 1st ID CAB TF DEMON APO AE, 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

I was asked about the mission for that as it pertained to the S3 shop. I confirmed what (b)(3), (b)(6) had previously explained that the mission was recieved and planned as we do all mission of the type. I was asked if I what I thought the risk level of that area was? I responded with Medium.

////////////////////////////////////Nonthing Else Follows////////////////////////////////////

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF _____ PAGES
-------------	---	-----------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at _____

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE OF PAGES

Pages 7 through 10 redacted for the following reasons:

(b)(3), (b)(6)

Approved for Release

From: [redacted] (b)(3), (b)(6)
To: [redacted] (b)(3), (b)(6)
Subject: FW: ~~(S) [S//NOFORN] [S//NF]~~ Reintegration Update
Date: Tuesday, December 24, 2013 6:14:03 PM
Attachments: SITREP 191845 DEC 13 PR CC-13-021.doc

CLASSIFICATION: ~~SECRET//NOFORN~~

Initial report from Ramstein AFB for [redacted] b 3 b 6

-----Original Message-----

From: [redacted] b 3 b 6 USA CJTF-101 CJ3 AVN
Sent: Friday, December 20, 2013 12:11 AM
To: [redacted] (b)(3), (b)(6) CJTF-101 ASS STANT
STAFF JUDGE ADVOCATE; [redacted] (b)(3), (b)(6) USA CJTF-101 CJ3 AVN OIC
Subject: FW: ~~(S) [S//NOFORN] [S//NF]~~ Reintegration Update

CLASSIFICATION: ~~SECRET//NOFORN~~

I sent previous message with the incorrect classification.

Below is the information collected from [redacted] b 3 b 6 so far. Reintegration team at Landstuhl will try talking to him tomorrow again.

v/r,

[redacted] (b)(3), (b)(6)

-----Original Message -----

From: [redacted] (b)(3), (b)(6)
Sent: Thursday December 19, 2013 11:35 PM
To: [redacted] 3 b 6 USA CJTF-101 CJ3 AVN
Cc: AUAB CAOC COD JPRC CHIEF
Subject: FW: ~~[//NOFORN] [S//NF]~~ Reintegration Update

CLASSIFICATION: ~~SECRET//NOFORN~~

Sir,

This is all of the data that we have at this time. If we are passed anything further the JPRC will forward it your way. Please request further data through the CC'd box as we monitor this box 24/7.

Thank you,
V/R

[redacted] b 3 b 6 USAF
Superintendent, CENTCOM Joint Personnel Recovery Center (JPRC)

(b)(3), (b)(6)

-----Original Message-----

From: USAFE/A3OJ Personnel Recovery [mailto:3af_a3opr_sere@ramstein.af.smil.mil]

Sent: Thursday, December 19, 2013 5:30 PM

To: (b)(3), (b)(6)

(b)(3), (b)(6)

Subject: FW: ~~(S//NF)~~ Reintegration Update

CLASSIFICATION: ~~SECRET//NOFORN~~

Overview of the reintegration efforts on 19 Dec 13:

- Isolated Person (b)(3), (b)(6) arrived Ramstein via C-17 at 0953L
- IP was transported to LRMC, arrived approx. 1030L
- Reintegration team assembled for game plan while IP was in triage
- Team accomplished basic debriefing at 1200L before patient became unconscious from medication
- Team mustered at 1500L for second debrief but had to wait on patient medication
- Team accomplished last debriefing at 1645L and departed LRMC

Summary: IP became isolated due to being a passenger on an Army H-60 crash in Zabul Province, AFG. IP was performing Forward Observer duties. Out of 7 US personnel onboard, after the crash only (b)(3), (b)(6) survived. (b)(3), (b)(6) family was notified before his arrival at LRMC. (b)(3), (b)(6) recalls being seated in the middle row of the H-60 while flying at approximately 35-40 feet in rolling hills while the pilot was banking often and vigorously, then feeling some form of explosion followed by black and white smoke towards the tail, the helicopter spinning and then crashing. (b)(3), (b)(6) and (b)(3), (b)(6) and became non-ambulatory. At some point on the ground he lost consciousness and woke to voices nearing the helicopter. He could not positively identify the voices being US or other, but said he was picked up shortly after by another army helicopter. (b)(3), (b)(6) was flown to Kandahar, then Bagram, then Ramstein, and finally transported to LRMC.

At 0900 on 20 Dec 13, the reintegration team will muster again with (b)(3), (b)(6) and the Public Affairs Officer. She will establish his releasable information about the crash.

v/r

(b)(3), (b)(6)

CLASSIFICATION: ~~SECRET//NOFORN~~

CLASSIFICATION: ~~SECRET//NOFORN~~

CLASSIFICATION: ~~SECRET//NOFORN~~

CLASSIFICATION: ~~SECRET//NOFORN~~

CLASSIFICATION: ~~SECRET//NOFORN~~

Approved for Release

From: [redacted]
To: [redacted] b 3 b 6
Cc:
Subject: FW: (S) Debrief of Surviving Blackhawk
Date: Tuesday, December 24, 2013 6:16:42 PM

CLASSIFICATION: SECRET

Erik,

Here's the initial debrief for [redacted] b 3 b 6 done here at KAF. Great overall description of the missi

-----Original Message-----

From: [redacted] (b)(3), (b)(6) USA CJTF-101 CJ3 AVN
Sent: Thursday, December 19, 2013 5:19 PM
To: [redacted] b 6 USA CJTF-101 CJ3 AVN OIC
Subject: FW: (S) Debrief of Surviving Blackhawk

CLASSIFICATION: ~~SECRET~~

You probably have this but just in case.

v/r,

[redacted] (b)(3), (b)(6)

-----Ori inal Messa e-----

From: [redacted] b 3 b 6 USAF CJTF-101 CJ3 SERE
Sent: Thursday, Dec mber 9, 2013 4:59 PM
To: [redacted] (b)(3), (b)(6) USA CJTF-101 CJ3 AVN
Cc: [redacted] (b)(3), (b)(6) SA CJTF-101 CJ3 AVN; [redacted] (b)(3), (b)(6) USA CJTF-101 CJ3 CSEC FSE
Subject: FW: (S) D brief of Surviving Blackhawk

CLASSIFICATION ~~SECRET~~

Sir,

Below is the unofficial report from RC-S, on the Downed Aircraft. I will forward any other message that I receive.

[redacted] (b)(3), (b)(6)

(b)(3), (b)(6)

-----Original Message-----

From: (b)(3), (b)(6) B Co. 163rd MI BN
Sent: Wednesday, December 18, 2013 7:54 PM
To: (b)(3), (b)(6) RC(S) CJ3 SERE SPECIALIST
Subject: (S) Debrief of Surviving Blackhawk

CLASSIFICATION: ~~SECRET~~

(b)(3), (b)(6)

I could not find (b)(3), (b)(6) email on SIPR. I found it on NIPR, but I can't send all of this with that channel. Please forward this to him. I will notify him on NIPR that I sent you this email:

This is a debrief of the three passengers from the surviving aircraft. This is strictly their point of view, and may be inaccurate so some degree. The three passengers are part of a Military Intelligence Battalion in RC-South (2 soldiers and an Interpreter). (b)(1)1.4a

(b)(1)1.4a

The mission took the aircraft from KAF, into RC-East, and then back into RC-South. The aircraft made a stop at FOB Apache for fuel, and then took off again. (b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c Shortly before the plume of dust there was some chatter that said "get the big one ready". Initially the over watching aircraft thought it was a 'brown-out' (dust being kicked up by the propellers to the point visibility is lost), but as soon as some of the dust cleared the over watch pilots saw the aircraft spinning out of control, then crash into the ridgeline and roll down the side for some distance. The over watch pilots called "Fallen Angel" over their radios. This is the term used for an aircraft that has crashed.

Within a couple of minutes there was a large volume of chatter saying that one of the Blackhawks was down. (b)(1)1.4c

(b)(1)1.4c There was continued chatter over all of the radios, which seemed to escalate as time passed, professing congratulations. At one point there was talk about gathering up a group of men to go overtake the downed aircraft. This never happened though because the over watch aircraft kept a continuous watch. Apache helicopters arrived at the location and the over watch aircraft left due to a low fuel level.

According to the passengers, this was the second time in 3 months they have made this same route. None of the passengers could tell if the plume of dust was as a result of an explosion or anything else. (b)(1)1.4a, (b)(1)1.4c

(b)(1)1.4a, (b)(1)1.4c

(b)(3), (b)(6)

CLASSIFICATION: ~~SECRET~~

CLASSIFICATION: ~~SECRET~~

CLASSIFICATION: ~~SECRET~~

CLASSIFICATION: ~~SECRET~~

CLASSIFICATION: ~~SECRET~~

Approved for Release

Pages 17 through 18 redacted for the following reasons:

(b)(3) 10 USC 130b, (b)(6)

Approved for Release

OFFICER RECORD BRIEF

ARS 00-3-104

CGAAGF R1

ORR TYPE 2900	BRIEF DATE 20131217	FUNCTIONAL CATEGORY MANEUVER FIRES AND EFFECTS	DESIG DATE	CTRL BRANCH BR DTLEXPRES	AV	COMPONENT RA	AD GRADE/ADOR CW2	SSN (b)(3)	NAME BILLINGS RANDY LEE				
SECTION I - Assignment Information			SECTION II - Security Data			SECTION III - Service Data			SECTION IV - Personal/Family Data				
End Date 20110306	CT 12	MO 12	ST 1	NUMBER OF TOURS Short- 3 Long	INVEST DTEINW	MACLE 20070617	DIERSQS 20070619	BASD 19970526	Current PPN F3	End Current Tour 20071024	Date of Birth (b)(3)	Birthplace OKLAHOMA	
20060416	AF	12	1	DROS	CLINC SEC	20070617	20070619	Basic Date of Appl 20071024	Contract Yr Sp FY2008	Source of Orig Appl MO AVIATION	Country of Cit US	Sex/Racial M /WHITE/NOCT HISP	
20040229	1Z	04	1	DEROS	SECTION V - Foreign Language			Mo/Days Atts 083/07	Mo/Ats 208	Type of Orig App USAR	Religion NO-REL-PREF	Religion NO-REL-PREF	
20030204	YO	05	1	NA	Language	L	S	R	Y	M	P	T	
Date Dependents Arrived US			Dwell Start Dwell Mo-Days			Dwell Mo-Days			Date of Proj/Ward Ret 20371231			Spouse Birthplace/Cit	
Career Field Information - Commissioned/AMEDD/Aviation			DLAT			MOAC GRAD			PDDR			Mailing Address OKLAHOMA	
BR Code/Mod/Pos/Prmos 153M	Fncd Area/Mod/Pos/Prmos 153A		Fncd Area/Pos/Prmos Sqi 0		SECTION VI - Military Education			PDDR			Home of Record at Enl		
BRACG/Mod/Pos/Prmos Sqi G	Fncd Area/Pos/Prmos Sqi 0		Fncd Area/Pos/Prmos Sqi 0		MOAC GRAD			LTDR			Mailing Address OKLAHOMA		
Skills Basic Branch/PMOS UH-60M PILOT	UH-60M PILOT		UH-60M PILOT		ACFT MGR CRF (UH-60)			LEVEL COMPLETED			Mailing Address OKLAHOMA		
Functional Area SMOS RW/AV	RW/AV		RW/AV		AVIATION MAINT MGR			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Career Track Single	Dual		Dual		AVTN WO ADV CRF			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Primary Branch	Functional Area		Functional Area		ACTION OFF DEVELOP CRF			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Prev Branch/PMOS 153D	153D		153D		AVN WOBC			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Prev Functional Area Control Career Management Field	153MG		153MG		UH-60 AVIATOR QUAL			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Control Career Management Field Projected Career Management Field	153ML		153ML		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Projected Career Management Field 153ML	153ML		153ML		WO ORIENTATION			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Projected Career Management Field 153ML	153ML		153ML		COMBAT LIFE SAVERS CRF			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Geographic Orientation ASSED 20090407	UH-60		UH-60		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
ASSED 20090407	UH-60		UH-60		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Pilot Status 1	UH-60		UH-60		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Rating Date 20090528	UH-60		UH-60		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
Rating Date 20090528	UH-60		UH-60		SERE (HIGH RISK)			INSTITUTION DISCIPLINE			Mailing Address OKLAHOMA		
SECTION IX - Assignment Information			SECTION VIII - Awards and Decorations			SECTION VII - Civilian Education			SECTION X - Remarks				
ASGT	FROM	MO	UNIT NO	ORGANIZATION	STATION	LOC	COMD	DUTY TITLE	DMOS	Mailing Address OKLAHOMA			
PROJ	20130810	06	0001	AV BN 03 CO B ASLT CO	FT RILEY	1 KS	FC	AVN MAINT OFF (PMO AF)	153MG0000	Mailing Address OKLAHOMA			
Current	20130215	06	0001	B/3-1 AHB/CAB	FT RILEY	1 KS	FC	AVN MAINT OFFICER	153MG0000	Mailing Address OKLAHOMA			
1st Prev	20120716	07	0001	B/3-1 AHB/CAB	FT RILEY	1 KS	FC	UH-60M PILOT IN COMMAND	153MG0000	Mailing Address OKLAHOMA			
2nd Prev	20110306	16	0001	C/3-1 AHB/CAB	FT RILEY	1 KS	FC	UH-60M PILOT IN COMMAND	153MG0000	Mailing Address OKLAHOMA			
3rd Prev	20110306	16	0001	C/3-1 AHB/CAB	FT RILEY	1 KS	FC	UH-60M PILOT IN COMMAND	153MG0000	Mailing Address OKLAHOMA			
4th Prev	20100317	12	0001	C/3-1 AHB/CAB	SPEICHER	1Z	FC	UH-60M PILOT	153MG0000	Mailing Address OKLAHOMA			
5th Prev	20091221	03	0001	C/3-1 AHB/CAB	FT RILEY	1 KS	FC	UH-60M PILOT	153MG0000	Mailing Address OKLAHOMA			
6th Prev	20090901	03	0001	C/3-1 AHB/CAB	FT RILEY	1 KS	FC	UH-60 PILOT	153D000000	Mailing Address OKLAHOMA			
7th Prev										Mailing Address OKLAHOMA			
8th Prev										Mailing Address OKLAHOMA			
9th Prev										Mailing Address OKLAHOMA			
10th Prev										Mailing Address OKLAHOMA			
11th Prev										Mailing Address OKLAHOMA			
12th Prev										Mailing Address OKLAHOMA			
13th Prev										Mailing Address OKLAHOMA			
14th Prev										Mailing Address OKLAHOMA			
15th Prev										Mailing Address OKLAHOMA			
16th Prev										Mailing Address OKLAHOMA			
17th Prev										Mailing Address OKLAHOMA			
18th Prev										Mailing Address OKLAHOMA			
19th Prev										Mailing Address OKLAHOMA			



ENLISTED RECORD BRIEF

BRIEF DATE 20131217		NAME BOHLER, PETER CHRISTOPHER		RANK - DOR SGT		PMOS 15T		SSN [REDACTED]		COMPONENT REGULAR	
SECTION I - Assignment Information				SECTION II - Security Data				SECTION III - Service Data			
OS/Deployment Combat Duty		PSI Status: secret Fld Det PS Stat NONE		BASD 20070827		PEBD 20070827		BESD		Date of Birth	
Start-End Date 20071201-20100603 20080509-20110226		CT/MOTS/STTT AF 1 1 GM 14 1 L 0 0 O 0 0 R 0 0 TOT: 8		PSI Invest UNIT 20070806		ETS 20170513		DIEMIS 20070806		Reenl Elig/Prone	
Dwell Time		PSI Invest Compl 20070831		# Days Lost		PVT		PV2		Country of Citz US	
Start		Language		DOR		SGT		SSG		NGO Dependent Address/Children	
Month - Days 0 Mo 0 Days		Read		DOR 2010801		SGM - CSM		SFC		MARRI Status MRC1	
Date Dependents Arrived OS 20110225		Listen		DOR		SGM - CSM		MSG - 1SG		Height/Weight 76/222	
PMOS 15T		Speak		Level Completed DESG		SECTION VII - CIVILIAN Education		EFMP Dt		#Cmd Sponsored 0	
SMOS ASVAB 10 / 20070827		DIA/B		Institution		Discipline		Physical Category A		AFPT D/P Score 201310/PASSED/231	
BONUS ELIGI Elig DI		SECTION VII - Military Education		Discipline		Number Of Semester Hours Completed		Last Physical Exam 20130708		MARRS Results/DI	
Promotion Points/VRMO		MEL/MES ALCOHOL/ROLLED		Institution		Technical Certification		Home of Record WILLIAM SPRING, NC		MARRS Results/DI	
Prev Promotion Points/VRMO		Course		Discipline		Course Name		Mailing Address		MARRS Results/DI	
Prom Seq#		ADV EDR CRS (ALG)		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Prom Select Dt		WARRIOR LEADER CRS		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Promotion MOS		ASST 141 CRS		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
ASVAB		COMBAT LIFE SAVERS CRS		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
GT 117		ELECT		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
ADMIN 118		FA		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
CMBT 122		MECH		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Delay Separation Reason		MAINT		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
AEA / Dt		N /		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Flag Code		Flag Start Dt		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Flag Expiration Dt		Flag Expiration Dt		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Date of Loss		Date of Last PCS 20110226		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
ASGT		ORGANIZATION		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
PROJ		SECTION IX - Assignment Information		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Current 20130809		STATN		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
1st Prev 20111017		LOC		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
2nd Prev 20110323		COMD		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
3rd Prev 20110520		DUTY TITLE		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
4th Prev 20110310		Date of Last NCOER 20130721		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
5th Prev 20110226		DMOS		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
6th Prev 20090921		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
7th Prev 20090301		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
8th Prev 20090130		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
9th Prev 20080105		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
10th Prev 20080512		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
11th Prev 20080509		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
12th Prev 20071114		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
13th Prev 20070907		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
14th Prev 20070827		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
15th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
16th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
17th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
18th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
19th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
20th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
21st Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
22nd Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
23rd Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
24th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Date of Loss		Date of Last PCS 20110226		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
ASGT		ORGANIZATION		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
PROJ		STATN		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Current 20130809		LOC		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
1st Prev 20111017		COMD		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
2nd Prev 20110323		DUTY TITLE		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
3rd Prev 20110520		Date of Last NCOER 20130721		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
4th Prev 20110310		DMOS		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
5th Prev 20110226		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
6th Prev 20090921		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
7th Prev 20090301		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
8th Prev 20090130		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
9th Prev 20080105		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
10th Prev 20080512		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
11th Prev 20080509		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
12th Prev 20071114		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
13th Prev 20070907		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
14th Prev 20070827		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
15th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
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5th Prev 20110226		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
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Date of Loss		Date of Last PCS 20110226		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
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PROJ		STATN		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
Current 20130809		LOC		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
1st Prev 20111017		COMD		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
2nd Prev 20110323		DUTY TITLE		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
3rd Prev 20110520		Date of Last NCOER 20130721		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
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13th Prev 20070907		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
14th Prev 20070827		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	
15th Prev		ASL LANG		Discipline		UH-60 CREWCHIEF		MARRS Results/DI		MARRS Results/DI	

Page 24 redacted for the following reason:

(b)(3), (b)(6)

Approved for Release

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST INFANTRY DIVISION
BLDG 580 1ST DIVISION ROAD
FORT RILEY KANSAS 66442-7000

ORDERS: RY-161-0463

10 June 2013

BILLINGS, RANDY LEE (b)(3), (b)(6) CW2 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station.

Assigned to: 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

Purpose: Deployment will be in support of **OPERATION ENDURING FREEDOM** AFGHANISTAN

Number of days: Not to exceed 270 days.

Will proceed on or about: 07 August 2013

Security Clearance: SECRET, NONE 19 June 2007

Accounting classification: 21 3 2020.0000 0B1 B1TC 12101220F1M 21T1/21T2 2EAVZC BIL9777T161463 AZVC2E 012161

Funds are available upon the U.S. Congress Enacting FY13 Defense Appropriation. Funding is authorized only for the fiscal year indicated on this order. Amendments will be required for subsequent fiscal years. Soldiers and authorized Army officials must sign into <https://mobcop.army.mil/DAMPSTCS> to retrieve copies of orders/amendments.

SDN: BIL9777T161463

Customer Identification Code (CIC): 2320B1AZVC12161

Movement designator code: PMO3

Will Proceed Through: N/A

Demob Station:

Additional instructions:

Soldier will deploy with authorized military weapon and weapons carrying case.

Weapon: N/A

FTN: 1130C045543

- a. This a Temporary Change of Station (TCS). Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site <http://www.armyg1.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
- c. Temporary storage of HHG authorized as provided by paragraph U4770A-A of the JFTR, but may impact on your BAH authorization. Contact your local transportation office for assistance. For BAH questions, please contact your supporting finance office.
- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
- f. Temporary Duty (TDY) Household Goods (HHG) Weight allowance is authorized for CONUS and OCONUS based personnel that are on active duty for a period greater than 200-days, excluding those areas designated as Hostile Fire/Immediate Danger Pay areas.
- g. You will bring only those items specified by the PPG or other appropriate authority. A list of those items will be provided by the servicing personnel service center/company.
- h. Soldier readiness processing will be accomplished prior to departure from losing installation/home station per chapter 4, AR 600-8-101. Losing installation commander will

determine the extent of out-processing. Soldier will hand carry out-processing packet; field Military Personnel Records Jacket (MPRJ) along with associated transfer documents, records, and deployment packet to the gaining PSC or replacement activity.

- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
- j. Within 48 hours of receiving these orders, the Soldier must check with the supporting installation housing office before security temporary lodging at the duty location and obtain a 1351-5 authorizing the appropriate entitlements for lodging and M&IE. With a SNA, the Soldier is authorized 100% of the local per diem rate when orders are for 179 days or less with receipts, however, the authorized per diem rate will be 55% of the local lodging, meals, and incidental per diem rate when the initial orders is for 180 days or more, or if subsequent orders exceeds 179 days within a 12 month period.
- k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
- l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
- m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
- n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
- o. Use of leave during this deployment is recommended for all Soldiers. A copy of the leave record will be submitted upon completion of this operation with the final settlement voucher. If unable to take leave during this period of duty, selling back leave, with "no impact", applies only to RC Soldiers. The only option for AC Enlisted Soldiers is a one-time opportunity to sell back leave in excess of 120 days. The days sold back will be "charged" against their current leave balance and count against the 60 day career sell back limit. AC Officers do not have this option.
- p. Additional movement requirements will be completed using amendment orders, order format 401 or 700, as appropriate.
- q. Soldiers will logon to the AKO website at https://www.us.army.mil/portal/portal_home.jhtml and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * FT RILEY, KS 66442 *

 (b)(3), (b)(6)
 INSTALLATION DEPLOYMENT OFFICER

DISTRIBUTION: 1- Cdr,
1- Cdr, WH6JB0, 0001 AV BN 03 CO B ASLT CO UH,

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST INFANTRY DIVISION
BLDG 580 1ST DIVISION ROAD
FORT RILEY KANSAS 66442-7000

ORDERS: RY-161-0489

10 June 2013

SILVERMAN, JOSHUA BENJAMIN (b)(3), (b)(6) CW2 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station.

Assigned to: 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

Purpose: Deployment will be in support of **OPERATION ENDURING FREEDOM** AFGHANISTAN

Number of days: Not to exceed 270 days.

Will proceed on or about: 07 August 2013

Security Clearance: SECRET, NONE 14 January 2009

Accounting classification: 21 3 2020.0000 0B1 B1TC 12101220F1M 21T1/21T2 2EAZVC SIL1721T161489 AZVC2E 012161

Funds are available upon the U.S. Congress Enacting FY13 Defense Appropriation. Funding is authorized only for the fiscal year indicated on this order. Amendments will be required for subsequent fiscal years. Soldiers and authorized Army officials must sign into <https://mobcop.army.mil/DAMPSTCS> to retrieve copies of orders/amendments.

SDN: SIL1721T161489

Customer Identification Code (CIC): 2320B1AZVC12161

Movement designator code: PMO3

Will Proceed Through: N/A

Demob Station:

Additional instructions:

Soldier will deploy with authorized military weapon and weapons carrying case.

Weapon: N/A

FTN: 1130C045543

- a. This a Temporary Change of Station (TCS), Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site <http://www.armygl.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
- c. Temporary storage of HHG authorized as provided by paragraph U4770A-A of the JFTR, but may impact on your BAH authorization. Contact your local transportation office for assistance. For BAH questions, please contact your supporting finance office.
- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
- f. Temporary Duty (TDY) Household Goods (HHG) Weight allowance is authorized for CONUS and OCONUS based personnel that are on active duty for a period greater than 200-days, excluding those areas designated as Hostile Fire/Immediate Danger Pay areas.
- g. You will bring only those items specified by the PPG or other appropriate authority. A list of those items will be provided by the servicing personnel service center/company.
- h. Soldier readiness processing will be accomplished prior to departure from losing installation/home station per chapter 4, AR 600-8-101. Losing installation commander will

determine the extent of out-processing. Soldier will hand carry out-processing packet; field Military Personnel Records Jacket (MPRJ) along with associated transfer documents, records, and deployment packet to the gaining PSC or replacement activity.

- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
- j. Within 48 hours of receiving these orders, the Soldier must check with the supporting installation housing office before security temporary lodging at the duty location and obtain a 1351-5 authorizing the appropriate entitlements for lodging and M&IE. With a SNA, the Soldier is authorized 100% of the local per diem rate when orders are for 179 days or less with receipts, however, the authorized per diem rate will be 55% of the local lodging, meals, and incidental per diem rate when the initial orders is for 180 days or more, or if subsequent orders exceeds 179 days within a 12 month period.
- k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
- l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
- m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
- n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
- o. Use of leave during this deployment is recommended for all Soldiers. A copy of the leave record will be submitted upon completion of this operation with the final settlement voucher. If unable to take leave during this period of duty, selling back leave, with "no impact", applies only to RC Soldiers. The only option for AC Enlisted Soldiers is a one-time opportunity to sell back leave in excess of 120 days. The days sold back will be "charged" against their current leave balance and count against the 60 day career sell back limit. AC Officers do not have this option.
- p. Additional movement requirements will be completed using amendment orders, order format 401 or 700, as appropriate.
- q. Soldiers will logon to the AKO website at <https://www.us.army.mil/portal/portal/home.jhtml> and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * FT RILEY, KS 66442 *

(b)(3), (b)(6)
 INSTALLATION DEPLOYMENT OFFICER

DISTRIBUTION: 1- Cdr,
 1- Cdr, WH6JBO, 0001 AV BN 03 CO B ASLT CO UH,

DEPARTMENT OF THE ARMY
 HEADQUARTERS, 1ST INFANTRY DIVISION
 BLDG 580 1ST DIVISION ROAD
 FORT RILEY KANSAS 65442-7000

ORDERS: RY-155-0058

04 June 2013

FORDE, OMAR WILFRED (b)(3), (b)(6) SSG 0001 AV HQ CBT AVN BDE MDM (WDJVAA)

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station.

Assigned to: 0001 AV HQ CBT AVN BDE MDM (WDJVAA)**Purpose:** Deployment will be in support of **OPERATION ENDURING FREEDOM** AFGHANISTAN**Number of days:** Not to exceed 270 days.**Will proceed on or about:** 23 July 2013**Security Clearance:** SECRET, NONE 26 January 2009**Accounting classification:** 21 3 2020.0000 0B1 B1TC 12101220F1M 21T1/21T2 2EAZVC FOR9687T155058

AZVC2E 012161

Funds are available upon the U.S. Congress Enacting FY13 Defense Appropriation. Funding is authorized only for the fiscal year indicated on this order. Amendments will be required for subsequent fiscal years. Soldiers and authorized Army officials must sign into <https://mobcop.army.mil/DAMPSCTCS> to retrieve copies of orders/amendments.

SDN: FOR9687T155058**Customer Identification Code (CIC):** 2320B1AZVC12161**Movement designator code:** PME3**Will Proceed Through:** N/A**Demob Station:****Additional instructions:**

Soldier will deploy with authorized military weapon and weapons carrying case.

Weapon: N/A**FTN:** 1130C045543

- a. This a Temporary Change of Station (TCS), Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site <http://www.armygl.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
- c. Temporary storage of HHG authorized as provided by paragraph U4770A-A of the JFTR, but may impact on your BAH authorization. Contact your local transportation office for assistance. For BAH questions, please contact your supporting finance office.
- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
- f. Temporary Duty (TDY) Household Goods (HHG) Weight allowance is authorized for CONUS and OCONUS based personnel that are on active duty for a period greater than 200-days, excluding those areas designated as Hostile Fire/Immediate Danger Pay areas.
- g. You will bring only those items specified by the PPG or other appropriate authority. A list of those items will be provided by the servicing personnel service center/company.
- h. Soldier readiness processing will be accomplished prior to departure from losing installation/home station per chapter 4, AR 600-8-101. Losing installation commander will

- determine the extent of out-processing. Soldier will hand carry out-processing packet; field Military Personnel Records Jacket (MPRJ) along with associated transfer documents, records, and deployment packet to the gaining PSC or replacement activity.
- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
 - j. Within 48 hours of receiving these orders, the Soldier must check with the supporting installation housing office before security temporary lodging at the duty location and obtain a 1351-5 authorizing the appropriate entitlements for lodging and M&IE. With a SNA, the Soldier is authorized 100% of the local per diem rate when orders are for 179 days or less with receipts, however, the authorized per diem rate will be 55% of the local lodging, meals, and incidental per diem rate when the initial orders is for 180 days or more, or if subsequent orders exceeds 179 days within a 12 month period.
 - k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
 - l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
 - m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
 - n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
 - o. Use of leave during this deployment is recommended for all Soldiers. A copy of the leave record will be submitted upon completion of this operation with the final settlement voucher. If unable to take leave during this period of duty, selling back leave, with "no impact", applies only to RC Soldiers. The only option for AC Enlisted Soldiers is a one-time opportunity to sell back leave in excess of 120 days. The days sold back will be "charged" against their current leave balance and count against the 60 day career sell back limit. AC Officers do not have this option.
 - p. Additional movement requirements will be completed using amendment orders, order format 401 or 700, as appropriate.
 - q. Soldiers will logon to the AKO website at <https://www.us.army.mil/portal/portal/home.jhtml> and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * FT RILEY, KS 66442 *

_____(h)(3), (h)(6)_____
 INSTALLATION DEPLOYMENT OFFICER

DISTRIBUTION: 1- Cdr,
 1- Cdr, WDJVAA, 0001 AV HQ CBT AVN BDE MDM,

DEPARTMENT OF THE ARMY
UNITED STATES ARMY GARRISON GRAFENWOEHR
UNIT 28130
APO AE 09114-8130

ORDERS: GF-178-0141

27 June 2013

WILLIAMS, JESSE LEE (b)(3), (b)(6) SGT 0002 CS BN HHC BSB SBCT (WE35T0) VILSECK, GE 09112

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station. Additional instructions: (Soldier's transportation will be purchased utilizing the Centrally Billed Account)

Assigned to: 0002 CS BN HHC BSB SBCT (WE35T0)

Purpose: Deployment will be in support of OPERATION ENDURING FREEDOM AFGHANISTAN

Number of days: Not to exceed 365 days.

Depart From: S CAMP VILSECK, GM Return To: S CAMP VILSECK, GM

Will proceed on or about: 07 July 2013

Security Clearance: SECRET, NONE 23 August 2006

Accounting classification: 21 3 2020.0000 OB1 BITC 12101220F1M 21T1/21T2 2EAZVC WIL6170T178141

AZVC2E 012161

Funds are available upon the U.S. Congress Enacting FY13 Defense Appropriation. Funding is authorized only for the fiscal year indicated on this order. Amendments will be required for subsequent fiscal years. Soldiers and authorized Army officials must sign into <https://mobcop.army.mil/DAMPSCTCS> to retrieve copies of orders/amendments.

SDN: WIL6170T178141

Customer Identification Code (CIC): 2320B1AZVC12161

Movement designator code: PME3

Will Proceed Through: N/A

Demob Station:

Additional instructions: N/A

Weapon: N/A

- a. This a Temporary Change of Station (TCS), Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site
<http://www.armygl.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
- c. Temporary storage of HHG authorized as provided by paragraph U4770A-A of the JFTR, but may impact on your BAH authorization. Contact your local transportation office for assistance. For BAH questions, please contact your supporting finance office.
- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
- f. Temporary Duty (TDY) Household Goods (HHG) Weight allowance is authorized for CONUS and OCONUS based personnel that are on active duty for a period greater than 200-days, excluding those areas designated as Hostile Fire/Immediate Danger Pay areas.
- g. You will bring only those items specified by the PPG or other appropriate authority. A list of those items will be provided by the servicing personnel service center/company.
- h. Soldier readiness processing will be accomplished prior to departure from losing installation/home station per chapter 4, AR 600-8-101. Losing installation commander will

determine the extent of out-processing. Soldier will hand carry out-processing packet; field Military Personnel Records Jacket (MPRJ) along with associated transfer documents, records, and deployment packet to the gaining PSC or replacement activity,

- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
- j. Within 48 hours of receiving these orders, the Soldier must check with the supporting installation housing office before security temporary lodging at the duty location and obtain a 1351-5 authorizing the appropriate entitlements for lodging and M&IE. With a SNA, the Soldier is authorized 100% of the local per diem rate when orders are for 179 days or less with receipts, however, the authorized per diem rate will be 55% of the local lodging, meals, and incidental per diem rate when the initial orders is for 180 days or more, or if subsequent orders exceeds 179 days within a 12 month period.
- k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
- l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
- m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
- n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
- o. Use of leave during this deployment is recommended for all Soldiers. A copy of the leave record will be submitted upon completion of this operation with the final settlement voucher. If unable to take leave during this period of duty, selling back leave, with "no impact", applies only to RC Soldiers. The only option for AC Enlisted Soldiers is a one-time opportunity to sell back leave in excess of 120 days. The days sold back will be "charged" against their current leave balance and count against the 60 day career sell back limit. AC Officers do not have this option.
- p. Additional movement requirements will be completed using amendment orders, order format 401 or 700, as appropriate.
- q. Soldiers will logon to the AKO website at <https://www.us.army.mil/portal/portal/home.jhtml> and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * MPD *
 * USAG Grafenwoehr *

(b)(6), (b)(3)
 Chief, Military Personnel Division

DISTRIBUTION: 1- Cdr,
 1- Cdr, WE35T0, 0002 CS BN HHC BSB SBCT,

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST INFANTRY DIVISION
BLDG 580 1ST DIVISION ROAD
FORT RILEY KANSAS 66442-7000

ORDERS: RY-161-0465

10 June 2013

BOHLER, PETER CHRISTOPHER (b)(3), (b)(6) SGT 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station.

Assigned to: 0001 AV BN 03 CO B ASLT CO UH (WH6JB0)

Purpose: Deployment will be in support of **OPERATION ENDURING FREEDOM** AFGHANISTAN

Number of days: Not to exceed 270 days.

Will proceed on or about: 07 August 2013

Security Clearance: SECRET, NATIONAL AGCY CHECK WITH LOCAL RECORD & CREDIT CHECKS (NACLC) 05 February 2008

Accounting classification: 21 3 2020.0000 0B1 B1TC 12101220F1M 21T1/21T2 2EAZVC BOH4952T161465 AZVC2E 012161

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SDN: BOH4952T161465

Customer Identification Code (CIC): 2320B1AZVC12161

Movement designator code: PME3

Will Proceed Through: N/A

Demob Station:

Additional instructions:

Soldier will deploy with authorized military weapon and weapons carrying case.

Weapon: N/A

FTN: 1130C045543

- a. This a Temporary Change of Station (TCS). Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site <http://www.armygl.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
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- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
- f. Temporary Duty (TDY) Household Goods (HHG) Weight allowance is authorized for CONUS and OCONUS based personnel that are on active duty for a period greater than 200-days, excluding those areas designated as Hostile Fire/Immediate Danger Pay areas.
- g. You will bring only those items specified by the PPG or other appropriate authority. A list of those items will be provided by the servicing personnel service center/company.

- h. Soldier readiness processing will be accomplished prior to departure from losing installation/home station per chapter 4, AR 600-8-101. Losing installation commander will determine the extent of out-processing. Soldier will hand carry out-processing packet; field Military Personnel Records Jacket (MPRJ) along with associated transfer documents, records, and deployment packet to the gaining PSC or replacement activity.
- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
- j. Within 48 hours of receiving these orders, the Soldier must check with the supporting installation housing office before security temporary lodging at the duty location and obtain a 1351-5 authorizing the appropriate entitlements for lodging and M&IE. With a SNA, the Soldier is authorized 100% of the local per diem rate when orders are for 179 days or less with receipts, however, the authorized per diem rate will be 55% of the local lodging, meals, and incidental per diem rate when the initial orders is for 180 days or more, or if subsequent orders exceeds 179 days within a 12 month period.
- k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
- l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
- m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
- n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
- o. Use of leave during this deployment is recommended for all Soldiers. A copy of the leave record will be submitted upon completion of this operation with the final settlement voucher. If unable to take leave during this period of duty, selling back leave, with "no impact", applies only to RC Soldiers. The only option for AC Enlisted Soldiers is a one-time opportunity to sell back leave in excess of 120 days. The days sold back will be "charged" against their current leave balance and count against the 60 day career sell back limit. AC Officers do not have this option.
- p. Additional movement requirements will be completed using amendment orders, order format 401 or 700, as appropriate.
- q. Soldiers will logon to the AKO website at https://www.us.army.mil/portal/portal_home.jhtml and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * FT RILEY, KS 66442 *

(b)(3), (b)(6)
 INSTALLATION DEPLOYMENT OFFICER

DISTRIBUTION: 1- Cdr,
 1- Cdr, WH6JB0, 0001 AV BN 03 CO B ASLT CO UH,

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST INFANTRY DIVISION
BLDG 580 1ST DIVISION ROAD
FORT RILEY KANSAS 66442-7000

ORDERS: RY-161-0615

10 June 2013

GORDON, TERRY KISHAUN (b)(3), (b)(6) SPC 0006 AV SQ 01 CO E SPT OH58D (WG2KE0)

You are deployed in a Temporary Change of Station (TCS) status as shown below and are to return to your permanent station upon completion of your tour in support of this operation. You will submit a reviewed travel voucher for this travel to the finance office within 5 working days after return to home station.

Assigned to: 0006 AV SQ 01 CO E SPT OH58D (WG2KE0)

Purpose: Deployment will be in support of **OPERATION ENDURING FREEDOM** AFGHANISTAN

Number of days: Not to exceed 270 days.

Will proceed on or about: 07 August 2013

Security Clearance: SECRET, NONE 16 March 2011

Accounting classification: 21 3 2020.0000 0B1 B1TC 12101220F1M 21T1/21T2 2EAZVC GOR4931T161615 AZVC2E 012161

Funds are available upon the U.S. Congress Enacting FY13 Defense Appropriation. Funding is authorized only for the fiscal year indicated on this order. Amendments will be required for subsequent fiscal years. Soldiers and authorized Army officials must sign into <https://mobcop.army.mil/DAMPSCTCS> to retrieve copies of orders/amendments.

SDN: GOR4931T161615

Customer Identification Code (CIC): 2320B1AZVC12161

Movement designator code: PME3

Will Proceed Through: N/A

Demob Station:

Additional instructions:

Soldier will deploy with authorized military weapon and weapons carrying case.

Weapon: N/A

FTN: 1130C045543

- a. This a Temporary Change of Station (TCS), Soldiers will be attached to TCS duty stations. Normal PCS entitlements, allowances, and relocation of family members are not authorized. Consolidated Personnel Policy Guidance (PPG) for Operations Iraqi Freedom and Enduring Freedom is found on the DCS, G-1 web site <http://www.armygl.army.mil/militarypersonnel/policy.asp>
- b. Soldiers must secure a reservation for the CONUS replacement center (CRC) in order to attend the mandatory training en route to the CENTCOM AOR if applicable. Commands will call Army Travelers Assistance Center (ATAC) at 1-800-582-5552 or send an email to atac@hoffman.army.mil. CBA authorized for TCS CONUS Travel (VARIATION NOT AUTHORIZED). All transportation to/from the CENTCOM AOR is funded by ARCENT. Commercial air is not authorized to/from the CENTCOM AOR without prior approval or authority of the ARCENT CDR. The IMCOM LOA above must not be used to fund any transportation to/from the CENTCOM AOR. Use of IMCOM OCO TCS funds for commercial transportation is not authorized for travel to/from the AOR under any circumstance. The Line of Accounting (LOA) contained on this order may be used to procure commercial transportation between the Home or Record (HOR), Home Station (HS) and Mobilization Station (MS) for individual Reserve Component (RC) Soldiers, but not for unit/group transportation (chartered air/bus). Army Materiel Command (AMC) is the executive agent for unit/group transportation between HOR, HS and MS.
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- d. Travel by POV is authorized if duty is in CONUS as not advantageous to the government; cost of transportation is limited to Official Directed Mode; reimbursement is limited to the government cost of transportation. POV storage may be authorized, contact the local Installation Transportation Office (ITO) for assistance.
- e. Soldiers are authorized shipment of 4 checked bags - one personal bag and two issued bags of OCIE (not to exceed 70 lbs/bag) and 1 standard carry-on bag on AMC/contracted flights. When AMC or contracted transportation is not available, Soldiers are authorized 4 checked bags weighing more than 50lbs to a max of 70lbs per bag authorized as excess baggage.
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- i. Government quarters and dining facilities will be used at the replacement activity and during deployment. Essential Unit Mess (EUM) has been declared by Assistance Secretary of the Army (Manpower and Reserve Affairs) ASA(M&RA) for the mobilization and demobilization sites not to exceed (10) days. Per diem payable is \$5.00 per day for CONUS and \$3.50 per day for OCONUS for this period of duty.
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- k. For Soldiers residing on installations, the per diem rate paid is based on availability of lodging and meals found in the world wide listing W/O official travel Government Quarters found at the following link: <http://www.armymwr.com/portal/travel/lodging/>.
- l. During period of assignment/deployment, gaining/deployed unit commander has responsibility for personnel service support to include awards and decorations, UCMJ, and all other forms of personnel and legal administration support except Reserve Component promotional authority.
- m. For active duty Soldiers, Basic Allowance for Housing (BAH) is based upon their permanent duty station. For RC Soldiers and retired Soldiers called or ordered to active duty, BAH is based on principal residence when ordered to active duty in a Temporary Duty (TDY) Status. Shipment of HHG and movement of dependents are not authorized in a TDY status.
- n. Soldier may submit interim travel voucher if otherwise entitled to per diem and/or travel for the monthly payment of accrual travel payment. Care should be taken to keep all required documents to support payments/request for payments. Soldier must submit all ASA(M&RA) waivers and SNAs issued when filing claims. All supporting documents must accompany the final settlement voucher.
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- q. Soldiers will logon to the AKO website at <https://www.us.army.mil/portal/portal/home.jhtml> and establish an AKO email account.

Format: 401

FOR THE COMMANDER:

 * OFFICIAL *
 * FT RILEY, KS 66442 *

(b)(3), (b)(6)
 INSTALLATION DEPLOYMENT OFFICER

DISTRIBUTION: 1- Cdr,
 1- Cdr, WG2KE0, 0006 AV SQ 01 CD E SPT OH58D,

(b)(3), (b)(6)

TF Knighthawk Standardization Officer
 HHC 2-10 AHB, 10th CAB, 10th Mountain Division (L)
 Fort Drum, NY 13602

(b)(3), (b)(6)

Aircrew training and experience data (Para 3b.)

PILOT IN COMMAND: Left seat as indicated by DA form 5484 and pictures of crew prior to departure from Apache.

- CW2 Silverman, Joshua B., (1st deployment)
- 469hrs total, 81hrs NVG, 9.2hrs in last 14 days, 20hrs in last 30 days, 154hrs in last 6 months
 Mr. Silverman completed flight school in July of 2011 with an initial assignment to Sinai, Egypt. All progression and training were completed on schedule and as required per applicable regulations. He was assigned to Ft Riley in November of 2012 following a transition course for the UH60M. He progressed to a D/N/NVG mission pilot following his assignment to Ft Riley with no deviations from the required regulations or apparent difficulties. He was deployed to OEF in August of 2013. All required CCT and Right seat training both academic and flight are annotated as being completed.
- Training items to note: 1) Mr. Silverman had no record of any type of mountain specific flight experience such as High Altitude Aviation Training Site (HAATS) or High Altitude Mountain Environmental Training Strategy (HAMETS) POI outside of required Combat Crew Training (CCT) and environmental training completed in country. 2) His most recently fully completed Annual Proficiency and Readiness Test (APART) was completed nearly 21 months earlier in Saini, Egypt. This occurrence is normal when an aviator is under progression during his annual evaluation period, however there were no events posted to his Individual Flight Records Folder for annual close out purposes nor was there any indication, as there should have been, that all portions of the evaluation requirements were completed during progression.
- Other: Mr. Silvermans last reset day was 23 Nov 2013, 23 days prior to the accident. This is outside the fighter management policy, exceeding the 1CAB Standards SOP by 9 days required, 17 days recommended.

PILOT: Right seat as indicated by DA form 5484 and pictures of crew prior to departure from Apache.

- CW2 Billings, Randy L. (2nd deployment)
- 1251hrs total, 303hrs NVG, 22hrs in last 14 days, 35hrs in last 30 days, 190hrs in last 6 months
 Mr Billings completed flight school in July 2009 with a follow on assignment to Ft Riley, Ks. He was subsequently qualified in the UH60M at a Ft Rucker Aircraft Qualification Course. RCM was improperly progressed to Readiness Level 1 due to no night tasks being completed during mission training. All required annual evaluations, no-notice and unit required training were annotated with the use of unit waivers only for CBRN and Simulator that is not available while deployed. He attended the Maintenance Officer Qualification course in December of 2012 following his deployment to OIF. He completed a unit led Mountain Qualification Course that followed the HAMETS POI dtd 2010 (4hrs

Day/2hrs NVG logged). All required CCT and Right seat training, both academic and flight, are annotated as being complete.

- Training items to note: 2012 APART and several proficiency evaluations were conducted as a Pilot not a Pilot in Command as was his designation by the commander. 2013 APART was conducted as a PC.

NRCM 1: Right Rear behind Pilot as indicated during phone interview of (b)(3), (b)(6) and pictures of crew prior to departure from Apache.

- SGT Bohler, Peter C. (1st deployment)
- 667hrs total, 170hrs NVG, 6.6hrs in last 14 days, 17hrs in last 30 days, 246hrs in last 6 months
SGT Bohler was assigned to Ft Riley in May 2011. He had previous flight experience however flight records were lost. A full progression was initiated and completed with required time frames. APART requirements were completed for each year with the exception of Air Crew Training - Enhanced (ACT-E) where there was a 16 month lapse in training. The training is required every 12 months and the crewmember was current as of 9April13 at the time of the incident. All required CCT and Right seat training both academic and flight are annotated as being completed, however the crewmember did not initial the Aviation Procedures Guide Relief In Place/Transfer Of Authority tracking sheet as being complete. Gunnery tables I thru X completed prior to deployment.

NRCM 2: Left Rear behind Pilot in Command as indicated during phone interview of (b)(3), (b)(6) and pictures of crew prior to departure from Apache.

- SPC Gordon, Terry K. (1st deployment)
- 254hrs total, 25hrs NVG, 36hrs in last 14 days, 52hrs in last 30 days, 254hrs in last 6 months
SPC Gordon was assigned as a Door Gunner conducting progression while stateside and under a deployed environment. Progression flight hours, time lines and academic requirements are normal and within standard. OEF CCT and right seat academics and environmental flight requirements are listed as complete on the crewmembers records, however no APG RIP/TOA tracking sheet was attached to the crewmembers flight records. Gunnery tables I thru VIII completed during progression.

Aircrew Briefing, risk assessment and Operations and Intelligence info (Para 3c.)

The DA Form 5484(Daily Mission Schedule/Brief) and the Risk Assessment Worksheet (RAW) was populated with signatures and initials of all Pilots in Command (PC), Air Mission Commander (AMC), Mission Briefing Officer (MBO) on the 15th of Dec and the Mission Approval authorities on the 16th of Dec. Terrain flight was briefed in the mission complexity block of the RAW. Tasks are briefed correctly in the mission block but the numbers are totaled incorrectly. If done properly the overall risk value and approval authority would not have changed.

The crews received an Operations and Intelligence brief on the morning of the incident at 0540. At this briefing the team was briefed of a possible mission change upon arrival at Apache. The AMC then initiated a team brief at 0555 followed by aircraft preflight and crew briefs by 0745. (b)(3), (b)(6) the AMC received his final weather update briefing at 0720 as recorded by the SWO.

Upon arrival at Apache the team shutdown and were briefed on the mission change by Duke. During the course of the brief no additional S2 was given on Duke AO or the RC-E AO where repeater engagements were planned. All pilots with the exception of CW2 Billings attended the mission briefing. The team launched without informing their Mission Briefing Officer (MBO) or Final Mission Approval Authority (FMAA) of the mission adjustment and its parameters.

(b)(3), (b)(6) (AMC) when asked of his understanding about the threat in the area of operations he gave the impression that there was no real air threat. Meaning no SAFIRs in recent history and that most threat was ground to ground based. During discussions with (b)(3), (b)(6) and the other crew members there seemed to be a lack of understanding of the overall atmospheric of the area in regards to anti-coalition, and capabilities both pre and post fighting season.

(b)(1)1.4a, (b)(1)1.4g

(b)(1)1.4a, (b)(1)1.4g

Aircraft Performance Data and controllability

Aircraft performance and power margins have been noted as a possible issue. A Performance Planning Card (PPC) was not recovered from the crash site. A PPC recreated during the investigation with approximations of pressure altitude, temperature and aircraft weight data that was received from the sister aircraft crew during debriefs. The PPC indicates that the incident aircrew had the ability to hover Out of Ground Effect (OGE) with a power margin of approximately 5 – 10% between power required and maximum power available. This does not take into account wind direction or speed which can increase power requirements when conducting tail wind landings or approaches. Winds briefed by the SWO for that day were out of the south west at 10 to 15 knots at Apache. There are no sensors at the crash location and the sister aircraft did not recall the wind direction or speed at the time of incident. Integrated Vehicular Health Monitoring System (IVHMS) data indicates a normal approach profile up to the point of a data loss. The sister aircraft debrief includes comments identifying that Aerosmith35 was in a left spin while descending to the impact point. This is not indicative of a loss of tail rotor effectiveness or loss of tail rotor control that would follow power mismanagement during a tail wind landing. Loss of tail rotor effectiveness or control is accompanied by a right spin due to the inability of the tail rotor to arrest the torque effect of the main rotor.

A possible blade strike that caused the aircraft to crash is highly unlikely. The main and tail rotor blades were folded and broken but all tip caps were still intact and unmolested when the aircraft was located at its resting place. This is based on images from the crash site and interviews of the trail aircraft and experienced aviators that surveyed the crash site on the day following the incident.

79 20186

H-60 PERFORMANCE PLANNING CARD

For use of this form, see TC 1-237; the proponent agency is TRADOC.

DEPARTURE			
AIRCRAFT GWT:	18012 lb	PA: 8500 ft / 8500 ft	FAT: 8 °C / 8 °C
STORES WEIGHT:	0 lb	DUAL ENGINE	SINGLE ENGINE
FUEL WEIGHT:	2412 lb		#1 #2
ZERO FUEL WEIGHT:	15600 lb	A/T: 1.000	ETF: 1.000
TORQUE RATIO		1.000	1.000
MAX TORQUE AVAILABLE		97 %	98 %
MAX ALLOWABLE GWT OGE / IGE	19179 lb	21532 lb	
GO/NO-GO TORQUE OGE / IGE	83 %	97 %	
MAX HOVER HEIGHT IGE		OGE ft	
PREDICTED HOVER TORQUE		76 %	*153 %
MIN SE AIRSPEED - IAS - WOW STORES			48 kts / 43 kts

REMARKS			
EMER SE IAS	kts	GO/NO-GO TORQUE OGE	30 FT 40 FT 50 FT
			93 95 96

Aircraft Configuration:

Engine Section:	Uninstalled	HP/RS with Boost
Collector:	Clear	Uninstalled
PTO:	Uninstalled	Uninstalled
Engine Type:	7010	Uninstalled
CG:	Uninstallable	Uninstallable

CRUISE									
PA:	9000 ft	FAT:	B °C	MAX ANGLE:	33 °	Vne-IAS:	129 kts	SINGLE ENGINE	
DUAL ENGINE		#1		#2					
MAX TORQUE AVAILABLE	98 %			99 %		99 %		99 %	
MIN / MAX - IAS	13 kts	129 kts		N/C kts		N/C kts		N/C kts	
CRUISE SPEED - IAS / TAS	110 kts	128 kts		80 kts		97 kts		97 kts	
CRUISE TORQUE / CONT TORQUE AVAILABLE	74 %	85 %		*109 %		84 %		84 %	
CRUISE FUEL FLOW	1047 pph					772 pph			
MAX RANGE - IAS / TORQUE	107 kts	70 %							
MAX END - IAS / TORQUE	67 kts	53 %							
CRITICAL TORQUE	49 %								
MAX ALLOWABLE GWT	22000 lb					*19250* lb			
OPTIMUM IAS AT MAX ALLOWABLE GWT	68 kts			67 kts					
MAX R/C - IAS / TORQUE	77 kts	97 %							
MAX ALTITUDE - MSL / MAX END - IAS	15020 ft	54 kts		6220 / 6220 ft		70 / 70 kts			

Route File: ROUTE2.RTE (Modified 01 JAN 01 00:00Z)

ARRIVAL			
LANDING GWT:	14412 lb	PA: 500	FAT: 20 °C
DUAL ENGINE		SINGLE ENGINE	
#1		#2	
TORQUE RATIO	1.000	1.000	1.000
MAX TORQUE AVAILABLE	133 %	136 %	136 %
PREDICTED HOVER TORQUE	56 %	111 %	111 %
MAX ALLOWABLE GWT OGE/IGE	22000 lb	22000 lb	
MAX HOVER HEIGHT IGE		OGE ft	
MIN SE AIRSPEED - IAS - WOW STORES			0 kts / 0 kts

ARRIVAL 2			
LANDING GWT:	14412 lb	PA: 500	FAT: 20 °C
DUAL ENGINE		SINGLE ENGINE	
#1		#2	
TORQUE RATIO	1.000	1.000	1.000
MAX TORQUE AVAILABLE	133 %	136 %	136 %
PREDICTED HOVER TORQUE	56 %	111 %	111 %
MAX ALLOWABLE GWT OGE/IGE	22000 lb	22000 lb	
MAX HOVER HEIGHT IGE		OGE ft	
MIN SE AIRSPEED - IAS - WOW STORES			0 kts / 0 kts

REMARKS: * indicates calculations that exceed AWR limits or aircraft capabilities.

Aircraft: H-60M

Release ID: IPAC-H60 Version 2.4.0.15

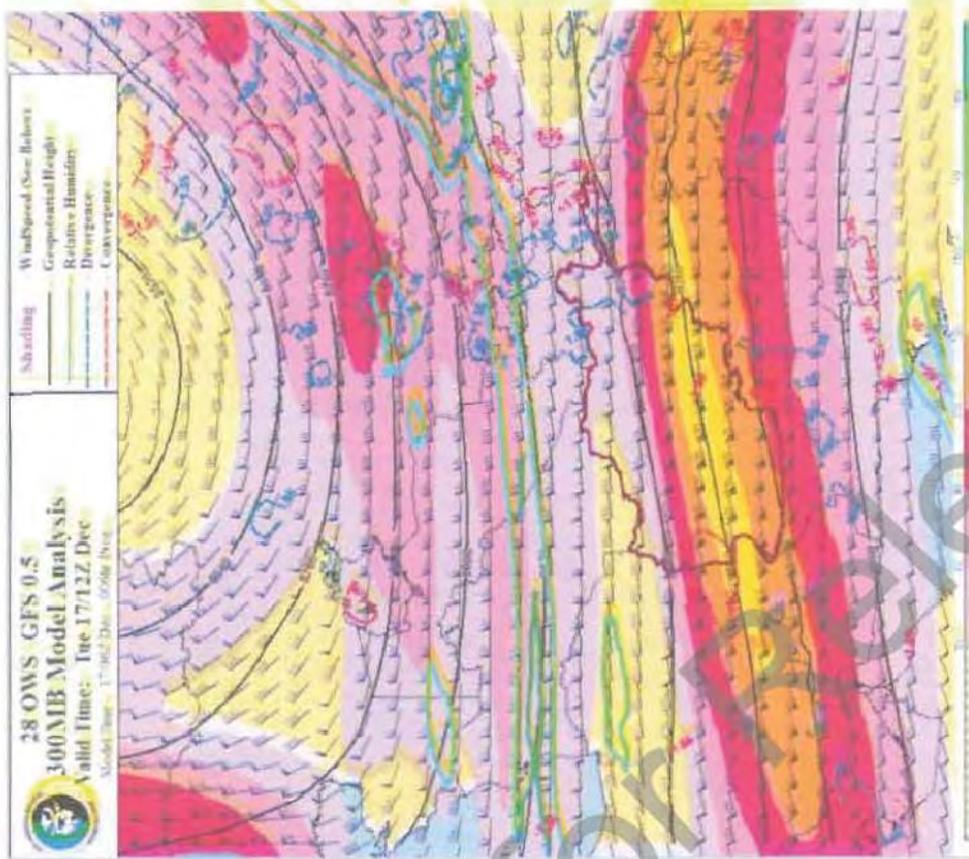
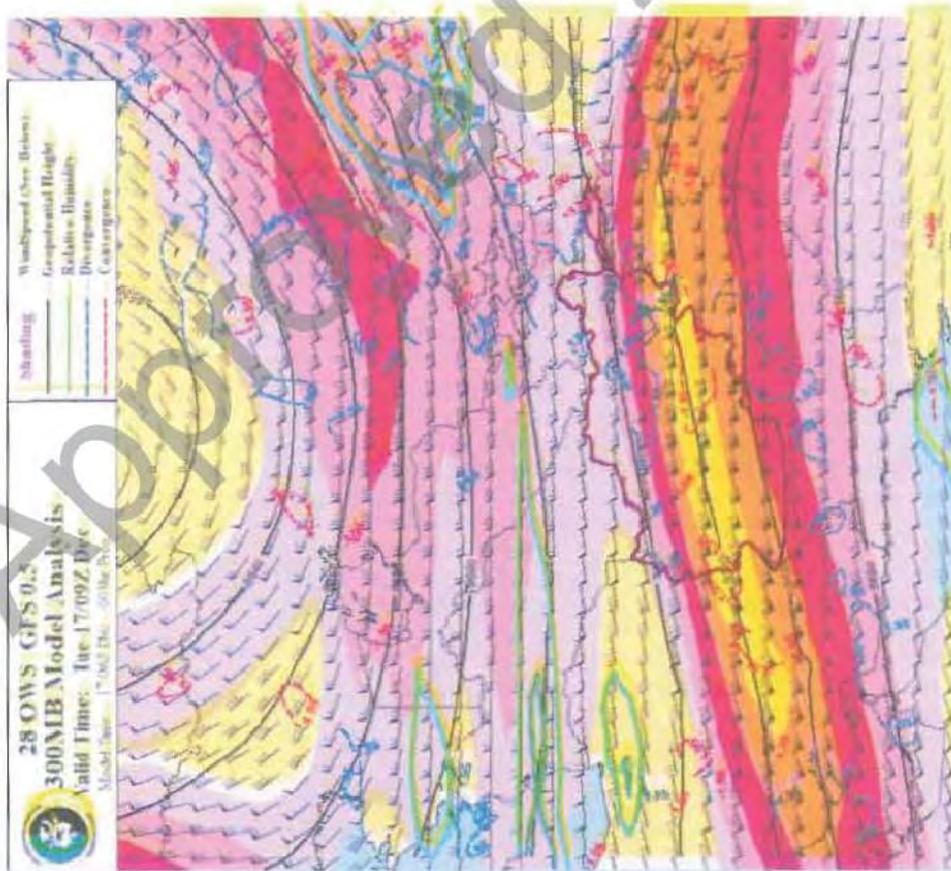
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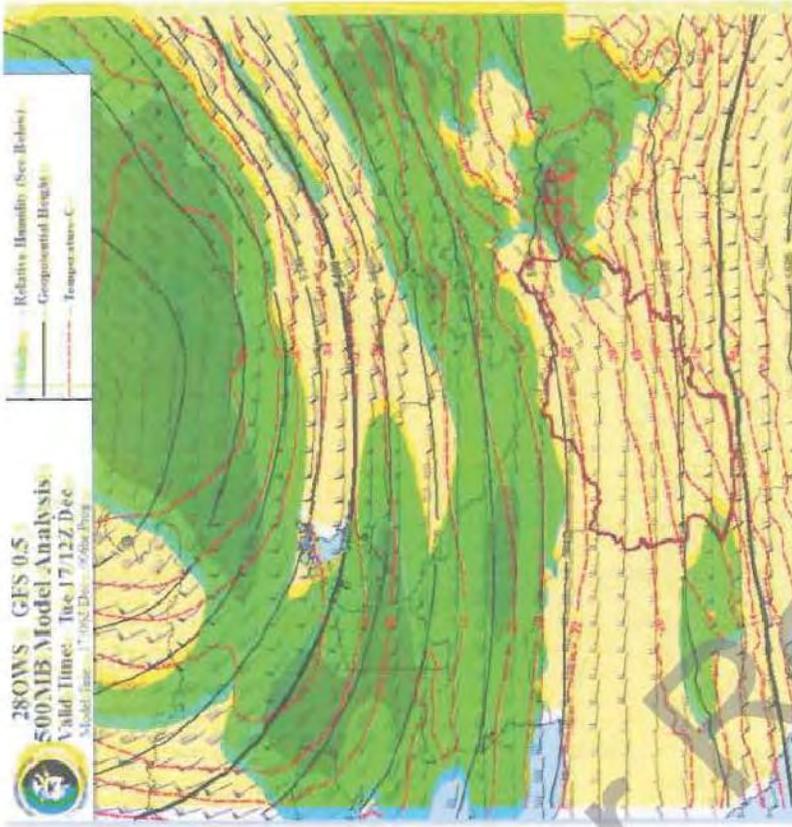
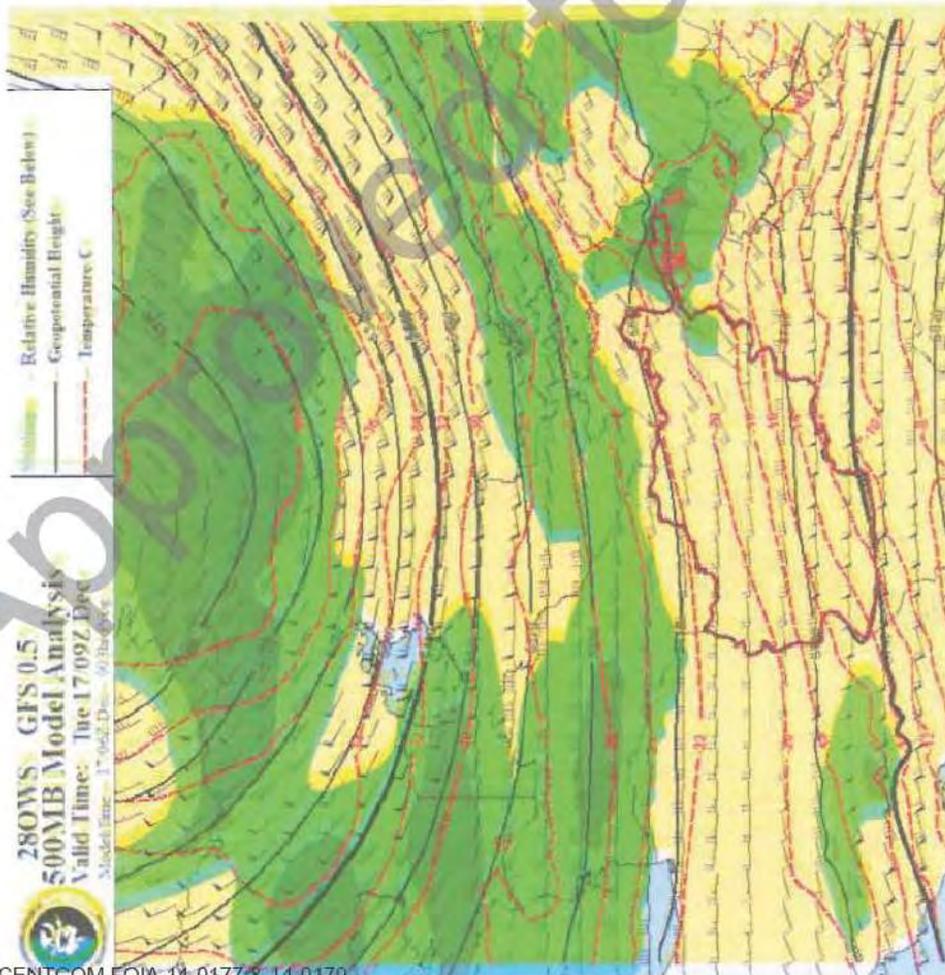
(b)(1)1.4a, (b)(1)1.4g

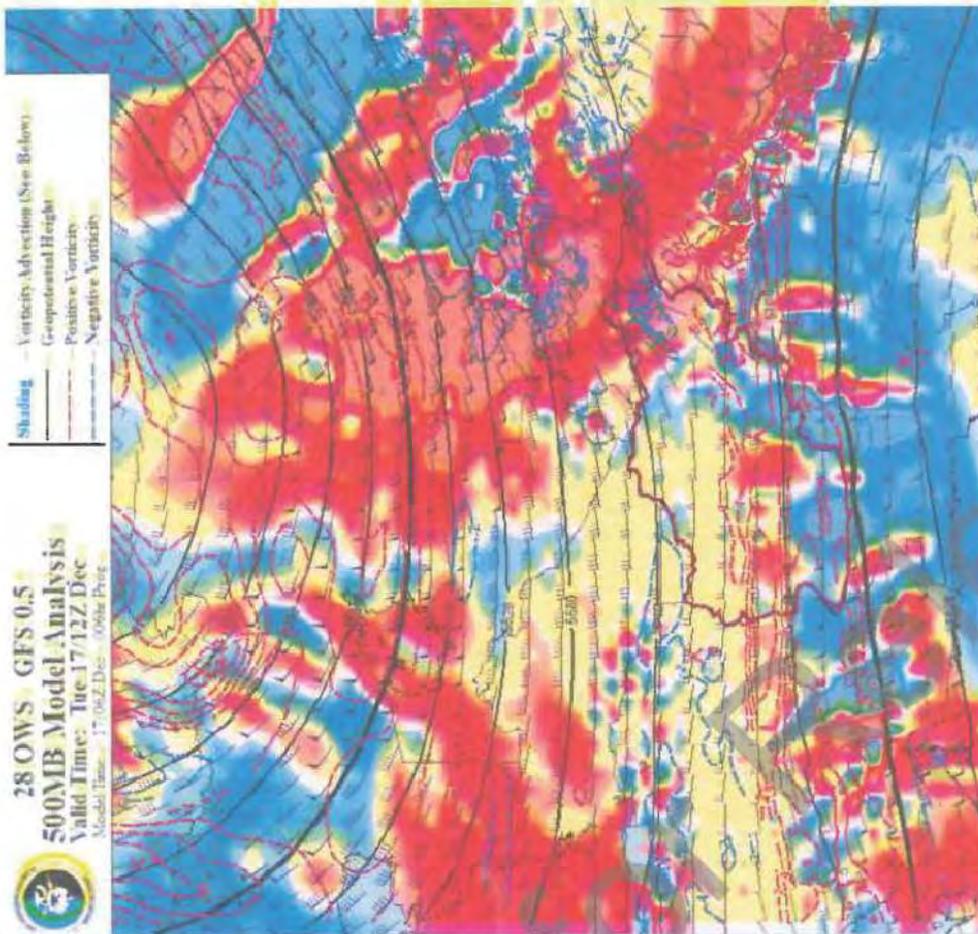
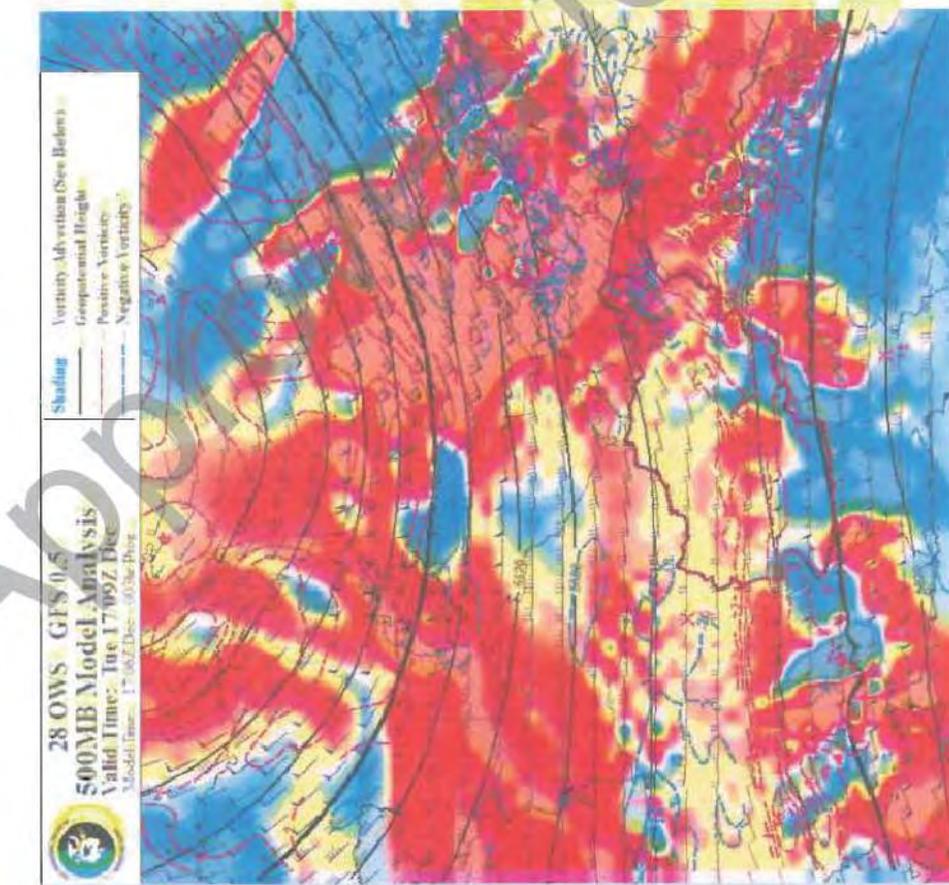
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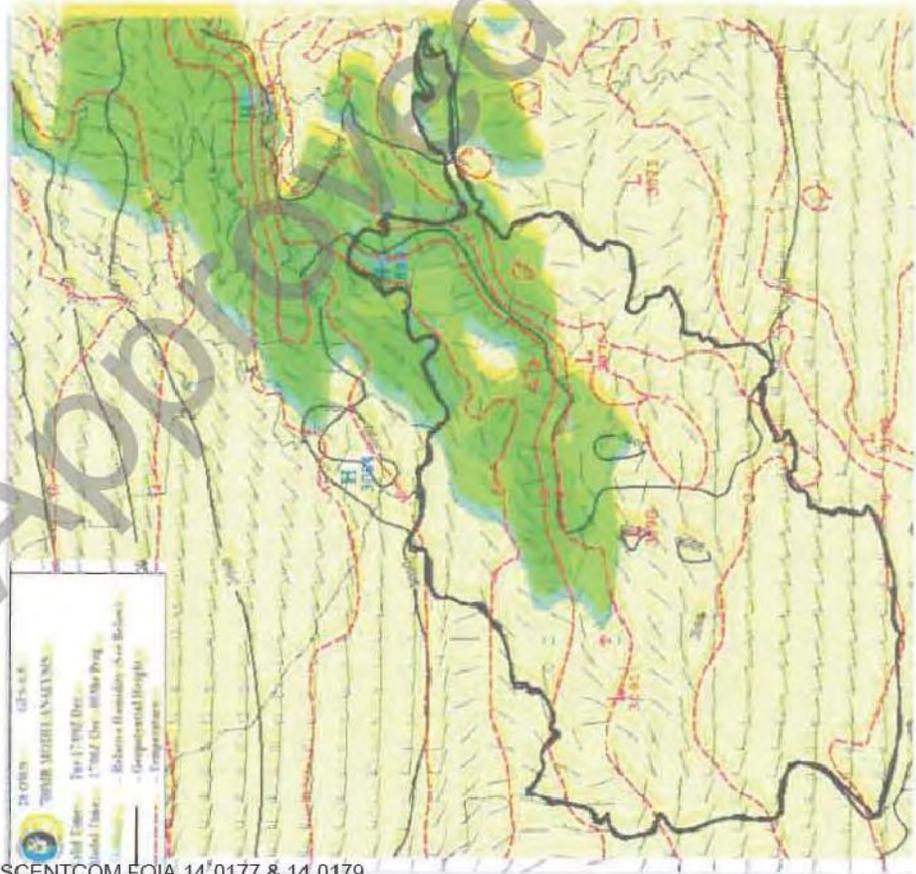
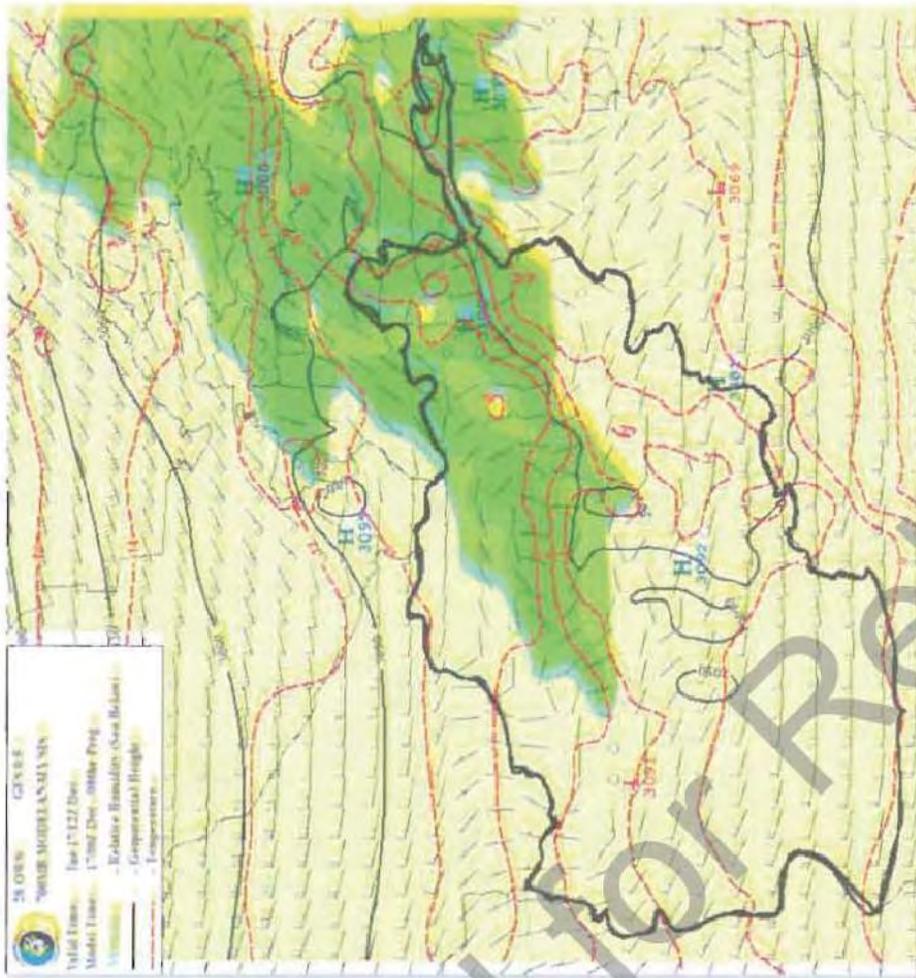
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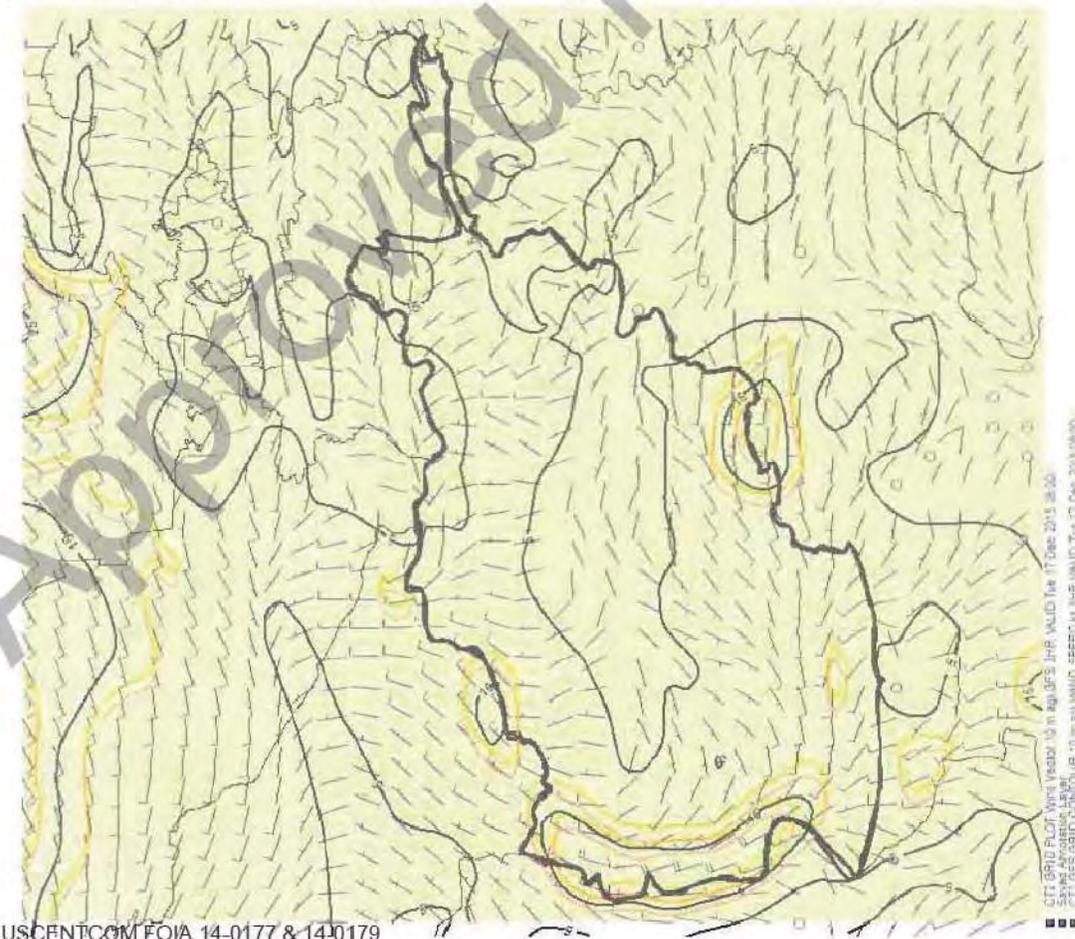
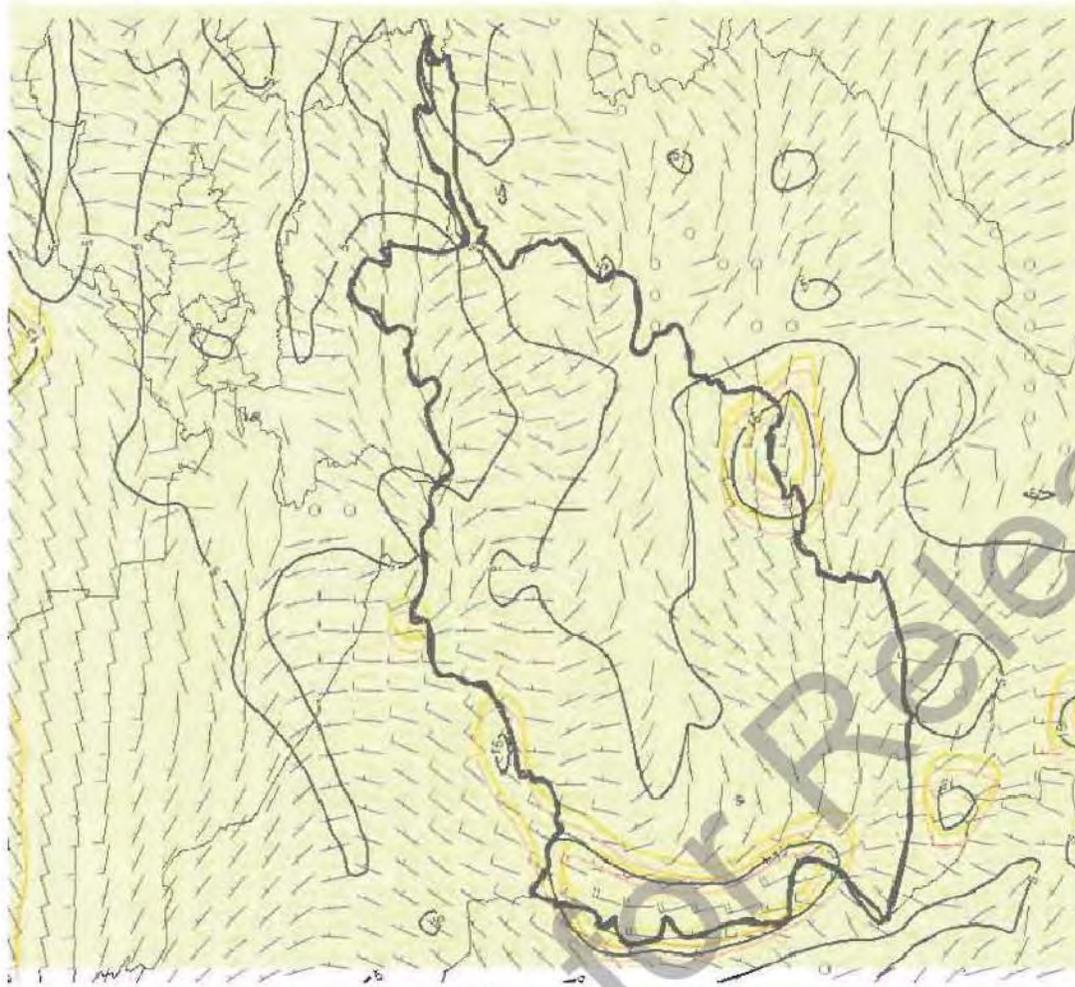






Release





- LAST RESET WAS 23 DAY EARLIER ON 23 NOV13.

CREW MEMBER TRAINING RECORD										Rank: CW2		Birth Month: June		Recorded By		CM Init		Rmk	
Name: Silverman, Joshua B										Rank: CW2		Birth Month: June		Recorded By		CM Init		Rmk	
Date	A/C	Event	PID:		Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init	Rmk			
13 Aug 13	UH-60M	WEST ACADEMIC COMP	PI		PI	-	-	-	-	-	-	-	-			YES			
23 Aug 13	UH-60M	NGV PFE COMPLETE	PI		PI	-	-	1.5	-	-	-	-	R			No			
27 Aug 13	UH-60M	OFF CDT COMPLETE	PI		PI	7.5	-	2.4	-	-	-	-	L/R			YES			
21 Sep 13	-	OFF XIV ATP WAIVER	-		-	-	-	-	-	-	-	-	-			YES			
20 Oct 13	UH-60M	ND-NOTICE-ORAL	PI		PI	-	-	-	-	-	-	-	-			NO			
20 Nov 13	UH-60M	TC-24.33 WITH IMPLEMENTATION	PI		PI	-	-	-	-	-	-	-	-			NO			
7 Dec 13	-	CBRN WAIVER	-		-	-	-	-	-	-	-	-	-			NO			
15 Dec 13	-	ACOP (as) Presentations	-		-	-	-	-	-	-	-	-	-			YES			
9 Oct 12	UH-60M	UH-60M QUAL	PI		PI	9.5	2.3	6.4	-	-	-	12.0	L/R			YES			
12 Dec 13	UH-60M	Pic D/N/NG Eval	PC		PC	6.8	1.7	1.2	-	-	.5	-	L/R			Yes			

Date	Remarks	Commander's Signature
13 Aug 13	SEE PLACEMENTS COMPLETED IAW AFGHAN APO DTD 105 FEB 2013	
27 Aug 13	ENVIRONMENTAL FLIGHT TRAINING, LEO (LOCAL TRAINING AREA) AND MAINT ORIENTATION, AND FLY NIGHT SENT BIDE COMPLETED IAW AFGHANISTAN APT PARA. 5.11.2	
21 SEP 13	SETS MINIMUMS WAIVED UNTIL REDEPLOYMENT TO COMBAT PER CAS, 1st JP, (ATP) UNIT WAIVER DATED, 21 JUNE 2013 (APPROVED)	
14 SEP 13	WAIVER OF CREW TRAINING AND EVALUATION REQUIREMENTS IAW WAIVER OF ATP MEMBERSHIP DATED 7 JAN 2013	
15 Nov 13	Records review provided re qualification data for UH60M aircraft. 759 reflects qualification information but needs to be annotated of 7122-R.	
12 Dec 13	RCM completed 3-1 PC selection process, PC written Exam, PC Flight Eval - Recommendation Ditis PC D/N/NG Approve/Disapprove	

(b)(3), (b)(6)

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 2

Name: Silverman, Joshua B.		PID:		Rank: CW2				Birth Month: March		CM:		Rmk		
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Slm	Seat		CD	Int
14 Feb 12	VH60A	CBAT/Race comp												NO
19 Feb 12	VH60A	NVC LAO comp	PI			1.6					L			NO
01 MAR 12	VH60A	NO notice-written												NO
04 MAR 12	VH60A	-10 test comp												NO
05 MAR 12	VH60A	JUST APART COMP	PI	27					1.0		R			NO
07 MAR 12	VH60A	STANDS D/M comp	PI	28	1.1						L/R			NO
13 MAR 12		- 4106 rec'd - FED												YES
13 MAR 12	VH60A	2012 APART comp												NO
01 Apr 12		- events posted to 759												NO
16 Apr 12	VH60A	Des RLI NVC	PI		1.8	16.2			0.8		L/R			YES
14 May 12	VH60A	VH60A Eval comp	PI	20							L/R			YES
29 Jun 12		- PCS to Ft Riley, KS												YES
30 Jun 12		- events posted 759												NO
30 Jun 12	VH60A	ASSIGNMENT												YES
04 Jul 12	VH60A	commander eval / PL3 available	PI											NO
23 Jan 12		- 4150 Review - FED												NO
07 Jan 12	VH60A	ACT E South 7 hrs	PI											NO
15 Mar 12		LABOR ACT - L SUBS THIS COMP												YES
19 Mar 12		4150 Comp - 10 Test complete												NO
8 Apr 12	VH60A	Intimental Eval	PI	15					1.8		R			NO
16 Apr 12		intimid. R-2 Aggression during PI		6.9	1.6	2.7			1.6		6.0	L/R		YES
20 Apr 12	VH60A	4150 Eval. Progression	PI	4.0		2.5					6.1R			YES
29 Aug 12		- PCS TO OFF XIV												NO

(b)(3), (b)(6)

PREVIOUS EDITIONS ARE OBSOLETE.

DA FORM 7122-R, DEC 2009

Date	Remarks	Commander's Signature
13 MAR 12	RCM is not RLI NVG, therefore doesn't require our NVG evaluation	
16 APR 12	added NVG flight hour/task requirements to RCM CTC	
14 MAY 12	RCM has completed required addresses - thus is flight demonstration in UH 60 at	
29 JUL 12	RCM TDY enroute to Ft Riley - M made turns to Ft Rucker, AL	
28 NOV 12	ASSIGNED to EC-31 AHP, 1st Infantry Division, Fort Riley KS	
15 MAR 13	AS A FAULT UH-60M PILOT, PAR 1002 LINE 11	
15 MAR 13	NOT C. INSTRUCTED BY CMC AT RUCKER	
15 APR 13	D/N LAD completed.	
20 MAY 13	NVG LAD completed in conjunction with RLI Progression	
NOT USED		

APD PE VI 00

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 1

Name:	Silverman, Joshua B.	Acft	Event	PID:	Rank:							WOI	Recorded By	CM Init	Rmk
					D	N	NG	NS	W	H	Sim				
14 Jan 10			Class 10-50												No
4 Apr 10			SERE-C Class 10-09												No
12 Apr 11			ACT-E Qual												No
12 Apr 11			IERW Class 11-919												No
12 Apr 11			RW INST Qual Class 11-919												No
12 Apr 11	UH-60A		ACFT Qual	PI 15.7						15.8	26				N/A
12 Apr 11	UH-60A		ACFT Qual / HUD Qual	PI 26.4	3.3	12.1				5.9	16.5				N/A
22 Jul 11			PCS to Sinai, Egypt												No
14 Aug 11	UH-60A		Assignment												YES
13 Feb 11			FDME - FFD												No
15 Aug 11			FAME - FFD NEW DUTY												No
17 Aug 11			CBAT / ROC - V												No
18 Aug	UH-60		-1A EXAM												No
22 Aug	UH-60A		CH 5 & 9 NO NOTICE												No
31 Aug	UH-60		ACT-E (COMBAT)												No
5 Sept 11	HUC		CDR'S EVAL DESI/NITEP RL3	PI 2.2											No
20 Oct 11	UH-60A		DESIGNATE RL2 P/N	PI 11.0	2.8					1.0					No
11 Oct	UH-60A		DESIGNATE RL1 P/N	PI 6.1	1.5										YES
28 Nov	UH-60A		Designated RL3 NAVG	PI											No
24 Jan 12	UH-60A		Designated RL2 NAVG	PI		13.2									No
9 Jan 12	UH-60A		No Notice CH 9 Written	PI											No
26 Jan 12	UH-60A		Sling Load Qualification	PI 18.4											No
31 Jan 12	UH-60A		ACT-E Refresher												No

(b)(3), (b)(6)

PREVIOUS EDITIONS ARE OBSOLETE

DA FORM 7122-R, DEC 2009

Date:	Remarks	Commander's Signature
14 Aug 11	This and all previous entries transcribed from the Individual Flight Records Folder. Assigned to Aviation Company, 1st Support Battalion, Task Force Sinai, Multi-Functional Force and Observers, APO AE 09832. UH60A Pilot	
11 Oct 11	Para 0125 LHM 03, FAC 2. PIN LAD COMPLETE	

Not Used

Circle the appropriate copy designator.

Copy 1 (for [redacted]) Copy 2 (Aviation Unit Commander)

MEDICAL RECOMMENDATION FOR FLYING DUTY

For use of this form, see AR 40-501; the proponent agency is the Office of The Surgeon General

TO: COMMANDER

FROM: FLIGHT SURGEON FT RILEY AVIATION CLINIC

1. NAME (Last, First, MI) SILVERMAN, JOSHUA B. 2. SSN (b)(3), (b)(6) 3. GRADE CW2 4. DATE OF BIRTH 21MAR1978 5. ORGANIZATION B CO 3-1 AHB,CAB, 1ST ID 6. TYPE FLYING DUTY PERFORMED PILOT

SECTION A - QUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

7. MEDICAL CLEARANCE IS RECOMMENDED FOR THE FOLLOWING REASON(S): (Check one or more)

- a. [] TERMINATION OF TEMPORARY MEDICAL SUSPENSION b. [x] MEDICAL EXAMINATION c. [] REPORTING TO NEW DUTY STATION d. [] AFTER AIRCRAFT MISHAP e. [] TERMINATION OF MEDICAL DISQUALIFICATION f. [] PENDING ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION g. [] ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION h. [] OTHER (Explain under remarks)

8. REQUIRED TO WEAR GLASSES WHILE FLYING OR OTHER DUTIES REQUIRING CORRECTED VISUAL ACUITY. (CONTACT LENSES ARE PROHIBITED UNLESS SPECIFICALLY AUTHORIZED.) [] YES [x] NO

9. EFFECTIVE DATE 22JAN2013

10. DATE CLEARANCE EXPIRES 31MAR2014

SECTION B - DISQUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

11. THE FOLLOWING ACTION IS RECOMMENDED:

- a. [] TEMPORARY MEDICAL SUSPENSION b. [] TEMPORARY MEDICAL SUSPENSION FOLLOWING A/C MISHAP c. [] PERMANENT MEDICAL DISQUALIFICATION d. [] PERMANENT MEDICAL DISQUALIFICATION FOLLOWING A/C MISHAP e. [] OTHER (Explain under remarks)

12. ESTIMATED DURATION OF INCAPACITY TO FLY

13. EFFECTIVE DATE

14. REMARKS FFD

I understand I must be cleared by a Flight Surgeon after hospitalization or sick-in-quarters (AR600-15) and must inform him or her after any treatment or activities which may require restriction (AR40-8) and I have informed the examining physician of any changes in my health since my last examination.

[Signature]

15. WHILE IN A DUTY NOT INVOLVING FLYING STATUS

- SIMULATOR DUTIES ALLOWED [] YES [] NO GROUND RUNUP DUTIES ALLOWED [] YES [] NO

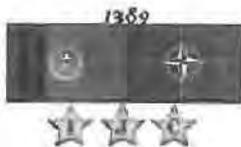
16. TYPED NAME AND GRADE OF FLIGHT SURGEON (b)(3), (b)(6) 17. FLIGHT SURGEON SIGNATURE 18. DATE 22JAN2013

19. I CERTIFY THAT I HAVE BEEN NOTIFIED OF THE RECOMMENDATION(S) ABOVE AND UNDERSTAND THAT I [x] MAY OR [] MAY NOT PERFORM AVIATION DUTIES AS OF THIS DATE 20. SIGNATURE [Signature] 21. DATE 22JAN2013

SECTION D - ACTION TAKEN BY COMMANDER

22. THE MEDICAL RECOMMENDATION IS [x] APPROVED [] DISAPPROVED

23. TYPED NAME AND TITLE OF COMMANDER (b)(3), (b)(6) 24. COMMANDER'S SIGNATURE 25. DATE 22JAN2013



UNCLASSIFIED//~~FOUO~~

HEADQUARTERS
ISAF Joint Command –
AFGHANISTAN
Kabul, Afghanistan, APO, AE 09320
10 February 2013

IJC Military RIP/TOA and HO/TO Aircrew training worksheet (Modified)				
Name: <u>SIVLERMAN, JOAHUA</u>		Rank: <u>CW2</u>	Date <u>8 Aug 13</u>	
Academic Training	TNG Freq	Date Comp	RCM INT	IP/SP INT
Airspace and flight procedures.	Pre-deployment & Prior to 1 st flight	<u>3 Aug 13</u>		
Rules of Engagement (ROE)/Tactical Directive (TD)	Pre-deployment Prior to 1 st flight /Quarterly			
CIVCAS/JIAT Brief (IJC)	Pre-deployment & Prior to 1 st flight			
Weather hazards and patterns for the rotational period	Pre-deployment & Prior to 1 st flight			
AFG SPINS, ACP, ATO & ACO training	Pre-deployment & Prior to 1 st flight			
Theatre Threat briefing	Pre-deployment Prior to 1 st flight			
PR procedures, ISOPREP, EPA, High Risk of Capture (HRC)/Isolation (HRI) briefing	Pre-deployment & Prior to 1 st flight			
Inadvertent Instrument Meteorological Conditions (IIMC) Recovery	Pre-deployment & Prior to 1 st flight			
Combined Joint Operations Area – Afghanistan Aviation Procedures (APG) Briefing	Pre-deployment			
Range operations/procedure briefing	Pre-deployment & Prior to 1 st flight			
Afghan environmental training Dust/ reduced visibility landings and take-offs	Pre-deployment Prior to 1 st flight / Quarterly			(b)(3), (b)(6)
High Altitude & Mountain flight procedures/techniques Mountain flight, pinnacles/ ridgelines, mushing/ dive recovery	Pre-deployment Prior to 1 st flight / Quarterly			
Performance Planning and Power Awareness Management Tab data, VNE, TGT limitations	Pre-deployment Prior to 1 st flight / Quarterly			
IJC Aviation specific SOP training	Pre-deployment			
Combat Life Saver (CLS) or Emergency First Responder (EFR) training	Pre-deployment			
CENTCOM Pre-deployment/ Pre-flight Training completed			<u>13 Aug 13</u>	
Flight and Mission Qualification	D / N / NVD		Date Comp	
a. Environmental Training	<u>11 / - / 11.5</u>		<u>2 Aug 13</u>	
-Power Management Training (date only, completed with Environ. trng)			<u>2 Aug 13</u>	
b. Local Area Orientation	<u>11 / - / 11.5</u>		<u>2 Aug 13</u>	
-Range Familiarization (date only, completed with LAO)			<u>2 Aug 13</u>	
-Crewchief/ Door gunner training (date only, completed with LAO)			<u>2 Aug 13</u>	
c. Right seat ride (FMO flight)	<u>1.41 / - / 1.41.5</u>		<u>27 Aug 13</u>	
-Inadvertent IMC Recovery	Hood:		<u>27 Aug 13</u>	

- Aircrews shall receive both academic and flight training upon assignment to units supporting the ISAF mission. During RIP/TOA & HO/TO, flight academics shall be conducted at the assigned FOB/airfield. Flight training shall be accomplished during the day, followed by Night Vision Device (NVD) operations as applicable. Units shall codify the training on a worksheet (See example in Table 5.0) and retain this worksheet in the appropriate section of the aircrew member's training folder until the individual departs the CJOA-A or the unit redeploy.

UNCLASSIFIED//~~FOUO~~

APG, Version 2.0

COMMANDER'S TASK LIST																		
For use of this form, see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: Silverman, Joshua B.						Rank: CW2			PID:			Birth Month: March			FAC: 1			
Duty Title: UH-60M Pilot						Aircraft Type: UH-60 M			<input checked="" type="checkbox"/> Primary			<input type="checkbox"/> Additional			<input type="checkbox"/> Alternate			
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MF	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	X	X																<i>PE Subject & 12/20/13</i> (b)(3), (b)(6)
Left/Front Seat	X	X																
Other Station																		
NVG	X	X																
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual			First Period			Second Period			Remarks/Adjustments								
Dates	JUN 13 - MAR 14			JUN 13 - SEP 13			OCT 13 - MAR 14											
Total Aircraft Hours				32			48											
Total Simulator Hours	15																	
Night Unaided Hours				0.5			1											
NVG Hours				6			9											
Hood/Weather Hours				2.5			4											
Emergency Handling Hours																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)										Remarks/Date Completed							
Standardization Flight Evaluation	JAN 14 - MAR 14																	
Instrument Flight Evaluation	JAN 14 - MAR 14																	
Operator's Manual Written Examination	JAN 14 - MAR 14																	
NVG Flight Evaluation	JAN 14 - MAR 14																	
Maintenance Test Flight Evaluation																		
Other (Specify)																		
Other (Specify)																		
PART V. ENCLOSURES																		
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet) 3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification) 4. Other (Specify) 5. Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements																		
Commander:						Signature			(b)(3), (b)(6)			Date:			20 May 13			
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																		
Crew Member's Signature:												Date:			20 May 13			

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

NAME: Silverman, Joshua B. **AIRCRAFT TYPE:** UH-60 M **DATE:** 20 May 13 (CTL INITIATED)

1. CBAT will be completed during the APART Period. NCM will complete the following modules:

- (1) M130 Chaff/Flare Dispenser
- (2) AN/AVR-2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set **VERIFICATION:** _____ **DATE:** _____

Annual threat training requirements utilizing the Recognition of Combat Vehicle-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. **Technical Tasks:** These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non-bold type.

3. **Evaluation Requirements:** The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

4. Annual AMS Training will be aligned with the APART period and will be completed IAW the 1st CAB Standardization SOP. The program will be managed by the Company TACOPS Officer and will include these topics:

- (1) Threat Capabilities
- (2) Airspace deconfliction procedures
- (3) Survivability TTP's
- (4) 2 ASE scenarios conducted in the TBOS

Verification: _____ **Date:** _____

CERTIFICATION:

I have / have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature: _____

Date: _____

COMMANDER'S TASK LIST

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: Silverman, Joshua B.	Rank: CW2	PID:	Birth Month: March	FAC: 1
Duty Title: UH-60M Pilot	Aircraft Type: UH-60 M	<input checked="" type="checkbox"/> Primary	<input type="checkbox"/> Additional	<input type="checkbox"/> Alternate

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	X																	
Left/Front Seat	X																	
Other Station																		
NVG	X																	
NVS																		

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustments
Dates				
Total Aircraft Hours				
Total Simulator Hours				
Night Unaided Hours				
NVG Hours				
Hood/Weather Hours				
Emergency Handling Hours				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation		
Instrument Flight Evaluation		
Operator's Manual Written Examination		
NVG Flight Evaluation		
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

- DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)
- DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet) Yes No
- DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
- Other (Specify)
- Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander:	Sig:	Date:
(b)(3), (b)(6)	(b)(3), (b)(6)	19 Jan 13

I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.

Crew Member's Signature:	Date:
<i>[Signature]</i>	19 Jan 13

- NOT FULL CTL NO 7120-1, 2 OR 3
- DO PREVIOUS YEARS CTL

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 4

Name: Billings, Randy L. (3) Rank: CW2 Birth Month: September

PID:

Recorded By

CM

Rmk

Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded By	GR	Init	Rmk
3 AUG 13	-	TLS TO OEF XIV	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
13 AUG 17	UH-60M	OEF ACADEMICS COMP	MP	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	YES
18 AUG 13	UH-60M	OEF CCT COMPLETE	MP	2.3	0.5	3.0	-	-	-	-	L/R	(b)(3), (b)(6)	-	-	YES
2 SEP 17	UH-60M	INSTRUMENT EVAL	MP	0.2	-	-	-	-	1.2	-	L	(b)(3), (b)(6)	-	-	NO
9 SEP 13	UH-60M	415E RECEIVED - FED	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
9 SEP 13	UH-60M	ACT-E SUSTAINING	MP	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
12 SEP 13	UH-60M	NYS / STANJOS EVAL	MP	0.1	1.0	-	-	-	-	-	R	(b)(3), (b)(6)	-	-	NO
18 SEP 13	UH-60M	ANNUAL MP EVAL	MP	3.0	-	-	-	-	-	-	L	(b)(3), (b)(6)	-	-	NO
20 SEP 17	-	OEF XIV ATP WAIVER	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	YES
27 SEP 13	UH-60M	OPERATOR EXAM COMP	MP	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
27 SEP 13	UH-60M	CBAT/DOC-V COMP	MP	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
30 SEP 13	UH-60M	2013 APART COMPLETE	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
30 SEP 13	-	EVENTS POSTED TO 759	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
30 SEP 17	UH-60M	TC 3-04.13 ATN IMPLEMENTATION	MP	5	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	NO
12 Nov 13	UH-60M	MPG MTR EVAL	MP	-	-	1.3	-	-	-	-	L/R	(b)(3), (b)(6)	-	-	YES
23 JAN 17	-	CBSAW WAIVER	-	-	-	-	-	-	-	-	-	(b)(3), (b)(6)	-	-	YES

APD PE v1.00

PREVIOUS EDITIONS ARE OBSOLETE

DA FORM 7122-R, DEC 2009

Date:	Remarks	Commander's Signature
13 AUG 13	DEF ACADEMICS CONDUCTED IAW AFGHAN AFG DID 10 FEB 2013 ENVIRONMENTAL FLIGHT TRAINING, LAB (LOCAL TRAINING AREA RANGE ORIENTATION), AND FHQ RIGHT SEAT RIDE COMPLETED IAW AFGHANISTAN AFG PARA. 5.11.2	<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto; text-align: center; vertical-align: middle;">(b)(3), (b)(6)</div>
18 AUG 13	SPTS MINIMUMS WAIVED UNTIL REDEPLOYMENT TO COMUS PER CAB INT, ID, (ATP) UNIT WAIVER DATED 21 JUNE 2013 APPROVED	
20 SEP 13	Rem Completed NVG MTP EVAL. Recommendation Rcm APPROVED	
12 Nov 13	Be. Designated NVG MTP 4/R Sect.	
17 Nov 13	WAIVER OF CBRN TRAINING AND EVALUATION REQUIREMENTS IAW WAIVER OF ATP MEMORANDUM DATED 7 JAN 2013	

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 3

Name: **BILLINGS, Randy L.** PID: Rank: **CW2** Birth Month: **September**

Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded By	GR	CM Init	Rmk
14 OCT 11	-	No Notice (oral)	-	-	-	-	-	-	-	-	-	-	-	-	NO
27 FEB 12	HUOM	No notice (written)	PI	-	-	-	-	-	-	-	-	-	-	-	NO
23 APR 12	HUOM	No notice (written)	PC	-	-	-	-	-	-	-	-	-	-	-	NO
05 MAY 12	-	TDY to Ft. Rucker AMOC	-	-	-	-	-	-	-	-	-	-	-	-	NO
09 Jun 12	-	Completions of AMOC	-	-	-	-	-	-	-	-	-	-	-	-	NO
16 Jun 12	-	Change of dubie/ATP	-	-	-	-	-	-	-	-	-	-	-	-	YES
18 July 12	HUOM	PFE/NG Stands	PI	-	-	1.3	-	-	-	R	-	-	-	-	NO
23 Aug 12	HUOM	Annual Instrumental Eval	PS	0.2	-	-	-	-	1.3	-	L	-	-	-	NO
24 Aug 12	HUOM	WBC no rol FFP	-	-	-	-	-	-	-	-	-	-	-	-	NO
30 Sept 12	HUOM	Bomb' Buckle + Qual	PE	1.0	-	-	-	-	-	-	L	-	-	-	NO
17 Sep 12	UH-60M	CBAT / ROCV Complete	PC	-	-	-	-	-	-	-	-	-	-	-	NO
27 Aug 12	UH-60M	- 10 EXAM	PC	-	-	-	-	-	-	-	-	-	-	-	NO
17 Sep 12	UH-60M	2012 AFAPT COMF	-	-	-	-	-	-	-	-	-	-	-	-	NO
02 Oct 12	-	EVENTS FASTEC TO 759	-	-	-	-	-	-	-	-	-	-	-	-	NO
02 Nov	HUOM	HQOACHESIN No NOZZLE	PC	1.1	-	1.4	-	-	-	-	R	-	-	-	NO
08 Feb 13	HUOM	In qual / MTP Exam	MP	3.3	-	-	-	-	-	-	PR	-	-	-	YES
04 Mar 12	-	TDI PFEORAL MAINT Course	-	-	-	-	-	-	-	-	-	-	-	-	NO
1 APR 13	HUOM	Resignation Dis/Apply mtg	MP	-	-	-	-	-	-	-	-	-	-	-	Yes
1 APR 13	-	SAFETY AWARD	-	-	-	-	-	-	-	-	-	-	-	-	YES
1 APR 13	UH-60M	ACTE SUSTAIN TIME	MP	-	-	-	-	-	-	-	-	-	-	-	NO
20 Apr 13	UH-60M	MVA HOUSE PROPRATED	MP	-	-	-	-	-	-	-	-	-	-	-	YES
21 MAY 13	UH-60M	MTN OPERATIONS QUAD	PC	4.0	-	2.0	-	-	-	-	-	-	-	-	YES
1 JUL 13	-	SAFETY AWARD	-	-	-	-	-	-	-	-	-	-	-	-	YES

(b)(3), (b)(6)

PREVIOUS EDITIONS ARE OBSOLETE

APD PE V1.00

DA FORM 7122-R, DEC 2009

Date:	Remarks	Commander's Signature
16 July 12 018 Feb 13	Assigned to B. CO 3-1 AHB, PARA 205 LMG 99. Initial MP Eval completed by DES Personnel at Ft. Rucker MP Eval for B CO 3-1 AHB Fort Riley Complete. Complaint at Ft. Rucker due to the non availability of an ME conducted at Fort Riley DES Personnel	(b)(3), (b)(6)
1 APR 13	Reassignment given 263 LMG 5. Reassignment per RUC was complete on 01 FEB 13 CANT WORK. Fwd 120 th and FT Rucker PL Re to work of ME in status: <u>APPROX DISMYPROIC</u>	(b)(3), (b)(6)
1 APR 13 25 FEB 13	RECEIVED SAFETY AWARD FOR 250 NG HRS ACCIDENT / INCIDENT FREE NGM MVT HOURS PROTECTED FOR THREE MONTHS FOR FIRST SEMI <u>APPROX</u> ANNUAL RECORD THAT COVERS FROM 00113 - MAR 13. REGM RETIRED	
ZIMAY 13	MTP COURSE AND HAD NO OPPORTUNITY TO REY MVT. MODE OF SLIGHT	
1 JUL 13	HAMEDS QUALD IAW HAMEDS FOJ DATED 2010 RECEIVED SAFETY AWARD FOR 1000 HRS ACCIDENT / INCIDENT FREE	

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 24

Name: Billings, Randy L.		PID:		Rank: CWZ		Birth Month: September		Recorded By		CM				
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	Init	Rmk
1-Jul-10	-	Implemented TC 3-04.11	-	-	-	-	-	-	-	-	-	-	-	NO
3 Aug 10	UH60M	7-10 Test Complete	-	-	-	-	-	-	-	-	-	-	-	NO
5 Aug 10	UH60M	CBAT Complete	PI	-	-	-	-	-	-	-	-	-	-	NO
5 Aug 10	UH60M	ACT-E Refresher Complete	PI	-	-	-	-	-	-	-	-	-	-	NO
17 Aug 10	-	4186 Rec vol FFD	PI	-	0.3	5.0	-	-	1.0	-	L/R	-	-	NO
19 Aug 10	UH60M	Struc/Avion/Inst Eval/Act	PI	-	-	-	-	-	-	-	-	-	-	NO
19 Aug 10	-	2010 AFBAT Comp w/aircrew	PI	-	-	-	-	-	-	-	-	-	-	YES
30 Aug 10	-	No notice w/aircrew	-	-	-	-	-	-	-	-	-	-	-	NO
30 SEP 10	-	EVENTS posted to 759	-	-	-	-	-	-	-	-	-	-	-	NO
30 NOV 10	-	500 How Safety Award	-	-	-	-	-	-	-	-	-	-	-	YES
17 Dec 10	UH60M	No notice Flight	PI	-	-	1.5	-	-	-	-	R	-	-	NO
7 Feb 11	UH60M	DINING PC Eval (2 F19)	PC	4.0	0.5	5.0	-	-	0.5	-	L/R	-	-	NO
16 May 11	UH60M	Redeploy DSF 10-11	-	-	-	-	-	-	-	-	-	-	-	YES
17 May 11	UH60M	Submarine Deploy Training Complete	-	-	-	-	-	-	-	-	-	-	-	NO
25 Jun 11	UH60M	NO PFE - Quizway	PI	-	-	1.0	-	-	-	-	L/R	-	-	NO
25 Jul 11	UH60M	EB INTEGRATION 7th Comp	PC	0.5	-	-	-	-	1.0	-	-	-	-	YES
10 Aug 11	-	4186 Rec vol = FFD	PC	-	-	-	-	-	-	-	-	-	-	NO
24 Aug 11	UH60M	Annual Standz, NVG Eval	PC	0.8	-	2.3	-	-	1.0	-	R	-	-	NO
25 Aug 11	UH60M	CBAT, ROL-V, 10th test comp	PC	-	-	-	-	-	-	-	-	-	-	NO
14 Sep 11	H60M	Inst. Eval Complete	PC	-	-	-	-	-	1.2	-	L	-	-	NO
30 Sep 11	H60M	ACT-E Refresher Comp	-	-	-	-	-	-	-	-	-	-	-	NO
30 Sep 11	H60M	2009 AFBAT Comp w/aircrew	-	-	-	-	-	-	-	-	-	-	-	YES
30 Sep 11	H60M	Event 2 posted to 759	-	-	-	-	-	-	-	-	-	-	-	NO

(b)(3), (b)(6)

PREVIOUS EDITIONS ARE OBSOLETE

APD PE V1.00

DA FORM 7122-R, DEC 2009

Date:	Remarks	Commander's Signature
19 AUG 10	<p>2010 AIRMART Comp - Annual SPTS Requirements send CDRLN Eval Waiver IAW UNIT WAIVER PTO 8 JAN 10.1 Requested 500 Hour accident incident fee waived RCM will conduct outage, IFF/IFF Flight plan and LAD acrobatics ALM will also conduct 2 instrument flights (1 TBSS and 1 in the aircraft) prior to flying at Ft Rucker REINTEGRATION ACADEMICS COMPLETED, SATISFACTORY INSTRUMENT FLIGHT. NO CHANGE TO EC STATUS OR DUTIES Simulator minimums waived IAW ICAB memo dated 8 Sep 10</p>	
30 Nov 10		
16 May 11		
5 Jul 11		
30 Sep 11		

NOT USED

CREW MEMBER TRAINING RECORD

For use of this form, see TC 1-210; the proponent agency is TRADOC.

Sheet No: 1

Name:	Billings, Randy L.	SSN:	Rank: WO1										Recorded By	CM Init	Rmk	
			Birth Month:	September	GR	GR	GR	GR	GR	GR	GR	GR				GR
Date	Acft	Event	Duty	D	N	NG	NS	W	H	Sim	Seat					
4 Aug 09	-	ACT-E complete	-	-	-	-	-	-	-	-	-					
23 Aug 09	UH-60A	UH-60A Qual. 1st	PI	50.2	3.3	14.7	-	0.3	3.0	-	-					
28 Aug 09	UH-60A	MVG Qual	PI	-	-	-	-	-	-	-	-					
26 Aug 09	UH-60A	HHS Qual	PI	-	-	-	-	-	-	-	-					
14 Aug 09	UH-60A	Assignment	PI	-	-	-	-	-	-	-	-					
14 Aug 09	-	4186 Recieved - New duty Station	-	-	-	-	-	-	-	-	-					
25 Aug 09	-	Request for Extension - 4186	-	-	-	-	-	-	-	-	-					
17 Sep 09	-	Records Review RESERVING	PI	-	-	-	-	-	-	-	-					
17 Sep 09	UH-60L	UH-60L Qual	PI	1.5	-	-	-	-	-	-	-					
23 Oct 09	-	TRX to A. Ranker - UH-60M/MHX	-	-	-	-	-	-	-	-	-					
7 Dec 09	UH-60M	UH-60M MOC complete	PI	28.9	1.6	9.1	-	-	-	9.0	Rsk					
15 Dec 09	UH-60M	DINING PFE RESERVING	PI	0.2	0.5	3.3	-	-	1.3	-	L/R					
29 Dec 09	UH-60M	No Notice written	PS	-	-	-	-	-	-	-	-					
29 Dec 09	UH-60M	Environmental. 3 hour Qual	PI	1.0	-	-	-	-	-	-	R					
7 Feb 10	UH-60M	AL-1 DINING	PI	4.0	-	3.5	-	-	-	-	L/R					
16 Mar 10	-	TCS to Kuwait	-	-	-	-	-	-	-	-	-					
20 May 10	-	4186 Recv'd IED	-	-	-	-	-	-	-	-	-					
16 Jun 10	UH-60M	Environmental Qual (Qual)	PI	0.5	-	-	-	-	-	-	R					
28 Apr	UH-60M	MVG PFE / emergency	PI	-	-	1.4	-	-	-	-	R					
			NOT USED													

(b)(3), (b)(6)

USAPPC V2.00

EDITION OF MAR 92 IS OBSOLETE

DA FORM 7122-R, AUG 95

Date:	Remarks	Commander's Signature
14 Aug 09	RCM assigned to Co 31 Avn Bn, Ft Riley, KS 64442, PARA 202 Line NO 799, UH-60 Pilot, FAC I.	
25 Nov 09	RCM Request A Extension For Annual 4186 For Metabolic work up pending. 4186 extended to 31 OCT 2009 (Approved) / staffed	
17 Sep 09	RCM has not flown in past 180 days. Designated RL-3 Dining, - 10 Test Camp	X
7 Feb 10	All Elements of O9 APARI complete in conjunction with RL Progression STANDING LINTI Events - 10 TEST NBC, ACT-E Refresher KBAT Complete. CAC Complete.	
16 MAR 10	TCS to Kuwait in support of OIF 10-11	

(b)(3), (b)(6)

NOT USED

Circle the appropriate copy designator.

Copy 1 (Inc all Health Record) Copy 2 (Aviation Unit Command) Copy 3 (Aircrew Member File Copy) ~~UNCLASSIFIED//FOR OFFICIAL USE ONLY~~

MEDICAL RECOMMENDATION FOR FLYING DUTY

For use of this form, see AR 40-301; the proponent agency is the Office of The Surgeon General

TO:
COMMANDER

FROM:
(b)(3), (b)(6)
1-6 CAV

1. NAME (Last, First, MI) Billings, Randy, L	2. ESN (b)(3), (b)(6)	3. GRADE W2	4. DATE OF BIRTH 01SEP1979
5. ORGANIZATION B-CO 3-1 AHB		6. TYPE FLYING DUTY PERFORMED Pilot	

SECTION A - QUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

7. MEDICAL CLEARANCE IS RECOMMENDED FOR THE FOLLOWING REASON(S): (Check one or more)

- | | |
|--|--|
| a. <input type="checkbox"/> TERMINATION OF TEMPORARY MEDICAL SUSPENSION | g. <input type="checkbox"/> ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION |
| b. <input checked="" type="checkbox"/> MEDICAL EXAMINATION | h. <input type="checkbox"/> OTHER (Explain under remarks) |
| c. <input type="checkbox"/> REPORTING TO NEW DUTY STATION | |
| d. <input type="checkbox"/> AFTER AIRCRAFT MISHAP | |
| e. <input type="checkbox"/> TERMINATION OF MEDICAL DISQUALIFICATION | |
| f. <input type="checkbox"/> PENDING ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION | |

8. REQUIRED TO WEAR GLASSES WHILE FLYING OR OTHER DUTIES REQUIRING CORRECTED VISUAL ACUITY. (CONTACT LENSES ARE PROHIBITED UNLESS SPECIFICALLY AUTHORIZED) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	9. EFFECTIVE DATE 09SEP2013	10. DATE CLEARANCE EXPIRES 30SEP2014
---	--------------------------------	---

SECTION B - DISQUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

11. THE FOLLOWING ACTION IS RECOMMENDED:

- | | |
|---|---|
| a. <input type="checkbox"/> TEMPORARY MEDICAL SUSPENSION | d. <input type="checkbox"/> PERMANENT MEDICAL DISQUALIFICATION FOLLOWING-A/C MISHAP |
| b. <input type="checkbox"/> TEMPORARY MEDICAL SUSPENSION FOLLOWING A/C MISHAP | e. <input type="checkbox"/> OTHER (Explain under remarks) |
| c. <input type="checkbox"/> PERMANENT MEDICAL DISQUALIFICATION | |

12. ESTIMATED DURATION OF INCAPACITY TO FLY	13. EFFECTIVE DATE
---	--------------------

14. REMARKS
FFD, DEPLOYMENT PHYSICAL

By signing below: I understand that I am responsible for complying with AR 40-8, AR 600-1.05, providing the DA 4186 to Company Commander, and ensuring that a completed DA 4186 is on file with Flight Operations. I understand that I must be cleared by a flight surgeon after hospitalization, being treated by another medical provider that is not a flight surgeon, sick in quarters, or activities requiring restriction. I confirm I have informed my flight surgeon of any changes in my health and medications/supplements I am taking.

15. WHILE IN A DUTY NOT INVOLVING FLYING STATUS

SIMULATOR DUTIES ALLOWED YES NO

GROUND RUNUP DUTIES ALLOWED YES NO

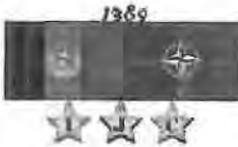
16. TYPED NAME AND GRADE OF FLIGHT SURGEON (b)(3), (b)(6)	17. FLIGHT SURGEON SIGNATURE (b)(3), (b)(6)	18. DATE 20130909
--	--	----------------------

SECTION C - CERTIFICATION BY AIRCREW MEMBER

19. I CERTIFY THAT I HAVE BEEN NOTIFIED OF THE RECOMMENDATION(S) ABOVE AND UNDERSTAND THAT I <input checked="" type="checkbox"/> MAY OR <input type="checkbox"/> MAY NOT PERFORM AVIATION DUTIES AS OF THIS DATE	20. SIGNATURE BILLINGS, RANDY, LEE, 112369190	21. DATE 20130909
--	--	----------------------

SECTION D - ACTION TAKEN BY COMMANDER

22. THE MEDICAL RECOMMENDATION IS (b)(3), (b)(6) <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED	(b)(3), (b)(6)
23. TYPED NAME (b)(3), (b)(6)	25. DATE 20130909



UNCLASSIFIED//~~FOUO~~

HEADQUARTERS
ISAF Joint Command –
AFGHANISTAN
Kabul, Afghanistan, APO, AE 09320
10 February 2013

IJC Military RIP/TOA and HO/TO Aircrew training worksheet (Modified)				
Name: <u>BILLINGS, RANDY</u>	Rank: <u>CW2</u>	Date	RCM INT	IP/SP INT
Academic Training	TNG Freq	Date Comp		
Airspace and flight procedures.	Pre-deployment & Prior to 1 st flight	17 Aug 13	(b)(3), (b)(6)	
Rules of Engagement (ROE)/Tactical Directive (TD)	Pre-deployment Prior to 1 st flight /Quarterly			
CIVCAS/JIAT Brief (IJC)	Pre-deployment & Prior to 1 st flight			
Weather hazards and patterns for the rotational period	Pre-deployment & Prior to 1 st flight			
AFG SPINS, ACP, ATO & ACO training	Pre-deployment & Prior to 1 st flight			
Theatre Threat briefing	Pre-deployment Prior to 1 st flight			
PR procedures, ISOPREP, EPA, High Risk of Capture (HRC) Isolation (HRI) briefing	Pre-deployment & Prior to 1 st flight			
Inadvertent Instrument Meteorological Conditions (IIMC) Recovery	Pre-deployment & Prior to 1 st flight			
Combined Joint Operations Area – Afghanistan Aviation Procedures (APG) Briefing	Pre-deployment			
Range operations/procedure briefing	Pre-deployment & Prior to 1 st flight			
Afghan environmental training Dust/ reduced visibility landings and take-offs	Pre-deployment Prior to 1 st flight / Quarterly			
High Altitude & Mountain flight procedures/techniques Mountain flight, pinnacles/ ridgelines, mushin/ dive recovery	Pre-deployment Prior to 1 st flight / Quarterly			
Performance Planning and Power Awareness/Management Tab data, VNE, TGT limitations	Pre-deployment Prior to 1 st flight / Quarterly			
IJC Aviation specific SOP training	Pre-deployment			
Combat Life Saver (CLS) or Emergency First Responder (EFR) training	Pre-deployment			
CENTCOM Pre-deployment/ Pre-flight Training completed		13 August 13		
Flight and Mission Qualification	D / N / NVD	Date Comp		
a. Environmental Training	2-3 / 1.5 / 1.5	17 Aug 13		
-Power Management Training	(date only, completed with Environ. trng)	17 Aug 13		
b. Local Area Orientation	1 / 1 / 1	17 Aug 13		
-Range Familiarization	(date only, completed with LAO)	17 Aug 13		
-Crewchief/ Door gunner training	(date only, completed with LAO)	N/A		
c. Right seat ride (FMQ flight)	1 / 1 / 1	18 Aug 13		
-Inadvertent IIMC Recovery	Hood:	18 Aug 13		

- Aircrews shall receive both academic and flight training upon assignment to units supporting the ISAF mission. During RIP/TOA & HO/TO, flight academics shall be conducted at the assigned FOB/airfield. Flight training shall be accomplished during the day, followed by Night Vision Device (NVD) operations as applicable. Units shall codify the training on a worksheet (See example in Table 5.0) and retain this worksheet in the appropriate section of the aircrew member's training folder until the individual departs the CJOA-A or the unit redeploy.

REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
COMBAT AVIATION BRIGADE
1ST INFANTRY DIVISION
FORT RILEY, KANSAS 66442

AFZN-BF

21 June 2013

MEMORANDUM FOR RECORD

SUBJECT: CAB, IID, Aircrew Training Program (ATP) Unit Waiver

1. In accordance with AR 95-1, Paragraph 4-2a(3), the following ATP requirements are waived for all deploying/deployed aircrew members effective *21 June 2013*:

- a. Annual Standardization, Instrument, NVG, Maintenance and CBRN flight evaluations.
- b. All task iteration requirements.
- c. Semi-annual flight hours.
- d. Simulator flight hours.
- e. Annual Table VIII gunnery requirements.
- f. Requirement to progress from one Readiness Level (RL) to the next within 90 days.

2. Unit commanders will make every effort to ensure completion of ATP requirements (within their METT-TC capabilities and within the capabilities of the infrastructure of the area of operations) as outlined in TC 3-4.11. The effective end date for this waiver will be the start training date which will be established upon return to home station.

3. This waiver will only be applied to aircrew members who do not meet the ATP requirements. The individual DA FORM 759 closeout will cite AR 95-1, Paragraph 4-2a(3) as the authority for the waiver. An entry will be made to the crewmember's DA FORM 7122-R detailing the specific ATP requirement to be waived and signed by the ATP commander. All waivers for other than SFTS will be reviewed by the CAB Commander and CAB Standardization Officer prior to the ATP commander's signature. Aviators will maintain a current flying duty medical examination in accordance with AR 40-501 and AR 600-105. A copy of this waiver will be posted in the affected crewmember's Individual Aircrew Training Folder (IATF) under the miscellaneous section.

4. Non-deployed crewmember's FAC levels will remain unchanged, and SFTS flying hour minimums will not be waived. All other ATP requirements may be waived. The individual DA FORM 759 closeout will cite AR 95-1, Paragraph 4-2a(3) as the authority for the waiver. An entry will be made to the crewmember's DA FORM 7122-R detailing the specific ATP requirement to be waived and signed by the rear detachment ATP commander. Aviators will maintain a current flying duty medical examination in accordance with AR 40-501 and AR 600-105. The Individual Aircrew Training Folder (IATF) for non-deployed crewmembers will be maintained by the CAB, IID rear detachment as appropriate.

AFZN-BF

SUBJECT: CAB, 11D, Aircrew Training Program (ATP) Unit Waiver

5. All items waived will be completed within 180 days of the start training date which will be established upon return to home station.

6. The effective date of this waiver *21 June 2013*.

7. The point of contact for this action is (b)(3), (b)(6) CAB Standardization Officer

at

(b)(3), (b)(6)

Commanding

Approved for Release



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
1st COMBAT AVIATION BRIGADE
1st Infantry Division
Fort Riley Kansas, 66442

AFZN-BF

7 January 2013

MEMORANDUM FOR

(b)(3), (b)(6)

And 13
Approved

Commander, 1st Infantry Division, Fort Riley Kansas, 66442

SUBJECT: Waiver of Aircrew Training Program, Chemical Biological, Radiological, Nuclear (CBRN) Requirements

1. REFERENCES:

- a. AR95-1, Aviation Flight Regulations, dated 12 Nov 08, paragraph 4-21c. (4)
- b. FORSCOM Supplement 1 to AR-95-1, Flight Regulation, 4-21c. (e)
- c. TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective training

2. Request a waiver to AR 95-1 and FORSCOM Supplement to AR 95-1 to remove Chemical Biological, Radiological, Nuclear (CBRN) training and evaluation requirements from the Combat Aviation Brigade, Aircrew Training Program.

3. The Combat Aviation Brigade Commander has evaluated the risk of a CBRN threat during the next Operation Enduring Freedom deployment and found it negligible.

4. This waiver will remain in effect until the "start training date" following unit redeployment. Deployment to a different AOR with a CERN threat will end this waiver. Point of contact for this memorandum is

(b)(3), (b)(6)

Commanding

Approved for Release

COMMANDER'S TASK LIST

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: Billings, Randy L.	Rank: CW2	PID:	Birth Month: September	FAC: 1
Duty TITLE: MAINTENANCE PILOT	Aircraft Type: UH-60 M	<input checked="" type="checkbox"/> Primary	<input type="checkbox"/> Additional	<input type="checkbox"/> Alternate

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	X	X					X											
Left/Front Seat	X	X					X											
Other Station																		
NVG	X	X					X											NTP NVG DUTIES ADDED
NVS																		

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustments
Dates	Oct 13 - Sep 14	Oct 13 - Mar 14	Apr 14 - Sep 14	
Total Aircraft Hours		48	48	
Total Simulator Hours	0			SFTS WAIVED FOR DEF XIV
Night Unaided Hours		1	1	
NVG Hours		9	9	
Hood/Weather Hours		4	4	
Emergency Handling Hours				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARN's)	Remarks/Date Completed
Standardization Flight Evaluation	JUL 14 - SEP 14	
Instrument Flight Evaluation	JUL 14 - SEP 14	
Operator's Manual Written Examination	JUL 14 - SEP 14	
NVG Flight Evaluation	JUL 14 - SEP 14	
Maintenance Test Flight Evaluation	JUL 14 - SEP 14	
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES.

- DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)
- DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet) Yes No
- DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
- Other (Specify)
- Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish the Aircrew Training Program requirements.

Commander:	Sig	(b)(3), (b)(6)	Date:	01 Oct 13
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.				
Crew Member's Signature:			Date:	01 Oct 13

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

NAME: Billings, Randy L. AIRCRAFT TYPE: UH-60 M DATE: 01 Oct 13 (CTL INITIATED)

1. CBAT will be completed during the APART Period. RLM will complete the following modules:

- (1) M130 Chaff/Flare Dispenser
- (2) AN/AVR-2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set VERIFICATION: _____ DATE: _____

Annual threat training requirements utilizing the Recognition of Combat Vehicle-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. **Technical Tasks:** These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non-bold type.

3. **Evaluation Requirements:** The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

4. Annual AMS Training will be aligned with the APART period and will be completed IAW the 1st CAB Standardization SOP. The program will be managed by the Company TACOPS Officer and will include these topics:

- (1) Threat Capabilities
- (2) Airspace deconfliction procedures
- (3) Survivability TTP's
- (4) 2 ASE scenarios conducted in the TBOS Verification: _____ Date: _____

CERTIFICATION:

I have / have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

COMMANDER'S TASK LIST																			
For use of this form, see TC 3-04.11; the proponent agency is TRADOC.																			
PART I. BIOGRAPHICAL																			
Name: Billings, Randy L						Rank: CW2			PID:			Birth Month: September			FAC: 1				
Duty Title: MAINTENANCE PILOT						Aircraft Type: UH-60 M			<input checked="" type="checkbox"/> Primary			<input type="checkbox"/> Additional			<input type="checkbox"/> Alternate				
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																			
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks	
Right/Back Seat	X	X					X											MP added 8 Feb 13 (b)(3), (b)(6)	
Left/Front Seat	X	X					X												
Other Station																			
NVG	X	X																	
NVS																			
PART III. FLYING-HOUR REQUIREMENTS																			
	Annual			First Period			Second Period			Remarks/Adjustments									
Dates	OCT 12 - SEP 13			OCT 12 - MAR 13			APR 13 - SEP 13												
Total Aircraft Hours				48			48												
Total Simulator Hours	18																		
Night Unaided Hours				1			1												
NVG Hours				4.5			9												
Hood/Weather Hours				4			4												
Emergency Handling Hours																			
Other Hours (Specify)																			
PART IV. EVALUATION REQUIREMENTS																			
	Designated Period (AC/USAR) or Qtr (ARNG)						Remarks/Date Completed												
Standardization Flight Evaluation	JUL 13 - SEP 13						12 SEP 13												
Instrument Flight Evaluation	JUL 13 - SEP 13						8 Sep 13												
Operator's Manual Written Examination	JUL 13 - SEP 13						27 SEP 13												
NVG Flight Evaluation	JUL 13 - SEP 13						12 SEP 13												
Maintenance Test Flight Evaluation	JUL 13 - SEP 13						18 SEP 13												
Other (Specify)																			
Other (Specify)																			
PART V. ENCLOSURES																			
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)															<input checked="" type="checkbox"/> Yes			<input type="checkbox"/> No	
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements (Continuation Sheet))																			
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements (Remarks and Certification))																			
4. Other (Specify)																			
5. Other (Specify)																			
PART VI. CERTIFICATION																			
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																			
Commander:						Sig:			(b)(3), (b)(6)			Date:			01 Oct 12				
(b)(3), (b)(6)																			
I certify that I have read and understand my ATP requirements contained in this form, its enclosure(s), and the aircrew training manual.																			
Crew Member's Signature:									(b)(3), (b)(6)			Date:			01 Oct 12				

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

For use of this form, see TC 3-04.11; the proper ent agency is TRADOC.

REMARKS:

NAME: Billings, Randy L AIRCRAFT TYPE: UH-60 M DATE: 01 Oct 12 (CTL INITIATED)

1. CBAT will be completed during the APART Period. RCM will complete the following modules:

- (1) M130 Chaff / Flare Dispenser
- (2) AN/AVR, 2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set

Verification (b)(3), (b)(6)

Date: 20 Sep 13

Annual threat training requirements utilizing the Recognition (b)(3), (b)(6) Night-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. Technical Tasks: These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non- bold type.

3. Evaluation Requirements: The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

4. Annual AMS Academic Training will be aligned with the APART period and will be completed IAW the 1ST CAB Standardization SOP. The program will be managed by the Company TACOPS Officer and will include these topics:

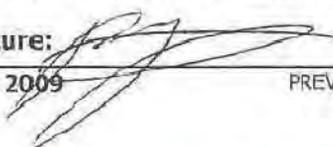
- (1) Threat Capabilities
- (2) Airspace deconfliction procedures
- (3) Survivability TTP's
- (4) 2 ASE scenarios conducted in the TBOS.

Verification (b)(3), (b)(6)

Date: 20 Sep 13

CERTIFICATION:

I have / have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature: 

Date: 30 SEP 13

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 2

Name: Bohler, Peter C.		PID:		Rank: SPC		Birth Month: March		Recorded By		GR	CM	Rmk
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	
17 APR 12	UH-60M	Gunnery Table I Camp	CE	1.0	-	-	-	-	-	-	-	NO
17 APR 12	UH-60M	Gunnery Table II - I Camp	CE	1.0	-	1.0	-	-	-	-	Cabin	NO
09 JUL 12	UH-60M	NO NOTICE Flight	CE	-	1.5	2.37	-	-	-	-	Cabin	NO
14 SEP 12	UH-60M	Gunnery Table II TEST Camp	-	-	-	-	-	-	-	-	Cabin	NO
19 SEP 12	UH-60M	Gunnery Table II - X Camp	CE	1.5	-	1.5	-	-	-	-	Cabin	NO
01 OCT 12	UH-60M	Bomb. Burst Qual Camp	CE	1.0	-	-	-	-	-	-	Cabin	NO
01 Nov 12	UH-60M	SHED OPS Qual Camp	CE	1.4	-	-	-	-	-	-	Cabin	NO
27 Feb 13	H-60M	TLS-0115 ATAN Inspection	CE	-	-	-	-	-	-	-	-	NO
27 Feb 13	H-60M	NV6 PFE Camp	CE	-	-	3.0	-	-	-	-	Cabin	NO
28 Feb 13	H-60M	-10 Test Camp	CE	-	-	-	-	-	-	-	-	NO
05 MAR 13	H-60M	Stands/NV6 Eval Camp	CE	1.5	0.7	0.8	-	-	-	-	Cabin	NO
27 MAR 13	UH-60M	CBAT/ROCV Camp	CE	-	-	-	-	-	-	-	-	NO
28 MAR 13	UH-60M	4186 Revo FFD	CE	-	-	-	-	-	-	-	-	NO
28 MAR 13	UH-60M	Alert Camp	-	-	-	-	-	-	-	-	-	NO
01 APR 13	-	ACT-E Represen Camp	-	-	-	-	-	-	-	-	-	NO
10 MAY 13	UH-60M	Gunnery Table II TEST Camp	CE	-	-	-	-	-	-	-	-	NO
15 MAY 13	UH-60M	Gunnery Table VI-VIII Camp	CE	0.5	-	0.5	-	-	-	-	Cabin	NO
21 MAY 13	UH-60M	Gunnery Table IX - X Camp	CE	0.5	-	0.5	-	-	-	-	Cabin	NO
07 AUG 13	-	TCS to DEF XIV	-	-	-	-	-	-	-	-	-	NO
12 AUG 13	UH-60M	Off Academic Camp	CE	-	-	-	-	-	-	-	-	YES
18 AUG 13	UH-60M	DEF CCF Camp	CE	3.4	-	2.0	-	-	-	-	Cabin	YES
31 MAR 13	-	Events Posted to 759	-	-	-	-	-	-	-	-	-	NO
1 NOV 13	-	SAFETY AWARD	-	-	-	-	-	-	-	-	-	YES

(b)(3), (b)(6)

APD PE V1.00

PREVIOUS EDITIONS ARE OBSOLETE

DA FORM 7122-R, DEC 2009

CREW MEMBER TRAINING RECORD

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 1

Name: Bohler, Peter C.		PID:		Rank: SPC		Birth Month: March		CM							
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded By	GR	Init	Rmk
18 MAY 11	—	ASSIGNMENT	—	—	—	—	—	—	—	—	—	—	—	—	YES
18 MAY 11	—	418LG Submitted - FFD	—	—	—	—	—	—	—	—	—	—	—	—	NO
16 JUN 11	—	RFO SUBMITTED	—	—	—	—	—	—	—	—	—	—	—	—	NO
13 JUL	—	PLACEMENT / CDR'S EVAL	—	—	—	—	—	—	—	—	—	—	—	—	YES
17 JUL	UH-60M	ACT-E Qual comp	CE	—	—	—	—	—	—	—	—	—	—	—	NO
18 JUL 11	UH-60M	Advanced Academics Comp	CE	—	—	—	—	—	—	—	—	—	—	—	NO
18 Jul	UH-60M	NVQ Academics	CE	—	—	—	—	—	—	—	—	—	—	—	YES
19 Jul	—	CBAT / ROCV Comp	—	—	—	—	—	—	—	—	—	—	—	—	NO
19 Jul	UH-60M	Day 2AO Complete	CE	4.0	—	—	—	—	—	—	Cabin	—	—	—	NO
21 Jul	UH-60M	NVQ LAO Complete	CE	—	10	1.3	—	—	—	—	Cabin	—	—	—	NO
26 Jul	UH-60M	-10/CE exam comp	CE	—	—	—	—	—	—	—	—	—	—	—	NO
26 Jul	UH-60M	Designated R12/NVQ	CE	10.1	1.0	6.3	—	—	—	—	Cabin	—	—	—	YES
23 Aug	UH-60M	PASN Tng Comp/EL1D/1/24	CE	10.4	1.3	4.0	—	—	—	—	CABIN	—	—	—	YES
29 Aug	—	M240H Gunnery Tables I-III Comp	—	—	—	—	—	—	—	—	—	—	—	—	NO
27 SEP 11	UH-60M	NE NOTICE FLT	CE	—	—	4.0	—	—	—	—	—	—	—	—	NO
01 DEC 11	UH-60M	ACT-E SUSTAINMENT TAG	CE	—	—	—	—	—	—	—	—	—	—	—	NO
06 JAN 12	UH-60M	-10 OPERATOR'S EXAM	CE	—	—	—	—	—	—	—	—	—	—	—	NO
17 JAN 12	UH-60M	STAMP NVQ ACT-E Eval comp	CE	1.0	—	2.2	—	—	—	—	CABIN	—	—	—	NO
09 FEB 12	UH-60M	418LG RCVD - FFD	CE	—	—	—	—	—	—	—	—	—	—	—	NO
15 FEB 12	—	CBAT / ROCV COMPLETE	—	—	—	—	—	—	—	—	—	—	—	—	NO
30 MAR 12	UH-60M	JULY 2012 APART Comp	CC	—	—	—	—	—	—	—	—	—	—	—	NO
30 MAR 12	—	EVENTS POSTED TO 757	CE	—	—	—	—	—	—	—	—	—	—	—	NO
05 APR 12	—	Gunnery Table I-IV	—	—	—	—	—	—	—	—	—	—	—	—	NO

(b)(3), (b)(6)

PREVIOUS EDITIONS ARE OBSOLETE

AFD PE V1.00

DA FORM 7122-R, DEC 2009

Date:	Remarks	Commander's Signature
18 MAY 11	NEM ASSIGNED TO B Co. 3-1 AHB, Fort Riley, KS	
13 JUL	NEM IS PLACED AS UH-60 CREWCHIEF PARA 203 LINE 107 CDR'S EVAL DETERMINED THAT NEM IATF WAS LOST DURING PCS TO FT RILEY, KS. NEM HAS PREVIOUS FLIGHT EXPERIENCE BUT DID NOT PROGRESS TO RL1 IN THAT TIME. NEM IS DESIGNATED RL3 D/N AND REQUIRES FULL RL PROGRESSION.	
18 Jul 11	Designated RL3 N/G. CM must progress to RL2 NLT 17 OCT 11	
26 Jul 11	Designated RL2 D/N/N/G. CM must progress to RL1 D/N/N/G NLT 25 OCT 11	
23 Aug 11	NEM COMPLETED MSN TN4 PER TC 1-237 NEM DESIGNATED RL1 D/N/N/G	
NOT USED		



DEPARTMENT OF THE ARMY
B CO 3-11-1 ARB TF G
KANDAHAR, AFGHANISTAN
APO AE 09355

AFZN-BFB-B

01 August 2013

MEMORANDUM FOR RECORD

SUBJECT: Addition Duty Appointment

1. The following crewmembers are appointed as a UH-60 door gunner:

RANK	NAME	RANK	NAME
(b)(3), (b)(6)			
SGT	BOHLAR, PETER	SFC	(b)(3), (b)(6)
(b)(3), (b)(6)			

2. Crewmembers have completed the following Day/NVG Door Gunnery Qualification Tables I-IV, V, and VI-VIII.

3. AUTHORITY: FM 3-04.140 Appendix A.

4. PURPOSE: To provide direct fire as protection for the aircraft and crew in preparation for and throughout the deployment of OEF XIV through 01AUG13 to 01JUN14.

5. Point of contact for this memorandum is the undersigned at (b)(3), (b)(6)

(b)(3), (b)(6)

Commanding

Circle the appropriate copy designator.

Copy 1 (Inmate Health Record)
Copy 2 (Aviation Unit Commander)

Copy 3 (Aircrew Member) ~~4th Copy~~

MEDICAL RECOMMENDATION FOR FLYING DUTY

For use of this form, see AR 40-501; the proponent agency is the Office of The Surgeon General

TO:
COMMANDER

FROM:
3-1 AHB FLIGHT SURGEON
FT RILEY AVIATION CLINIC

1. NAME (Last, First, MI) BOHLER, PETER C.	2. SSN (b)(3), (b)(6)	3. GRADE SGT	4. DATE OF BIRTH 30 MARCH 1984
5. ORGANIZATION B CO 3-1 AHB, CAB, 11D		6. TYPE FLYING DUTY PERFORMED CREW CHIEF	

SECTION A - QUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

7. MEDICAL CLEARANCE IS RECOMMENDED FOR THE FOLLOWING REASON(S): (Check one or more)

- | | |
|--|--|
| a. <input type="checkbox"/> TERMINATION OF TEMPORARY MEDICAL SUSPENSION | g. <input type="checkbox"/> ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION |
| b. <input checked="" type="checkbox"/> MEDICAL EXAMINATION | h. <input type="checkbox"/> OTHER (Explain under remarks) |
| c. <input type="checkbox"/> REPORTING TO NEW DUTY STATION | |
| d. <input type="checkbox"/> AFTER AIRCRAFT MISHAP | |
| e. <input type="checkbox"/> TERMINATION OF MEDICAL DISQUALIFICATION | |
| f. <input type="checkbox"/> PENDING ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION | |

8. REQUIRED TO WEAR GLASSES WHILE FLYING OR OTHER DUTIES REQUIRING CORRECTED VISUAL ACUITY. (CONTACT LENSES ARE PROHIBITED UNLESS SPECIFICALLY AUTHORIZED.)

YES NO

9. EFFECTIVE DATE

28 MARCH 2013

10. DATE CLEARANCE EXPIRES

31 MARCH 2014

SECTION B - DISQUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

11. THE FOLLOWING ACTION IS RECOMMENDED:

- | | |
|---|---|
| a. <input type="checkbox"/> TEMPORARY MEDICAL SUSPENSION | d. <input type="checkbox"/> PERMANENT MEDICAL DISQUALIFICATION FOLLOWING A/C MISHAP |
| b. <input type="checkbox"/> TEMPORARY MEDICAL SUSPENSION FOLLOWING A/C MISHAP | e. <input type="checkbox"/> OTHER (Explain under remarks) |
| c. <input type="checkbox"/> PERMANENT MEDICAL DISQUALIFICATION | |

12. ESTIMATED DURATION OF INCAPACITY TO FLY

13. EFFECTIVE DATE

14. REMARKS
FID

I understand I must be cleared by a Flight Surgeon after hospitalization or sick-in-quarters (AR600-15) and must inform him or her after any treatment or activities which may require restriction (AR40-8) and I have informed the examining physician of any changes in my health since my last examination.

X 

15. WHILE IN A DUTY NOT INVOLVING FLYING STATUS

- SIMULATOR DUTIES ALLOWED YES NO
- GROUND RUNUP DUTIES ALLOWED YES NO

16. TYPED NAME AND GRADE OF FLIGHT SURGEON

17. FLIGHT SURGEON SIGNATURE

18. DATE

(b)(3), (b)(6)

20130328

SECTION C - CERTIFICATION BY AIRCREW MEMBER

19. I CERTIFY THAT I HAVE BEEN NOTIFIED OF THE RECOMMENDATION(S) ABOVE AND UNDERSTAND THAT I MAY OR MAY NOT PERFORM AVIATION DUTIES AS OF THIS DATE

20. SIGNATURE

21. DATE



28 MAR 2013

SECTION D - ACTION TAKEN BY COMMANDER

22. THE MEDICAL RECOMMENDATION IS

- APPROVED DISAPPROVED

23.

(b)(3), (b)(6)

24. DATE

25. DATE

28 MAR 13

COMMANDER'S TASK LIST

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: Bohler, Peter C.	Rank: SPC	PID:	Birth Month: March	FAC:
Duty Title: Crewchief	Aircraft Type: UH-60 M		<input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate	

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	S	AO	MO	OR	Remarks
Right/Back Seat																		
Left/Front Seat																		
Other Station											X							
NVG											X							CABIN
NVS																		

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustments
Dates	APR 13 - MAR 14	APR 13 - SEP 13	OCT 13 - MAR 14	
Total Aircraft Hours		24	24	
Total Simulator Hours				
Night Unaided Hours		1	1	
NVG Hours		5	5	
Hood/Weather Hours				
Emergency Handling Hours				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	JAN 14 - MAR 14	
Instrument Flight Evaluation		
Operator's Manual Written Examination	JAN 14 - MAR 14	
NVG Flight Evaluation	JAN 14 - MAR 14	
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) Yes No
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
4. Other (Specify)
5. Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander:	(b)(3), (b)(6)	(b)(3), (b)(6)	Date:
			01 Apr 13
I certify that I have read and understand my ATP requirements, this form, its enclosure(s), and the aircrew training manual.			
Crew Member's Signature:			Date:
			01 Apr 13

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form, see TC 3-04.11; the proponent agency is TRADOC.								
Name: Bohler, Peter C.			Aircraft: UH-60 M			CBRN Requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Tasks	Day	Night	NVG	NVS	CE/RN	Sim	TECH	Remarks
— BASE TASKS —								
1000 Participate in a crew MSN brief							6 E S, NG	
1014 Operate ALSE							6 E S	
1016 Perform internal load operations							6 E S, NG	
1020 Prepare ACFT for mission							6 E S, NG	
1022 Perform preflight inspection							6 E S	
1024 Perform start thru shutdown checks							6 E S, NG	
1026 MAINTAIN AIRSPACE SURV.	6		6 E					S, NG
1032 Perform radio comm. Procedures							2 E S	
1038 PERFORM HOVERING FLIGHT	3		3 E					S, NG
1040 PERFORM VMC TAKEOFF	3		3 E					S, NG
1048 Perform fuel management							8 E	S, NG
1052 PERFORM VMC FLIGHT MANEUVERS	3		3 E					S, NG
1058 PERFORM VMC APPROACH	3		3 E					S, NG
1062 PERFORM SLOPE OPERATIONS	6		6 E					S, NG
1070 RESPOND TO EMERGENCIES	6		6 E					S, NG
1114 PERFORM ROLLING TAKEOFF			3 E					S
1155 Negotiate wire obstacles	3		3					
1162 Perform emergency egress							6 E	S, NG
2127 Perform combat maneuvering flight							8 E	S
1190 Perform hand/arm signals							2 E	S
1194 Perform refuel operations								
1262 Perform crew level AAR							2 E	S
— MISSION TASKS —								
2010 PERFORM MULTI ACFT OPS	8		8					
2022 Transmit tactical report							4	
2024 PERFORM TERR FLT NAV	8		8					
2026 PERFORM TERR FLT	8		8					
2034 PERFORM MASK/UNMASK	3		3					
2036 PERFORM TERR FLT DECEL	8		8					

DA FORM 7120-1-R, DEC 2009

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**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
CONTINUATION SHEET**

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

Name: Bohler, Peter C.		Aircraft: UH-60 M						Page 1 of 1
Tasks (continued)	Day	Night	NVG	NVS	C3RN	Sim	TECH	Remarks
2042 Perform actions on contact	8		8					
2048 PERFORM SLING LOAD OPS	2		2					
2052 PERFORM WATER BUCKET OPS	2		.					
2081 OPERATE NVG'S			8 E					NG
2092 RESPOND TO NVG FAILURE			8 E					NG
2093 PERFORM SIM MGWT APP/LDG	2		2					
2095 PERFORM SIM MGWT T/O	2		2					
2112 OPERATE ARMAMENT SUBSYSTEM	10		10					
2169 Perform aerial observation							4	

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

NAME: Bohler, Peter C. **AIRCRAFT TYPE:** UH-60 M **DATE:** 01 Jan 12 (CTL INITIATED)

1. CBAT will be completed during the APART Period. RCM will complete the following modules:

- (1) M130 Chaff/Flare Dispenser
- (2) AN/AVR-2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set **VERIFICATION:** _____ **DATE:** _____

Annual threat training requirements utilizing the Recognition of Combat Vehicle-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. Technical Tasks: These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non-bold type.

3. Evaluation Requirements: The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

CERTIFICATION:

I have / have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

COMMANDER'S TASK LIST																		
For use of this form, see TC 3-04.11; the proponent agency is TRADOC.																		
PART I. BIOGRAPHICAL																		
Name: Bohler, Peter C.						Rank: SPC			PID:			Birth Month: March			FAC:			
Duty Title: Crewchief						Aircraft Type: UH-60 M			<input checked="" type="checkbox"/> Primary			<input type="checkbox"/> Additional			<input type="checkbox"/> Alternate			
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																		
	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat																		
Left/Front Seat																		
Other Station											X							CABIN
NVG											X							CABIN
NVS																		
PART III. FLYING-HOUR REQUIREMENTS																		
	Annual			First Period			Second Period			Remarks/Adjustments								
Dates	APR 12 - MAR 13			APR 12 - SEP 12			OCT 12 - MAR 13											
Total Aircraft Hours				24			24											
Total Simulator Hours																		
Night Unaided Hours				1			1											
NVG Hours				5			5											
Hood/Weather Hours																		
Emergency Handling Hours																		
Other Hours (Specify)																		
PART IV. EVALUATION REQUIREMENTS																		
	Designated Period (AC/USAR) or Qtr (ARNG)						Remarks/Date Completed											
Standardization Flight Evaluation	JAN 13 - MAR 13						05 MAR 13											
Instrument Flight Evaluation																		
Operator's Manual Written Examination	JAN 13 - MAR 13						28 Feb 13											
NVG Flight Evaluation	JAN 13 - MAR 13						05 MAR 13											
Maintenance Test Flight Evaluation																		
Other (Specify)																		
Other (Specify)																		
PART V. ENCLOSURES																		
1 DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)																		
2 DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet) ✓ Yes] No																		
3 DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)																		
4 Other (Specify)																		
5 Other (Specify)																		
PART VI. CERTIFICATION																		
This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.																		
Commander:						Sig			(b)(3), (b)(6)			Date:			01 Apr 12			
(b)(3), (b)(6)																		
I certify that I have read and understand my ATP re						(b)(3), (b)(6)			and on this form, its enclosure(s), and the aircrew training manual.									
Crew Member's Signature:															Date: 01 Apr 12			

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form, see TC 3-04.11; the proponent agency is TRADOC.								
Name: Bohler, Peter C.			Aircraft: UH-60 M			CBRN Requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Tasks	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks
1000 Participate in a crew MSN brief							4 E S, NG	
1014 Operate ALSE							4 E S	
1016 Perform internal load operations							4 E S, NG	
1020 Prepare ACFT for mission							4 E S, NG	
1022 Perform preflight inspection							4 E S	
1024 Perform start thru shutdown checks							4 E S, NG	
1026 MAINTAIN AIRSPACE SURV.	4		4 E				S, NG	
1032 Perform radio comm. Procedures							2 E S	
1038 PERFORM HOVERING FLIGHT	4		4 E				S, NG	
1040 PERFORM VMC TAKEOFF	4		4 E				S, NG	
1048 Perform fuel management							6 E S, NG	
1052 PERFORM VMC FLIGHT MANEUVERS	4		4 E				S, NG	
1058 PERFORM VMC APPROACH	4		4 E				S, NG	
1062 PERFORM SLOPE OPERATIONS	5		S E				S, NG	
1070 RESPOND TO EMERGENCIES	4		4 E				S, NG	
1114 PERFORM ROLLING TAKEOFF	2		2 E				S	
1155 Negotiate wire obstacles							6	
1162 Perform emergency egress							5 E S, NG	
1188 Operate ASE							4 E S	
1190 Perform hand/arm signals							2 E S	
1194 Perform refuel operations							4	
1262 Perform crew level AAR							2 E S	
— MISSION TASKS —								
2010 PERFORM MULTI ACFT OPS	7		7					
2022 Transmit tactical report	7		7					
2024 PERFORM TERR FLT NAV	7		7					
2026 PERFORM TERR FLT	7		7					
2034 PERFORM MASK/UNMASK	7		7					
2036 PERFORM TERR FLT DECEL	7		7					
2042 Perform actions on contact	7		7					

DA FORM 7120-1-R, DEC 2009

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APD PE V1.00

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

For use of this form, see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

NAME: Bohler, Peter C. AIRCRAFT TYPE: UH-60 M DATE: 01 Apr 12 (CTL INITIATED)

Evaluation will be aligned with APART period.

1. CBAT will be completed during the APART Period. RCM will complete the following modules:

- (1) M130 Chaff/Flare Dispenser
- (2) AN/AVR-2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set

VERIFICATION: (b)(3), (b)(6) DATE: 27 APR 12

Annual threat training requirements utilizing the Recognition of Combat Vehicle-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. Technical Tasks: These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non-bold type.

3. Evaluation Requirements: The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

Task 2052 Perform water bucket ops ADD to CTL 240212 x (b)(3), (b)(6)

CERTIFICATION:

I have / have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date: 7 APR 13

CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04 11; the proponent agency is TRADOC

Sheet No: 1

TOTAL: 10/14/14 LAST 30
 NG: 05.3 36.7
 LAST 6 MONTHS: 254.16

Name: Gordon, Terry K. (R) NCM 3		PID:										Rank: SPC			Birth Month: SEP		
Date	A/C	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	Recorded By	GR	CM Init	Rmk		
01JAN13	-	Assignment	OR	-	-	-	-	-	-	-	-		-	Y	Yes		
04JAN13	-	4186 REVD - FEP	-	-	-	-	-	-	-	-	-		-	Y	NO		
07JAN13	-	Initial ACT-E Qual comp	OR	-	-	-	-	-	-	-	-		-	Y	NO		
07JAN13	UH-60M	DE Academic Comp	OR	-	-	-	-	-	-	-	-		-	Y	YES		
10JUN13	-	RFO SUBMITTED	OR	-	-	-	-	-	-	-	-		-	Y	NO		
10JUN13	-	CDR's EVAL/Records Review	OR	-	-	-	-	-	-	-	-		-	Y	YES		
13JUN13	-	Command Tables IIX completed	OR	-	-	-	-	-	-	-	-		5	Y	NO		
17AUG13	-	TRS to OEF	-	-	-	-	-	-	-	-	-		-	Y	NO		
23AUG13	-	OEF Academics Comp	OR	-	-	-	-	-	-	-	-		-	Y	YES		
28AUG13	UH-60M	DESIGNATE R22 DR, RLING	OR	12	10	-	-	-	-	-	CABIN		5	Y	NO		
30AUG13	UH-60M	DESIGNATE RL2 NG	OR	-	-	7.5	-	-	-	-	CABIN		5	Y	NO		
03SEP13	UH-60M	OEF CCT Completion	OR	4	2	4.0	-	-	-	-	CABIN		5	Y	Yes		
04SEP13	-	Command Table V Test comp	-	-	-	-	-	-	-	-	-		5	Y	NO		
09SEP13	UH-60M	Command Table VI-VIII comp	OR	2	2	2.0	-	-	-	-	Cabin		5	Y	NO		
09SEP13	-	CBAT/Rec-V comp	-	-	-	-	-	-	-	-	-		5	Y	NO		
10SEP13	UH-60M	Designated RL1 DR/RL2	OR	16	10	10.5	-	-	-	-	Cabin		5	Y	Yes		

(b)(3), (b)(6)

DA FORM 7122-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE

APD PE V1 00

Date	Remarks	Commander's Signature
10 JUN 13	CDR'S EVAL REVERTS NCM HITS NO PREVIOUS FET EXPERIENCE. NCM DESIGNATED RL3 D/W.	
07 JUN 13	DG Academics complete IAW 3-1 AHB JEP Academics included MEMBER USAGE NUS TSP, Academics completed IAW Afghanistan HPG, Environment, LAO, FMS complete. IAW Afghanistan APG 10A015 NCM complete LAO Information with QEF CCT.	
23 AUG 13		
09 SEP 13		
10 SEP 13		

Page 3 redacted for the following reason:

(b)(3), (b)(6), (b)(5)

Approved for Release

Circle the appropriate copy designator.

UNCLASSIFIED//FOR OFFICIAL USE ONLY
Copy 1 (Individual Health Record) Copy 2 (Aviation Unit Commander) Copy 3 (Aviation Member's Log)

MEDICAL RECOMMENDATION FOR FLYING DUTY

For use of this form, see AR 40-501; the proponent agency is the Office of The Surgeon General

TO:
3-I COMMANDER
(b)(3), (b)(6)

FROM:
FLIGHT SURGEON
FT RILEY AVIATION CLINIC

1. NAME (Last, First, MI) Gordon, Terry K
2. SSN (b)(3), (b)(6)
3. GRADE E4
4. DATE OF BIRTH 19910921
5. ORGANIZATION CO 3-1 AHB,CAB, 1ST ID
6. TYPE FLYING DUTY PERFORMED Door Gunner

SECTION A - QUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

7. MEDICAL CLEARANCE IS RECOMMENDED FOR THE FOLLOWING REASON(S): (Check one or more)

- a. TERMINATION OF TEMPORARY MEDICAL SUSPENSION
- b. MEDICAL EXAMINATION
- c. REPORTING TO NEW DUTY STATION
- d. AFTER AIRCRAFT MISHAP
- e. TERMINATION OF MEDICAL DISQUALIFICATION
- f. PENDING ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION
- g. ISSUE OF WAIVER FOR MEDICAL DISQUALIFICATION
- h. OTHER (Explain under remarks)

8. REQUIRED TO WEAR GLASSES WHILE FLYING OR OTHER DUTIES REQUIRING CORRECTED VISUAL ACUITY. (CONTACT LENSES ARE PROHIBITED UNLESS SPECIFICALLY AUTHORIZED.) YES NO
9. EFFECTIVE DATE 20130604
10. DATE CLEARANCE EXPIRES 20140930

SECTION B - DISQUALIFYING ACTION RECOMMENDED BY MEDICAL AUTHORITY

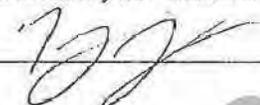
11. THE FOLLOWING ACTION IS RECOMMENDED:

- a. TEMPORARY MEDICAL SUSPENSION
- b. TEMPORARY MEDICAL SUSPENSION FOLLOWING A/C MISHAP
- c. PERMANENT MEDICAL DISQUALIFICATION
- d. PERMANENT MEDICAL DISQUALIFICATION FOLLOWING A/C MISHAP
- e. OTHER (Explain under remarks)

12. ESTIMATED DURATION OF INCAPACITY TO FLY
13. EFFECTIVE DATE

14. REMARKS
FFD

I understand I must be cleared by a Flight Surgeon after hospitalization or sick-in-quarters (AR600-15) and must inform him or her after any treatment or activities which may require restriction (AR40-8) and I have informed the examining physician of any changes in my health since my last examination.

X 

15. WHILE IN A DUTY NOT INVOLVING FLYING STATUS
SIMULATOR DUTIES ALLOWED YES NO
GROUND RUNUP DUTIES ALLOWED YES NO

16. TYPED NAME AND GRADE OF FLIGHT SURGEON (b)(3), (b)(6)
17. FLIGHT SURGEON SIGNATURE (b)(3), (b)(6)
18. DATE 20130604

SECTION C - CERTIFICATION BY AIRCREW MEMBER

19. I CERTIFY THAT I HAVE BEEN NOTIFIED OF THE RECOMMENDATION(S) ABOVE AND UNDERSTAND THAT I MAY OR MAY NOT PERFORM AVIATION DUTIES AS OF THIS DATE
20. SIGNATURE 
21. DATE 20130604

SECTION D - ACTION TAKEN BY COMMANDER

22. THE MEDICAL RECOMMENDATION IS (b)(3), (b)(6) APPROVED DISAPPROVED
23. TYPED NAME AND TITLE OF COMMANDER (b)(3), (b)(6)
24. (b)(3), (b)(6)
25. DATE 20130606

COMMANDER'S TASK LIST																				
For use of this form see TC 3-04.11; the proponent agency is TRADOC.																				
PART I. BIOGRAPHICAL																				
Name: Gordon, Terry K.					Rank: SPC					PID:					Birth Month: SEP			FAC:		
Duty Title: UH-60 Door Gunner					Aircraft Type: UH-60M					<input checked="" type="checkbox"/> Primary			<input type="checkbox"/> Additional			<input type="checkbox"/> Alternate				
PART II. AUTHORIZED FLIGHT DUTIES/STATIONS																				
	PI	PC	UT	IP	SP	IE	MP	F/CP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks		
Right/Back Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Left/Front Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NVG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(b)(3), (b)(6)	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
PART III. FLYING-HOUR REQUIREMENTS																				
	Annual				First Period				Second Period				Remarks/Adjustment							
Dates	OCT13-SEP14				OCT13-MAR14				APR14-SEP14											
Total Aircraft Hours					24				24											
Total Simulator Hours																				
Night Unaided Hours					1				1											
NVG Hours					5				5											
Hood/Weather Hours																				
Other Hours (Specify)																				
Other Hours (Specify)																				
PART IV. EVALUATION REQUIREMENTS																				
	Designated Period (AC/USAR) or Qtr (ARNG)										Remarks/Date Completed									
Standardization Flight Evaluation																				
Instrument Flight Evaluation																				
Operator's Manual Written Examination																				
NVG Flight Evaluation																				
Maintenance Test Flight Evaluation																				
Other (Specify)																				
Other (Specify)																				
PART V. ENCLOSURES																				
1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements)															<input checked="" type="checkbox"/> Yes					
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)															<input checked="" type="checkbox"/> Yes					
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)															<input checked="" type="checkbox"/> Yes					
4. Other (Specify)																				
5. Other (Specify)																				
PART VI. CERTIFICATION																				
This form, its enclosure(s), and the aircrew training manual establish the minimum program requirements.																				
Commander:					Sign:					Date:										
(b)(3), (b)(6)					(b)(3), (b)(6)					01OCT13										
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.																				
Crew Member's Signature:										Date:										
										01OCT13										

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS								
For use of this form see TC 3-04.11; the proponent agency is TRADOC.								
Name: Gordon, Terry K.			Aircraft: UH-60M			CBRN Requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Tasks	Day	Night	NVG	NVS	CBRN	Sim	TECH	Remarks
---- BASE TASKS ----								
1000 Participate in Crew MSN BRF							12 E	
1014 Operate ALSE							12 E	
1016 Perform Internal Load OPS							12 E	
1020 Prepare ACFT for MSN							12 E	
1022 Perform Preflight Insp							12 E	
1024 Perf S/U Thru S/D Checks							12 E	
1026 MAINTAIN ASPC SURV	12 E		12 E					
1032 Perform Radio Comms Proc							12 E	
1038 PERFORM HOVERING FLT	12 E		12 E					
1040 PERFORM VMC TAKEOFF	12 E		12 E					
1052 PERFORM VMC MANEUVER	12 E		12 E					
1058PERFORM VMC APPROACH	12 E		12 E					
1062 PERFORM SLOPE OPS	12 E		12 E					
1070 RESP TO EMERGENCIES	12 E		12 E					
1162 Perform Emergency Egress							12 E	
1188 Operate ASE							6 E	
1190 Perform Hand/Arm Signals							2 E	
1194 Perform Refuel Operations								
1262 Perform Crew Level AAR							12 E	
---- MISSION TASKS ----								
2010 PERFORM MULTI ACFT OPS	12		12					
2026 PERFORM TERR FLT	8		8					
2034 PERFORM MASK/UNMASK	2		2					
2036 PERFORM TERR FLT DECL	12		12					
2040 PERFORM EVASIVE MANU	2		2					
2042 Perform Actions on Contact	15		15					
2081 OPERATE NVG's			12					
2112 OP ARMMT SUBSYSTEM	15		15					
2127 Perform Combat Manuver Flt	2		2					

DA FORM 7120-1-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

NAME: Gordon, Terry AIRCRAFT TYPE: UH-60M DATE: 09/09/2013

1. CBAT will be completed during the APART Period. NCM will complete the following modules:

- (1) M130 Chaff/Flare Dispenser
- (2) AN/AVR-2B Laser Detecting Set (LDS)
- (3) AAR-57 Common Missile Warning System (CMWS)
- (4) APR-39 Radar Warning Set VERIFICATION: _____ DATE: _____

Annual threat training requirements utilizing the Recognition of Combat Vehicle-Visible (ROC-V), will be IAW the 3-1 AHB SOP and managed by the company Tactical Operations Officer.

2. Technical Tasks: These tasks are not significantly affected by the condition and/or mode of flight, therefore, may be performed or evaluated in any condition and/or mode. Technical tasks are listed on the CTL in non-bold type.

3. Evaluation Requirements: The Evaluator, in addition to the commander-selected tasks, may randomly select for evaluation any tasks listed on the Mission or Additional Task List. Night unaided Base Tasks selected for evaluation by the commander must be evaluated in that mode of flight. The more demanding mode of flight will suffice for the Day evaluated tasks.

4. Semi-Annual Flying Hour Requirement:: As a Door Gunner assigned to the unit for Deployment Operations, there are no semi-annual flying hour requirements, except to maintain flight pay if flight will suffice for the Day evaluated tasks.

CERTIFICATION:

I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:**Date:**

13-12-04 AMC ROLLUP UPDATE

AFZ	B	C	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
	<p>Click on hyperlinks at right to view that document.</p> <p>Once you have read that document, type your PID in the corresponding block across from your name. Tab over or click on another block. Your PID will then blank out and the block will turn green.</p> <p>Once all blocks are green your name will turn green, indicating that you have read all items in the reading file.</p>													
2	Remember to save before exiting!!		13-11-08 IMA FMAA MBO ROLLUP	13-11-08 Task Force Gunfighter AMC Rollup	13-11-10 Spin Bowler Tm Report	13-12-02 COMBAT TACTICAL DIRECTIVE REV 5.1	13-12-03 FMAA MBO ROLLUP UPDATE	13-12-03 AMC ROLLUP UPDATE	13-12-03 PINK TEAM	13-12-03 CTF PRELAUNCH CRITERIA				
3	OVERDUE IF NOT READ BY:		17-Nov-13	20-Nov-13	26-Nov-13	7-Dec-13	18-Dec-13	18-Dec-13	20-Dec-13	20-Dec-13				
4	CREWMEMBER													
5		(b)(3), (b)(6)												
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AF2 13-12-04 AMC ROLLUP UPDATE

Click on hyperlinks at right to view that document.
 Once you have read that document, type your PID in the corresponding block across from your name. Tab over or click on another block. Your PID will then blank out and the block will turn green.
 Once all blocks are green your name will turn green, indicating that you have read all items in the reading file.

Remember to save before exiting!!

OVERDUE IF NOT READ BY:

CREWMEMBER

	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
2	13-11-08 INAA MBOROLL UP	13-11-08 Task Force Gantt/roll AMC Roll-up	13-1-10 spin Brodak Trip Report	13-12-02 COMBAT TACTICAL DIRECTIVE REV. 1	13-12-03 FMAA MBOROLLUP UPDATE	13-12-04 AMC ROLLUP UPDATE	13-12-05 PINK TEAM	13-12-06 ORF PRELAUNCH CRITERIA				
3	13-11-08 DEMONSTRATION CHECKLIST											
4												
38												
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(b)(3), (b)(6)

SILVERMAN CWZ

(3), (b)

B CO 3-1 AB

Ready



Duty Day and Flight Time Log for Gordon, T.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	0	12.5	0	12.5	0
22 Nov	0530-1800	12.5	0	25	0	25	0
23 Nov	0530-1800	12.5	0	37.5	0	37.5	0
24 Nov	0530-1800	12.5	3	50	3	50	3
25 Nov	0715-1400	6.75	2.6	56.75	5.6	56.75	5.6
26 Nov	1300-0100	12	2	68.75	7.6	68.75	7.6
27 Nov	0530-1730	12	1.3	80.75	8.9	80.75	8.9
28 Nov	0530-1730	12	3.6	92.75	12.5	92.75	12.5
29 Nov	0530-1030	5	0	97.75	12.5	97.75	12.5
30 Nov	24 Hour Reset						
01 Dec	1730-0530	12	2.1	109.75 12	14.6 2.1	109.75	14.6
02 Dec	1730-0530	12	2.5	121.75 24	17.1 4.6	121.75	17.1
03 Dec	1730-0530	12	2.4	133.75 36	19.5 7	133.75	19.5
04 Dec	0530-1745	12.25	0	146 48.25	19.5 7	146	19.5
05 Dec	1730-0530	12	2	145.5 60.25	21.5 9	158	21.5
06 Dec	0530-1730	12	1.5	145 72.25	23.0 10.5	170	23.0
07 Dec	0530-1730	12	4.3	144.5 84.25	27.3 14.8	182	27.3
08 Dec	1730-0530	12	2.6	144 96.25	26.9 17.4	194	29.9
09 Dec	48 Hour Reset						
10 Dec	48 Hour Reset						
11 Dec	0530-1730	12	8	125.25 12	29 8	206 12	37.9 8
12 Dec	0530-1730	12	0	125.25 24	25.4 8	218 24	37.9 8
13 Dec	0530-1730	12	4	132.25 36	29.4 12	230 36	41.9 12
14 Dec	0530-1800	12.5	3.3	144.75 48.5	32.7 15.3	242.5 48.5	45.2 15.3
15 Dec	0530-1730	12	3.3	144.75 60.5	33.9 18.6	254.5 60.5	48.5 18.6
16 Dec	0530-1730	12	5.3	144.75 72.5	36.7 23.9	266.5 72.5	53.8 23.9
17 Dec	No Entry	?12?	0	144.75 84.5	34.3 23.9	278.5 84.5	53.8 23.9
18 Dec	No Entry	?12?	0	144.5 96.5	34.3 23.9	290.5 96.5	53.8 23.9
19 Dec	No Entry	?12?	0	144.5 108.5	32.3 23.9	302.5 108.5	53.8 23.9
20 Dec	No Entry	?12?	0	144.5 120.5	30.8 23.9	314.5 120.5	53.8 23.9

Duty Day and Flight Time Log for Bohler, P.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1830	13	0	13	0	13	0
22 Nov	24 Hour Reset						
23 Nov	0530-1830	13	0	26 13	0	26	0
24 Nov	0530-1800	12.5	0	38.5 25.5	0	38.5	0
25 Nov	0530-1830	13	0	51.5 38.5	0	51.5	0
26 Nov	0530-1730	12	3	63.5 50.5	3	63.5	3
27 Nov	0530-1830	13	0	76.5 63.5	3	76.5	3
28 Nov	0530-1830	13	0	89.5 76.5	3	89.5	3
29 Nov	0530-1815	12.75	0	102.25 89.25	3	102.25	3
30 Nov	0530-1730	12	5	114.25 101.25	8	114.25	8
01 Dec	0530-1800	12.5	2.5	126.75 113.75	10.5	126.75	10.5
02 Dec	0530-1815	12.75	0	139.5 126.5	10.5	139.5	10.5
03 Dec	0530-1815	12.75	0	152.25 139.25	10.5	152.25	10.5
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2.1	164.25 12	12.6 2.1	164.25	12.6
06 Dec	0530-1800	12.5	0	176.75 24.5	12.6 2.1	176.75	12.6
07 Dec	0730-1800	10.5	4.5	187.25 35	17.1 6.6	187.25	17.1
08 Dec	0730-1845	11.25	0	198.5 46.25	17.1 6.6	198.5	17.1
09 Dec	0530-1815	12.75	0	211.25 59	17.1 6.6	211.25	17.1
10 Dec	0530-1745	12.25	0	223.5 71.25	14.1 6.6	223.5	17.1
11 Dec	0530-1800	12.5	0	236 83.75	14.1 6.6	236	17.1
12 Dec	0530-1800	12.5	0	248.5 96.25	14.1 6.6	248.5	17.1
13 Dec	0530-1800	12.5	0	261 108.75	14.1 6.6	261	17.1
14 Dec	24 Hour Reset						
15 Dec	0530-1815	12.75	0	273.75 12.75	6.6 0	273.75	17.1
16 Dec	0530-1800	12.5	0	286.25 25.25	6.6 0	286.25	17.1
17 Dec	No Entry	?12?	0	298.25 37.25	6.6 0	298.25	17.1
18 Dec	No Entry	?12?	0	310.25 49.25	6.6 0	310.25	17.1
19 Dec	No Entry	?12?	0	322.25 61.25	4.5 0	322.25	17.1
20 Dec	No Entry	?12?	0	334.25 73.25	4.5 0	334.25	17.1

Duty Day and Flight Time Log for Silverman, J.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	5.5	12.5	5.5	12.5	5.5
22 Nov	0530-1800	12.5	0	25	5.5	25	5.5
23 Nov	24 Hour Reset						
24 Nov	0530-1730	12	0	37 12	5.5 0	37	5.5
25 Nov	0530-1530	10	0	47 22	5.5 0	47	5.5
26 Nov	0530-1730	12	5.5	59 34	11 5.5	59	11
27 Nov	0530-1730	12	0	74 46	11 5.5	71	11
28 Nov	0530-1745	12.25	0	83.25 58.25	11 5.5	83.25	11
29 Nov	0530-1730	12	0	95.25 70.25	11 5.5	95.25	11
30 Nov	0530-1730	12	0	107.25 82.25	11 5.5	107.25	11
01 Dec	0530-1730	12	0	119.25 94.25	11 5.5	119.25	11
02 Dec	0530-1730	12	0	131.25 106.25	11 5.5	131.25	11
03 Dec	0530-1800	12.5	0	143.75 118.75	11 5.5	143.75	11
04 Dec	0530-1730	12	0	155.75 130.75	11 5.5	155.75	11
05 Dec	0530-1730	12	0	155.25 142.75	5.5	167.75	11
06 Dec	0530-1730	12	0	154.75	5.5	179.75	11
07 Dec	0530-1730	12	0	166.75	5.5	191.75	11
08 Dec	0530-1730	12	0	166.75	5.5	203.75	11
09 Dec	0530-1730	12	0	168.75	5.5	215.75	11
10 Dec	0530-1730	12	6.8	168.75	6.8	227.75	17.8
11 Dec	0900-1600	7	0	163.75	6.8	234.75	17.8
12 Dec	1700-0700	14	2.4	165.5	9.2	248.75	20.2
13 Dec	1500-2000	5	0	158.5	9.2	253.75	20.2
14 Dec	0600-1700	11	0	157.5	9.2	264.75	20.2
15 Dec	0815-1615	8	0	153.5	9.2	272.75	20.2
16 Dec	0530-1730	12	0	153.5	9.2	284.75	20.2
17 Dec	No Entry	?12?	0	153	9.2	296.75	20.2
18 Dec	No Entry	?12?	0	153	9.2	308.75	20.2
19 Dec	No Entry	?12?	0	153	9.2	320.75	20.2
20 Dec	No Entry	?12?	0	153	9.2	332.75	20.2

Duty Day and Flight Time Log for Billings, R.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	1730-0530	12	0	12	0	12	0
22 Nov	1730-2030	3	0	15	0	15	0
23 Nov	0530-1730	12	0	27	0	27	0
24 Nov	0530-1730	12	3	39	3	39	3
25 Nov	0530-1730	12	1	51	4	51	4
26 Nov	0530-1730	12	0	63	4	63	4
27 Nov	0530-1730	12	3	75	7	75	7
28 Nov	0530-1730	12	0	87	7	87	7
29 Nov	0530-1730	12	0	99	7	99	7
30 Nov	0530-1730	12	0	111	7	111	7
01 Dec	0530-1730	12	3	123	10	123	10
02 Dec	0530-1730	12	3	135	13	135	13
03 Dec	0530-1730	12	2.7	147	15.7	147	15.7
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2	147 12	17.7 2	159	17.7
06 Dec	0530-1730	12	2.5	156 24	20.2 4.5	171	20.2
07 Dec	0600-1800	12	1.5	156 36	21.7 6	183	21.7
08 Dec	0530-1730	12	2.2	156 48	20.9 8.2	195	23.9
09 Dec	0530-1730	12	1	156 60	20.9 9.2	207	24.9
10 Dec	0530-1730	12	5.3	156 72	26.2 14.5	219	30.2
11 Dec	0530-1730	12	0	156 84	23.2 14.5	231	30.2
12 Dec	0530-1730	12	0	156 96	23.2 14.5	243	30.2
13 Dec	0530-1730	12	0	156 108	23.2 14.5	255	30.2
14 Dec	0530-1730	12	0	156 120	23.2 14.5	267	30.2
15 Dec	24 Hour Reset						
16 Dec	0530-1730	12	5.3	144 12	22.5 5.3	279	35.5
17 Dec	No Entry	?12?	0	144 24	19.8 5.3	291	35.5
18 Dec	No Entry	?12?	0	156 36	19.8 5.3	303	35.5
19 Dec	No Entry	?12?	0	156 48	17.8 5.3	315	35.5
20 Dec	No Entry	?12?	0	156 60	15.3 5.3	327	35.5

Date: 15 Dec 2013

UNCLASSIFIED

Page: 1

EXPERIENCE LEVEL REPORT

15 Jun 2013 to 15 Dec 2013

Name	Rank	Total Hours	Period Total Hours	Total NS Hours	Last NS Full HR Flight	Total NG Hours	Last NG Full HR Flight	Period Sim Hours	Primary Aircraft	Total Primary Hours	RL	FAC
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(b)(3), (b)(6)												
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Billings, Randy	CW2	1251.5	196.3	0.0		303.7	20 Nov 2013	0.0	UH-60M	1112.7	1	1
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(b)(3), (b)(6)												
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Bchler, Peter	SGT	657.4	246.5	0.0		170.9	14 Nov 2013	0.0	UH-60L	40.4	3	NA
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(b)(3), (b)(6)												
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EXPERIENCE LEVEL REPORT

15 Jun 2013 to 15 Dec 2013

Name	Rank	Total Hours	Period Total Hours	Total NS Hours	Last NS Full HR Flight	Total NG Hours	Last NG Full HR Flight	Period Sim Hours	Primary Aircraft	Total Primary Hours	RL	FAC
Silverman, Joshua	DW2	489.9	154.8	0.0		81.9	14 Nov 2013	0.0	UH-60A	193.7	1	2
(b)(3), (b)(6)												
Gordon Terry	SPC	170.2	254.6	0.0		25.2	08 Dec 2013	0.0		0.0		NA
(b)(3), (b)(6)												

EXPERIENCE LEVEL REPORT

15 Jun 2013 to 15 Dec 2013

Name	Rank	Total Hours	Period Total Hours	Total NS Hours	Last NS Full HR Flight	Total NG Hours	Last NG Full HR Flight	Period Sim Hours	Primary Aircraft	Total Primary Hours	RL	FAC
------	------	-------------	--------------------	----------------	------------------------	----------------	------------------------	------------------	------------------	---------------------	----	-----

(b)(3), (b)(6)

Duty Day and Flight Time Log for Gordon, T.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	0	12.5	0	12.5	0
22 Nov	0530-1800	12.5	0	25	0	25	0
23 Nov	0530-1800	12.5	0	37.5	0	37.5	0
24 Nov	0530-1800	12.5	3	50	3	50	3
25 Nov	0715-1400	6.75	2.6	56.75	5.6	56.75	5.6
26 Nov	1300-0100	12	2	68.75	7.6	68.75	7.6
27 Nov	0530-1730	12	1.3	80.75	8.9	80.75	8.9
28 Nov	0530-1730	12	3.6	92.75	12.5	92.75	12.5
29 Nov	0530-1030	5	0	97.75	12.5	97.75	12.5
30 Nov	24 Hour Reset						
01 Dec	1730-0530	12	2.1	109.75 12	14.6 2.1	109.75	14.6
02 Dec	1730-0530	12	2.5	121.75 24	17.1 4.6	121.75	17.1
03 Dec	1730-0530	12	2.4	133.75 36	19.5 7	133.75	19.5
04 Dec	0530-1745	12.25	0	146 48.25	19.5 7	146	19.5
05 Dec	1730-0530	12	2	145.5 60.25	21.5 9	158	21.5
06 Dec	0530-1730	12	1.5	145 72.25	23.0 10.5	170	23.0
07 Dec	0530-1730	12	4.3	144.5 84.25	27.3 14.8	182	27.3
08 Dec	1730-0530	12	2.6	144 96.25	26.9 17.4	194	29.9
09 Dec	48 Hour Reset						
10 Dec	48 Hour Reset						
11 Dec	0530-1730	12	8	125.25 12	29 8	206 12	37.9 8
12 Dec	0530-1730	12	0	125.25 24	25.4 8	248 24	37.9 8
13 Dec	0530-1730	12	4	132.25 36	29.4 12	230 36	41.9 12
14 Dec	0530-1800	12.5	3.3	144.75 48.5	32.7 15.3	242.5 48.5	45.2 15.3
15 Dec	0530-1730	12	3.3	144.75 60.5	33.9 18.6	254.5 60.5	48.5 18.6
16 Dec	0530-1730	12	5.3	144.75 72.5	36.7 23.9	266.5 72.5	53.8 23.9
17 Dec	No Entry	?12?	0	144.75 84.5	34.3 23.9	278.5 84.5	53.8 23.9
18 Dec	No Entry	?12?	0	144.5 96.5	34.3 23.9	290.5 96.5	53.8 23.9
19 Dec	No Entry	?12?	0	144.5 108.5	32.3 23.9	302.5 108.5	53.8 23.9
20 Dec	No Entry	?12?	0	144.5 120.5	30.8 23.9	314.5 120.5	53.8 23.9

Duty Day and Flight Time Log for Bohler, P.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1830	13	0	13	0	13	0
22 Nov	24 Hour Reset						
23 Nov	0530-1830	13	0	26 13	0	26	0
24 Nov	0530-1800	12.5	0	38.5 25.5	0	38.5	0
25 Nov	0530-1830	13	0	51.5 38.5	0	51.5	0
26 Nov	0530-1730	12	3	63.5 50.5	3	63.5	3
27 Nov	0530-1830	13	0	76.5 63.5	3	76.5	3
28 Nov	0530-1830	13	0	89.5 76.5	3	89.5	3
29 Nov	0530-1815	12.75	0	102.25 89.25	3	102.25	3
30 Nov	0530-1730	12	5	114.25 101.25	8	114.25	8
01 Dec	0530-1800	12.5	2.5	126.75 113.75	10.5	126.75	10.5
02 Dec	0530-1815	12.75	0	139.5 126.5	10.5	139.5	10.5
03 Dec	0530-1815	12.75	0	152.25 139.25	10.5	152.25	10.5
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2.1	164.25 12	12.6 2.1	164.25	12.6
06 Dec	0530-1800	12.5	0	176.75 24.5	12.6 2.1	176.75	12.6
07 Dec	0730-1800	10.5	4.5	187.25 35	17.1 6.6	187.25	17.1
08 Dec	0730-1845	11.25	0	198.5 46.25	17.1 6.6	198.5	17.1
09 Dec	0530-1815	12.75	0	211.25 59	17.1 6.6	211.25	17.1
10 Dec	0530-1745	12.25	0	223.5 71.25	17.1 6.6	223.5	17.1
11 Dec	0530-1800	12.5	0	236 83.75	17.1 6.6	236	17.1
12 Dec	0530-1800	12.5	0	248.5 96.25	17.1 6.6	248.5	17.1
13 Dec	0530-1800	12.5	0	261 108.75	17.1 6.6	261	17.1
14 Dec	24 Hour Reset						
15 Dec	0530-1815	12.75	0	273.75 12.75	6.6 0	273.75	17.1
16 Dec	0530-1800	12.5	0	286.25 25.25	6.6 0	286.25	17.1
17 Dec	No Entry	?12?	0	298.25 37.25	6.6 0	298.25	17.1
18 Dec	No Entry	?12?	0	310.25 49.25	6.6 0	310.25	17.1
19 Dec	No Entry	?12?	0	322.25 61.25	4.5 0	322.25	17.1
20 Dec	No Entry	?12?	0	334.25 73.25	4.5 0	334.25	17.1

Duty Day and Flight Time Log for Silverman, J.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	5.5	12.5	5.5	12.5	5.5
22 Nov	0530-1800	12.5	0	25	5.5	25	5.5
23 Nov	24 Hour Reset						
24 Nov	0530-1730	12	0	37 12	5-5 0	37	5.5
25 Nov	0530-1530	10	0	47 22	5-5 0	47	5.5
26 Nov	0530-1730	12	5.5	59 34	44 5.5	59	11
27 Nov	0530-1730	12	0	74 46	44 5.5	71	11
28 Nov	0530-1745	12.25	0	83.25 58.25	44 5.5	83.25	11
29 Nov	0530-1730	12	0	95.25 70.25	44 5.5	95.25	11
30 Nov	0530-1730	12	0	107.25 82.25	44 5.5	107.25	11
01 Dec	0530-1730	12	0	119.25 94.25	44 5.5	119.25	11
02 Dec	0530-1730	12	0	131.25 106.25	44 5.5	131.25	11
03 Dec	0530-1800	12.5	0	143.75 118.75	44 5.5	143.75	11
04 Dec	0530-1730	12	0	155.75 130.75	44 5.5	155.75	11
05 Dec	0530-1730	12	0	165.25 142.75	5.5	167.75	11
06 Dec	0530-1730	12	0	154.75	5.5	179.75	11
07 Dec	0530-1730	12	0	166.75	5.5	191.75	11
08 Dec	0530-1730	12	0	166.75	5.5	203.75	11
09 Dec	0530-1730	12	0	168.75	5.5	215.75	11
10 Dec	0530-1730	12	6.8	168.75	6.8	227.75	17.8
11 Dec	0900-1600	7	0	163.75	6.8	234.75	17.8
12 Dec	1700-0700	14	2.4	165.5	9.2	248.75	20.2
13 Dec	1500-2000	5	0	158.5	9.2	253.75	20.2
14 Dec	0600-1700	11	0	157.5	9.2	264.75	20.2
15 Dec	0815-1615	8	0	153.5	9.2	272.75	20.2
16 Dec	0530-1730	12	0	153.5	9.2	284.75	20.2
17 Dec	No Entry	?12?	0	153	9.2	296.75	20.2
18 Dec	No Entry	?12?	0	153	9.2	308.75	20.2
19 Dec	No Entry	?12?	0	153	9.2	320.75	20.2
20 Dec	No Entry	?12?	0	153	9.2	332.75	20.2

Duty Day and Flight Time Log for Billings, R.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	1730-0530	12	0	12	0	12	0
22 Nov	1730-2030	3	0	15	0	15	0
23 Nov	0530-1730	12	0	27	0	27	0
24 Nov	0530-1730	12	3	39	3	39	3
25 Nov	0530-1730	12	1	51	4	51	4
26 Nov	0530-1730	12	0	63	4	63	4
27 Nov	0530-1730	12	3	75	7	75	7
28 Nov	0530-1730	12	0	87	7	87	7
29 Nov	0530-1730	12	0	99	7	99	7
30 Nov	0530-1730	12	0	111	7	111	7
01 Dec	0530-1730	12	3	123	10	123	10
02 Dec	0530-1730	12	3	135	13	135	13
03 Dec	0530-1730	12	2.7	147	15.7	147	15.7
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2	147 12	17.7 2	159	17.7
06 Dec	0530-1730	12	2.5	156 24	20.2 4.5	171	20.2
07 Dec	0600-1800	12	1.5	156 36	21.7 6	183	21.7
08 Dec	0530-1730	12	2.2	156 48	20.9 8.2	195	23.9
09 Dec	0530-1730	12	1	156 60	20.9 9.2	207	24.9
10 Dec	0530-1730	12	5.3	156 72	26.2 14.5	219	30.2
11 Dec	0530-1730	12	0	156 84	23.2 14.5	231	30.2
12 Dec	0530-1730	12	0	156 96	23.2 14.5	243	30.2
13 Dec	0530-1730	12	0	156 108	23.2 14.5	255	30.2
14 Dec	0530-1730	12	0	156 120	23.2 14.5	267	30.2
15 Dec	24 Hour Reset						
16 Dec	0530-1730	12	5.3	144 12	22.5 5.3	279	35.5
17 Dec	No Entry	?12?	0	144 24	19.8 5.3	291	35.5
18 Dec	No Entry	?12?	0	156 36	19.8 5.3	303	35.5
19 Dec	No Entry	?12?	0	156 48	17.8 5.3	315	35.5
20 Dec	No Entry	?12?	0	156 60	15.3 5.3	327	35.5

AF2	B	C	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
2	<p>Click on hyperlinks at right to view that document.</p> <p>Once you have read that document, type your PID in the corresponding block across from your name. Tab over or click on another block. Your PID will then blank out and the block will turn green.</p> <p>Once all blocks are green your name will turn green, indicating that you have read all items in the reading file.</p>		13-12-04 AMC ROLLOUP UPDATE											
3	Remember to save before exiting!!		17-Nov-13	20-Nov-13	26-Nov-13	7-Dec-13	18-Dec-13	18-Dec-13	20-Dec-13	20-Dec-13	20-Dec-13	20-Dec-13	20-Dec-13	20-Dec-13
4	CREWMEMBER		OVERDUE IF NOT READ BY:											
5	(b)(3), (b)(6)													
6	BILLINGS CW2													
7	(b)(3), (b)(6)													
8	BOHLER SGT													
9	(b)(3), (b)(6)													
10	GORDON SPC													
11	(b)(3), (b)(6)													
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38	(b)(3), (b)(6)													
39	(b)(3), (b)(6)													
40	(b)(3), (b)(6)													

AF2 13-12-04 AMC ROLLUP UPDATE

	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
2	13-12-04 MAE MAE ROLLUP	13-12-04 Task Force Guidelines	AMC Rollup	13-11-10 Spin Bolder TDR Report	13-12-04 COMBAT TACTICAL DIRECTIVE REV 1	13-12-04 EMAAMBQ ROLLUP UPDATE	13-12-04 AMC ROLLUP UPDATE	13-12-04 PINK TEAM	13-12-04 ORF PRELAUNCH CRITERIA			
3	13-12-04 MAE MAE ROLLUP	13-12-04 Task Force Guidelines	AMC Rollup	13-11-10 Spin Bolder TDR Report	13-12-04 COMBAT TACTICAL DIRECTIVE REV 1	13-12-04 EMAAMBQ ROLLUP UPDATE	13-12-04 AMC ROLLUP UPDATE	13-12-04 PINK TEAM	13-12-04 ORF PRELAUNCH CRITERIA			
4	13-12-04 MAE MAE ROLLUP	13-12-04 Task Force Guidelines	AMC Rollup	13-11-10 Spin Bolder TDR Report	13-12-04 COMBAT TACTICAL DIRECTIVE REV 1	13-12-04 EMAAMBQ ROLLUP UPDATE	13-12-04 AMC ROLLUP UPDATE	13-12-04 PINK TEAM	13-12-04 ORF PRELAUNCH CRITERIA			
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OVERDUE IF NOT READ BY:

CREWMEMBER

(b)(3), (b)(6)

SILVERMAN CW2

(b)(3), (b)(6)

B Co 3-1 AOB

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.

9

Name <p align="center">Billings, Randy L.</p>	3. Rank <p align="center">CW2</p>	4. Period <p align="center">30 Nov 12 - 11 Feb 13</p>
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PART III. ATP

1. FAC <p align="center">1</p>	2. MTFE	3. Phys Exam <p align="center">24 Aug 12</p>	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft <p align="center">UH-60M</p>	8. RL <p align="center">1</p>	9. Std Fit Eval <p align="center">24 Aug 11</p>	10. Inst Eval <p align="center">14 Sep 11</p>		
11. Alternate Acft	12. RL	13. Std Fit Eval	14. Inst Eval		
15. Additional Acft	16. RL	17. Std Fit Eval			

PART IV. REMARKS

1. Records closed 11 Feb 13 due to completion of UH-60M MAINTENANCE TEST PILOT.
2. Aviator has completed 58 months of total operational flying duty credit.
3. Completed UH-60M Maintenance Test Pilot Course, class # 13-01 on 15 FEB 2013
4. Aviator has no ATP requirements due to student status.

Commander's Typed Name, Rank, Branch <p align="center">(b)(3), (b)(6)</p>	Signature	Date <p align="center">11 Feb 13</p>
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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No. 8
2. Name Billings, Randy L.				3. Rank CW2	4. Period 1 Oct 12 - 29 Nov 12	
PART III. ATP						
1. FAC I	2. MTFE	3. Phys Exam 24 Aug 12	4. Ejection Seat	5. Alt Chamber	6. APART Completed 30 Sep 11	
7. Primary Acft UH-60M	8. RL I		9. Std Flt Eval 24 Aug 11		10. Inst Eval 14 Sep 11	
11. Alternate Acft	12. RL		13. Std Flt Eval		14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval			
PART IV. REMARKS						
1. Records closed 29 Nov 12 TDY. 2. Aviator has completed 56 months of total operational flying duty credit. 3. Aviator has completed ATP requirements. 4. Aviator completed ACT-E refresher.						
Commander's Typed Name, Rank, Branch				Signature		Date
(b)(3), (b)(6)						03 Dec 12

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No. 6
2. Name Billings, Randy L.			3. Rank CW2		4. Period 1 Oct 10 - 30 Sep 11	
PART III. ATP						
1. FAC 1	2. MTFE		3. Phys Exam 10 Aug 11	4. Ejection Seat	5. Alt Chamber	6. APART Completed 30 Sep 11
7. Primary Acft UH-60M		8. RL 1		9. Std Fit Eval 24 Aug 11		10. Inst Eval 14 Sep 11
11. Alternate Acft		12. RL		13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL		17. Std Fit Eval		
PART IV. REMARKS						
1. Records closed 30 Sep 11 due to end of birth month. 2. Aviator has completed 42 months of total operational flying duty credit. 3. ACT-E refresher complete. 4. Aviator has completed ATP requirements. 5. Individual completed CBAT EVAL on 25 AUG 11.						
Commander's Typed Name, Rank, Branch (b)(3), (b)(6)			Signature Digitally signed using CAC.		Date 01 Nov 11	

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY				1. Sheet No.	
For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.				5	
2. Name Billings, Randy L.		3. Rank CW2	4. SSN (b)(3), (b)(6)	5. Period 9 Dec 09 - 30 Sep 10	
PART III. ATP					
1. FAC I	2. MTFE	3. Phys Exam 10 Aug 2010	4. Ejection Seat	5. Alt Chamber	6. APART Completed 19 Aug 2010
7. Primary Acft UH-60M		8. RL I	9. Std Fit Eval 19 Aug 2010		10. Inst Eval 19 Aug 2010
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Fit Eval		
PART IV. REMARKS					
<p>1. Records closed 30 Sep 2010 due to end of birth month.</p> <p>2. A aviator has completed 30 months of total operational flying duty credit.</p> <p>3. A aviator has completed ATP requirements.</p> <p>4. ACT-E qualification complete.</p> <p>5. Individual granted SPTS and NBC unit waiver IAW AR 95-1 para 4-2a(4) due to deployment.</p> <p>6. Logging of combat or imminent danger time is authorized under provisions of HQ, 1st Infantry Division, Fort Riley, KS 66442, orders number 027-604, dated 27 Jan 2010.</p>					
Commander's Typed Name, Rank, Branch (b)(3), (b)(6)		Signature Digitally signed using CAFRS login.		Date 10 Oct 2010	
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
1. AUTHORITY:	Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397				
2. PURPOSE:	To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.				
3. ROUTINE USE:	DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.				
4. DISCLOSURE:	Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.				

DA FORM 759 (BACK)

SED V1.00

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No. 5
2. Name Billings, Randy L.			3. Rank CW2		4. Period 9 Dec 09 - 30 Sep 10	
PART III. ATP						
1. FAG 1	2. MTFE	3. Phys Exam 10 Aug 10	4. Ejection Seat	5. Alt Chamber	6. APART Completed 30 Sep 11	
7. Primary Acft UH-60M		8. RL 1	9. Std Fit Eval 24 Aug 11		10. Inst Eval 14 Sep 11	
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval	
15. Additional Acft		16. RL	17. Std Fit Eval			
PART IV. REMARKS						
1. Records closed 30 Sep 2010 due to end of birth month. 2. Aviator has completed 30 months of total operational flying duty credit. 3. Aviator has completed ATP requirements. 4. ACT-E qualification complete. 5. Individual granted SFTS and NBC unit waiver IAW AR 95-1 para 4-2a(4) due to deployment. 6. Logging of combat or imminent danger time is authorized under provisions of HQ, 1st Infantry Division, Fort Riley, KS 66442, orders number 027-604, dated 27 Jan 2010. 7. Previously certified by commander on 10 Oct 2010; decertified by [redacted] (b)(3), (b)(6) on 03 Oct 2011 8. Record decertified by [redacted] (b)(3), (b)(6) due to missing hours. Performed -12 download and recertified record for hours update.						
Commander's Typed Name, Rank, Branch [redacted] (b)(3), (b)(6)			Signature Digitally signed using CAC.		Date 01 Nov 11	

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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.				1. Sheet No. <p align="center">4</p>	
2. Name <p align="center">Billings, Randy L.</p>		3. Rank <p align="center">CW2</p>	4. SSN	5. Period <p align="center">22 Oct 09 - 8 Dec 09</p>	
PART III. ATP					
1. FAC	2. MTFE	3. Phys Exam <p align="center">07 Oct 2009</p>	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft		8. RL	9. Std Flt Eval		10. Inst Eval
11. Alternate Acft		12. RL	13. Std Flt Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Flt Eval		
PART IV. REMARKS					
<p>1. Records closed 08 Dec 2009 due to AFRS to CAFRS transfer.</p> <p>2. Aviator has completed 20 months of total operational flying duty credit.</p> <p>3. Qualified Pilot 04 Dec 09 in UH-60M N/NVG ACFT.</p> <p>4. Completed UH-60M AQC (TRANS) Class# 10-02 on 04 Dec 09.</p> <p>5. Aviator has no ATP requirements due to student status.</p> <p>6. This 759 was manually entered into CAFRS and submitted by (b)(3), (b)(6)</p>					
Commander's Typed Name, Rank, Branch			Signature		Date
(b)(3), (b)(6)					08 Dec 2009
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
1. AUTHORITY:	Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397				
2. PURPOSE:	To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.				
3. ROUTINE USE:	DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.				
4. DISCLOSURE:	Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.				

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.			1. Sheet No. 3
2. Name Billings, Randy L.	3. Rank CW2	4. SSN	5. Period 1 Oct 09 - 21 Oct 09

PART III. ATP

1. FAC	2. MTFE	3. Phys Exam 07 Oct 2009	4. Ejection Seat	5. Alt Chamber	6. APART Completed 19 Aug 2010
7. Primary Acft UH-60M	8. RL 1	9. Std Fit Eva 19 Aug 2010	10. Inst Eval 19 Aug 2010	11. Alternate Acft	12. RL
13. Std Fit Eval	14. Inst Eval	15. Additional Acft	16. RL	17. Std Fit Eval	

PART IV. REMARKS

1. Records closed 21 Oct 2009 due to aviator attending UH-60M AQC.
2. Aviator has completed 19 months of total operational flying duty credit.
3. Aviator has no ATP requirements due to TDY.
4. ACT-E qualification complete.

Commander's Typed Name, Rank, Branch (b)(3), (b)(6)	Signature Digitally signed using CAFRS origin.	Date 10 Oct 2010
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DATA REQUIRED BY THE PRIVACY ACT OF 1974

1. **AUTHORITY:** Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397
2. **PURPOSE:** To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.
3. **ROUTINE USE:** DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.
4. **DISCLOSURE:** Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.				1. Sheet No. 4	
2. Name Billings, Randy L.		3. Rank CW2	4. SSN (b)(3), (b)(6)	5. Period 22 Oct 09 - 8 Dec 09	
PART III. ATP					
1. FAC	2. MTFE	3. Phys Exam 07 Oct 2009	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft		8. RL	9. Std Fit Eval		10. Inst Eval
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Fit Eval		
PART IV. REMARKS					
1. Records closed 08 Dec 2009 due to AFRS to CAFRS transfer. 2. Aviator has completed 20 months of total operational flying duty credit. 3. Qualified Pilot 04 Dec 09 in UH-60M N/NVG ACFT. 4. Completed UH-60M AQC (TRANS) Class# 10-02 on 04 Dec 09. 5. Aviator has no ATP requirements due to student status. 6. This 759 was manually entered into CAFRS and submitted by (b)(3), (b)(6)					
Commander's Typed Name, Rank, Branch			Signature		Date
(b)(3), (b)(6)					08 Dec 2009
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
1. AUTHORITY: Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397 2. PURPOSE: To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service. 3. ROUTINE USE: DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request. 4. DISCLOSURE: Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary. However failure to provide the information requested may result in an unnecessary delay when processing personal actions.					

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE -- ARMY
 For use of this form, see AR 95-1 and FM 1-300; the proponent agency is ODCSOPS.

1. Sheet No. *f 4*

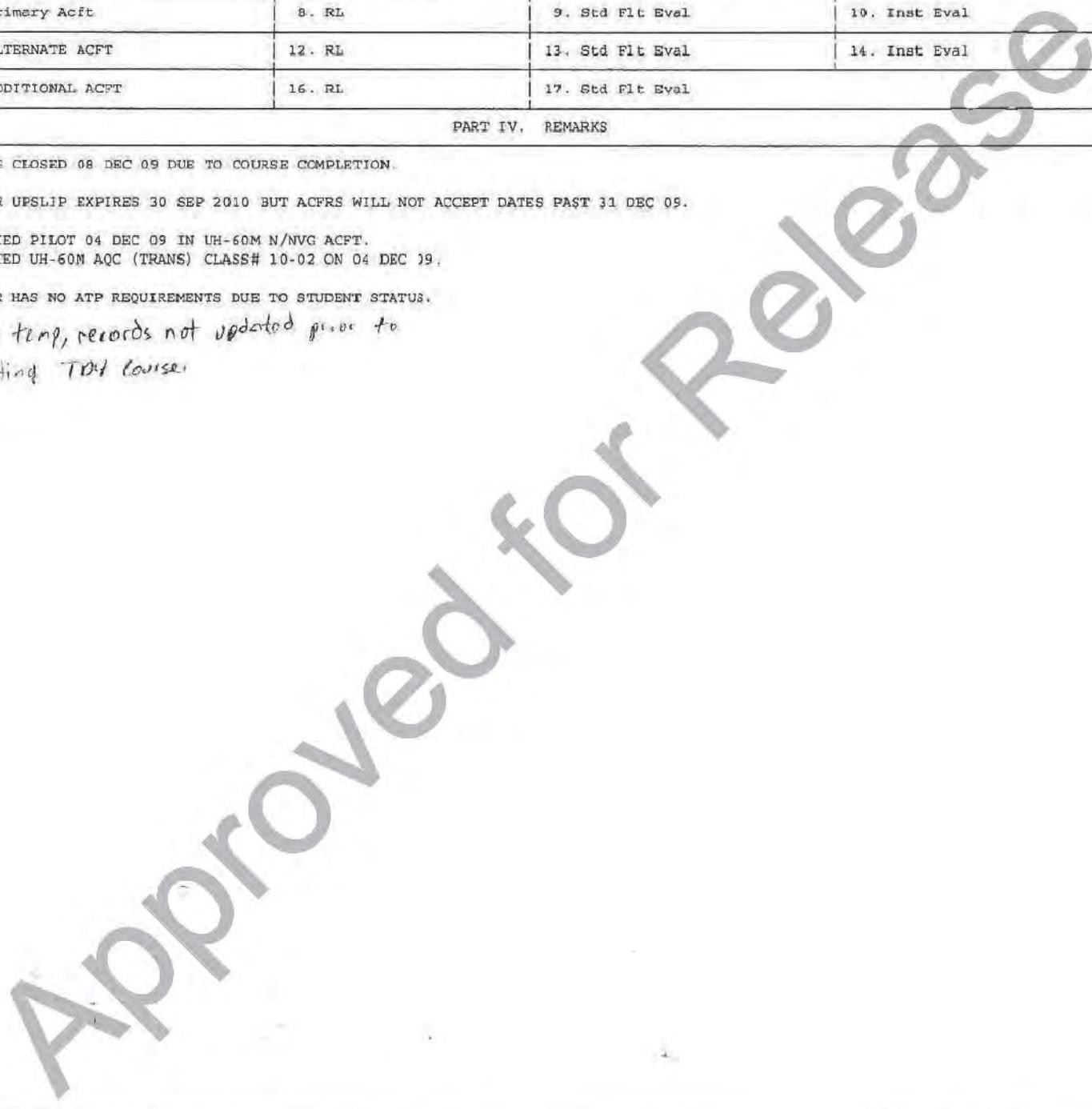
2. Name BILLINGS, RANDY L 3. Rank CW2 4. SSN (b)(3), (b)(6) 5. Period: 09/10/22 to 09/12/08

PART III. ATP

1. FAC	2. MTFE	3. Phys Exam 7 Oct 09	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft	8. RL	9. Std Flt Eval	10. Inst Eval		
11. ALTERNATE ACFT	12. RL	13. Std Flt Eval	14. Inst Eval		
15. ADDITIONAL ACFT	16. RL	17. Std Flt Eval			

PART IV. REMARKS

RECORDS CLOSED 08 DEC 09 DUE TO COURSE COMPLETION.
 AVIATOR UPSLIP EXPIRES 30 SEP 2010 BUT ACFRS WILL NOT ACCEPT DATES PAST 31 DEC 09.
 QUALIFIED PILOT 04 DEC 09 IN UH-60M N/NVG ACFT.
 COMPLETED UH-60M AQC (TRANS) CLASS# 10-02 ON 04 DEC 09.
 AVIATOR HAS NO ATP REQUIREMENTS DUE TO STUDENT STATUS.
Input temp, records not updated prior to attending TDY course.



Commander's Typed Name, Rank, Branch (b)(6) (b)(3), (b)(6)	Signature	Date 08 Dec 09
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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.			1. Sheet No. 3
2. Name Billings, Randy L.	3. Rank CW2	4. SSN (b)(3), (b)(6)	5. Period 1 Oct 09 - 21 Oct 09

PART III. ATP

1. FAC 1	2. MTFE	3. Phys Exam 07 Oct 2009	4. Ejection Seat	5. Alt Chamber	6. APART Completed 19 Aug 2010
7. Primary Acft UH-60M		8. RL I	9. Std Fit Eval 19 Aug 2010		10. Inst Eval 19 Aug 2010
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Fit Eval		

PART IV. REMARKS

1. Records closed 21 Oct 2009 due to aviator attending UH-60M AQC.
2. Aviator has completed 19 months of total operational flying duty credit.
3. Aviator has no ATP requirements due to TDY.
4. ACT-E qualification complete.

Commander's Typed Name, Rank, Branch (b)(3), (b)(6)	Signature Digitally signed using CAFRS login.	Date 10 Oct 2010
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DATA REQUIRED BY THE PRIVACY ACT OF 1974

1. **AUTHORITY:** Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397
2. **PURPOSE:** To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.
3. **ROUTINE USE:** DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.
4. **DISCLOSURE:** Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY
For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.

2

2. Name Billings, Randy L.	3. Rank CW2	4. SSN (b)(3), (b)(6)	5. Period 29 May 09 - 30 Sep 09
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PART III. ATP

1. FAC I	2. MTFE	3. Phys Exam 06 Dec 2007	4. Ejection Seat	5. Alt Chamber	6. APART Completed 19 Aug 2010
7. Primary Acft UH-60M	8. RL 1	9. Std Flt Eval 19 Aug 2010	10. Inst Eval 19 Aug 2010	11. Alternate Acft	12. RL
13. Std Flt Eval	14. Inst Eval	15. Additional Acft	16. RL	17. Std Flt Eval	

PART IV. REMARKS

1. Records closed 30 Sep 2009 due to end of birth month.

2. Aviator has completed 18 months of total operational flying duty credit.

3. Aviator has no ATP requirements due to RL progression.

4. ACT-E qualification complete.

5. Qualified Pilot 17 Sep 09 in UH-60L ACFT.

Commander's Typed Name, Rank, Branch (b)(3), (b)(6)	Signature Digitally signed using CAFRS login.	Date 10 Oct 2010
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DATA REQUIRED BY THE PRIVACY ACT OF 1974

- 1. **AUTHORITY:** Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.:E.O. 9397
- 2. **PURPOSE:** To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.
- 3. **ROUTINE USE:** DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.
- 4. **DISCLOSURE:** Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY
For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No. **1**

2. Name Billings, Randy L.	3. Rank WO1	4. SSN (b)(3), (b)(6)	5. Period 7 Apr 08 - 28 May 09
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PART III. ATP

1. FAC	2. MTFE	3. Phys Exam 06 Dec 2007	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft	8. RL		9. Std Flt Eval	10. Inst Eval	
11. Alternate Acft	12. RL		13. Std Flt Eval	14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval		

PART IV. REMARKS

- Records closed 28 May 2009 Closeout due to transfer from AFRS to CAFRS.
- Aviator has completed 14 months of total operational flying duty credit.
- Completed IERW Class 09-921 on 4 May 09.
- Completed AWOBC Part B Class 09-15 on 28 May 09.
- Awarded RW Instrument Rating on 28 May 09.
- Qualified Pilot on 28 May 09 in TH-67A ACFT.
- Qualified Pilot on 28 May 09 in UH-60A N/NVG ACFT.
- Completed the Aircrew Coordination Training-Enhanced Course on 4 May 09.
- No ATP requirements due to aviator was in student status.
- SERE C Qualified at Fort Rucker, AL Class 08-11 on 3 Feb 08.
- HUD Qualified in UH-60.

REMARKS CONTINUED ON NEXT PAGE

DATA REQUIRED BY THE PRIVACY ACT OF 1974

- AUTHORITY:** Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397
- PURPOSE:** To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.
- ROUTINE USE:** DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.
- DISCLOSURE:** Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.

DA FORM 759 (BACK)

SED V1 00

UNCLASSIFIED

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE -- ARMY
 For use of this form, see AR 95-1 and FM 1-300; the proponent agency is ODCSOPS. 1. Sheet No. 1

2. Name BILLINGS, RANDY L 3. Rank WO1 4. SSN (b)(3), (b)(6) 5. Period: 08/04/07 to 09/05/08

PART III. ATP

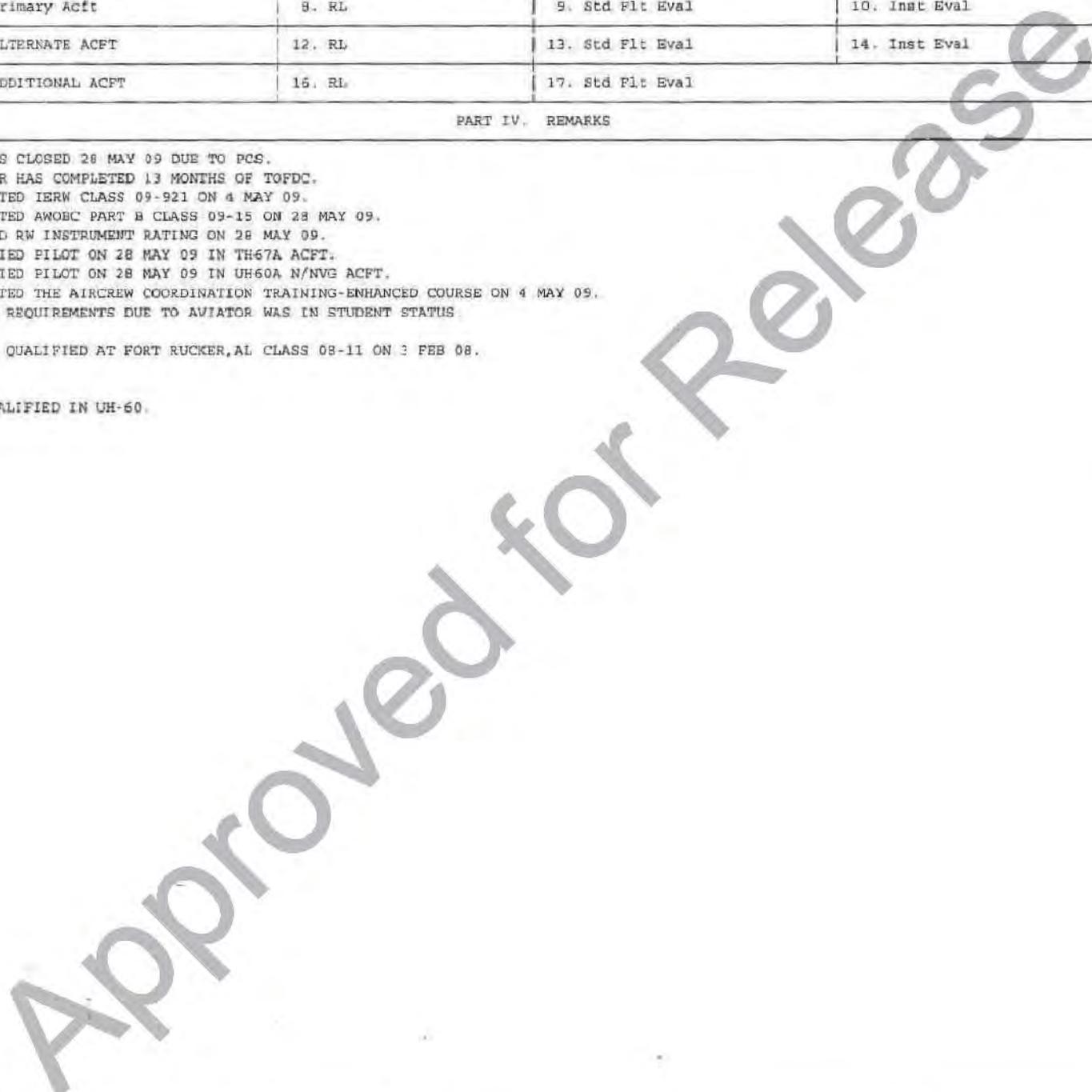
1. FAC	2. MTFE	3. Phys Exam 6 Dec 07	4. Ejection Seat	5. Alt Chamber	6. ADAPT Completed
7. Primary Acft	8. RL	9. Std Flt Eval	10. Inst Eval		
11. ALTERNATE ACFT	12. RL	13. Std Flt Eval	14. Inst Eval		
15. ADDITIONAL ACFT	16. RL	17. Std Flt Eval			

PART IV. REMARKS

RECORDS CLOSED 28 MAY 09 DUE TO PCS.
 AVIATOR HAS COMPLETED 13 MONTHS OF TOFDC.
 COMPLETED IERW CLASS 09-921 ON 4 MAY 09.
 COMPLETED AWOBC PART B CLASS 09-15 ON 28 MAY 09.
 AWARDED RW INSTRUMENT RATING ON 28 MAY 09.
 QUALIFIED PILOT ON 28 MAY 09 IN TH67A ACFT.
 QUALIFIED PILOT ON 28 MAY 09 IN UH60A N/NVG ACFT.
 COMPLETED THE AIRCREW COORDINATION TRAINING-ENHANCED COURSE ON 4 MAY 09.
 NO ATP REQUIREMENTS DUE TO AVIATOR WAS IN STUDENT STATUS.

SERE C QUALIFIED AT FORT RUCKER, AL CLASS 08-11 ON 3 FEB 08.

HUD QUALIFIED IN UH-60.



(b)(3), (b)(6) Commander's Typed Name, Rank, Branch (b)(3), (b)(6)	Signature (b)(3), (b)(6)	Date 28 May 09
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1. NAME Billings, Randy L		2. RANK 4777 capt	3. ORGANIZATION Class 08-013 B Co 1/145 AVN			Phone: (b)(6)
4. ANNUAL FITTING 10 APR 08	5. HELMET TYPE HGU-56/P	6. SIZE SMALL	7. OXYGEN MASK TYPE ANVIS	8. SIZE		
9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD						
INSPECTION DATE a	REMARKS b	NAME c		NEXT INSPECTION DUE d		
11 APR 08	180 DAY INSP. CPC & CEP ✓ OK	(b)(3), (b)(6)		8 OCT 08		
9 DEC 08	180 DAY / CPC / CONNECT - OK			7 JUN 09		
17 AUG 07	180 D INSP + CONT ✓ OK			13 FEB 10		
10 Feb 10	180 D INSP + CONT ✓ OK			29 Jun 10		
8 Jun 10	180 D Insp + Cont ✓ OK			5 Dec 10		
5 Dec 10	180 D Insp + Cont ✓ OK			3 Jun 11		
10. HELMET AND MASK REPAIR DATA				11. TECHNICAL INSPECTION		
DATE a	INITIALS b	COMPONENT REPAIR/REPLACE c	DATE a	INITIALS b	REMARKS c	
9 DEC 08	(b)(3), (b)(6)	Install v-1				
17 AUG 09		INSTALL LIFELINE				

DA FORM 2408-22, DEC 1991
EDITION OF DEC 84 IS OBSOLETE

HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSIG.

APD PE v1 00

9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD			
INSPECTION DATE a	REMARKS b	NAME c	NEXT INSPECTION DUE d
26 May 11	180 D msp / ✓ OK	(b)(3), (b)(6)	22 Nov 11
24 Oct 11	180 D msp / Cont ✓ OK		21 Apr 12
11 MAR 12	180 day / cont ✓ OK		7 Oct 12
25 Sept 12	180 day / cont ✓ OK		24 Feb 13
28 Jan 13	" "		17 Oct 13
14 Dec 13	180 day / condition OK		9 June 2014

10. HELMET AND MASK REPAIR			11. TECHNICAL INSPECTION		
DATE a	INITIALS b	COMPONENT REPAIR/REPLACE c	DATE a	INITIALS b	REMARKS c

REVERSE OF DA FORM 2408-22, DEC 1991

APD PE v1 00

Approved for Release

1. NAME BILLINGS, RANDY		2. RANK COOZ		3. LOCATION C Company, 3-1 Aviation, CAB		4. SIZE	
5. INSTALLED COMPONENT RECORD				6. RADIO AND BATTERY			
NOMENCLATURE <i>a</i>	REQ <i>b</i>	AUTH <i>c</i>	O/H <i>d</i>	T/YPE <i>a</i>	SERIAL NUMBER <i>b</i>	BATTERY DOM <i>c</i>	
Tourniquet	1	1	1	CSEL Radio			
Compass, Lensatic	1	1	1				
Mirror, Emergency Signaling	1	1	1				
7. WEAPON AMMO							
				T/YPE <i>a</i>	SERIAL NUMBER <i>b</i>	AMMO LOT NO. <i>c</i>	
Kit, Signaling (Pen Flares)	1	1	1				
Fire Starter, Magnesium	1	1	1				
Whistle, Ball	1	1	1				
Signal Marker, Distress, MS-2000	1	1	1				
Sparklite	1	1	1				
8. PYROTECHNICS							
				T/YPE <i>a</i>	LOT NUMBER, DATE <i>b</i>	DOI <i>c</i>	
Knife, Survival ASEK	1	1	1				
Flashlight, MAG	1	1	1				
Flashlight, Phantom Warrior SN:	0	1	1	L216			
Multi-tool, SOG	1	1	1				
COPS	1	1	1				
Hemcon Bandage	0	1	1				
9. FIRST AID COMPONENTS							
				T/YPE <i>a</i>	LOT NUMBER <i>b</i>	EXP DATE <i>c</i>	
				Loperamide	3041549	8/15	
				Doxycycline/hydroquin			
				Tylenol/Acetaminophen	2235	11/14	
				Ophthalmic Oint/Bacitracin			
				Betadine Solut ion	11202432	12/14	
				Hemcon Bandage	N/A		
				Combat Trauma Wrap	N/A	COND	
				Patten Gloves			
				Flex Wrap			
				Tape, Duct			
				Sunsect			
				Bandage, Adhesive			

DA FORM 2408-25, OCT 1997

DA FORM 2408-25, DEC 91, IS OBSOLETE

MESH NET SURVIVAL VEST INSPECTION RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

APD PE v1.00

10. INSPECTION DATA

TYPE OF INSPECTION a	DATE DUE b	DATE COMPLETED c	INITIALS OR PID d	TYPE OF INSPECTION a	DATE DUE b	DATE COMPLETED c	INITIALS OR PID d
180D	INITIAL	17 AUG 09	(b)(3), (b)(6)				
180D	13 FEB 10	10 FEB 10					
180D	26 JUN 10	8 JUN 10					
180D	5 DEC 10	5 DEC 10					
180D	3 JUN 11	26 MAY 11					
180D	22 NOV 11	24 OCT 11					
180D	21 APR 12	11 MAR 12					
180D	7 OCT 12	11 DEC 13					
180D	9 JUN 14						

REVERSE OF DA FORM 2408-25, OCT 1997

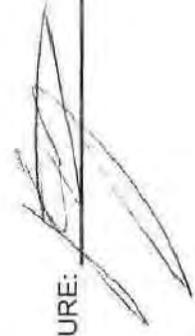
APD PE v1.00

Approved for Release

ALSO AIRCREW TRAINING

DATE: 26 MAY	INITIALS: RLB	HELMET FLYERS OPERATION & USE 1. PREFLIGHT INSP 2. MAINTENANCE	DATE: 26 MAY	INITIALS: RLB	AVIATION SAFETY DAY
DATE: 26 MAY	INITIALS: RLB	SURVIVAL VEST AIR WARRIOR 1. PREFLIGHT INSPECTION 2. LOCATION OF SIGNALING/MEDICAL PLATFORMS 3. SERVICEABLE INSPECTION TAG	DATE: 26 MAY	INITIALS: RLB	COLD WEATHER BRIEFING
DATE: 26 MAY	INITIALS: RLB	CSEL SURVIVAL RADIO 1. OPERATION AND USE 2. BATTERY CHECK 3. SERVICEABLE INSPECTION TAG/LABEL	SURVIVAL TRAINING		
DATE: 26 MAY	INITIALS: RLB	FLIGHT CLOTHING 1. PROPERLY WEAR AND USE 2. CARE AND CLEANING			
DATE: 26 MAY	INITIALS: RLB	AIRCRAFT SURVIVAL KITS (AMSS) (TM 55-1680-317-23&P) 1. COMPONENTS 2. USE OF ITEMS	DATE:	INITIALS:	
DATE: 26 MAY	INITIALS: RLB	ALSO LOCKER STORAGE 1. HELMET/VEST 2. GLOVES/BAG	DATE:	INITIALS:	

NAME: Billings Randy L. LOCKER # _____

SIGNATURE:  INITIALS: RLB

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.

4

2. Name

Silverman, Joshua B

3. Rank

CW2

4. Period

7 Aug 12 - 9 Oct 12

PART III. ATP

1. FAC 2	2. MTFE	3. Phys Exam 29 Feb 12	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-60A	8. RL 1	9. Std Fit Eval 07 Mar 12	10. Inst Eval 05 Mar 12		
11. Alternate Acft	12. RL	13. Std Fit Eval	14. Inst Eval		
15. Additional Acft	16. RL	17. Std Fit Eval			

PART IV. REMARKS

1. Records closed 09 Oct 12 due to completion of UH-60M AVIATOR QUAL/IP (TRANS).
2. Aviator has completed 30 months of total operational flying duty credit.
3. Completed UH-60M Aviator Qualification/Instructor Pilot (Trans) class 12-022 on 9 Oct 12.
4. Aviator did not complete IPC portion of UH-60M AQC/IPC (Trans) and is not UH-60M IP Qualified.
5. Qualified pilot 9 Oct 2012 in UH-60M D/N/NVG ACFT.
6. Aviator has no ATP requirements due to student status.

Commander's Typed Name, Rank, Branch

Signature

Date

(b)(3), (b)(6)

09 Oct 12

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No. 3
2. Name Silverman, Joshua B			3. Rank CW2		4. Period 1 Apr 12 - 6 Aug 12	
PART III. ATP						
1. FAC 2	2. MTFE	3. Phys Exam 29 Feb 12	4. Ejection Seat	5. Alt Chamber	6. APART Completed 30 May 11	
7. Primary Acft UH-60A	8. RL 1 -	9. Std Fit Eval 07 Mar 12		10. Inst Eval 05 Mar 12		
11. Alternate Acft	12. RL	13. Std Fit Eval		14. Inst Eval		
15. Additional Acft	16. RL	17. Std Fit Eval				
PART IV. REMARKS						
1. Records closed 06 Aug 12 due to PCS. 2. Aviator has completed 28 months of total operational flying duty credit. 3. (b)(3), (b)(6) placed closeout on manual override on 25 Jul 2012 due to Correcting losses of hours, implementing changes and correcting remarks to reflect from the 759s provided, Memo from BN commander will be attached in the 3513 to fix hours. 4. Aviator has no ATP requirements due to PCS. 5. UH-60A+ Qualified on 14 May 2012. 6. NVG Qualified 16 April 2012. 7. Logging of combat or imminent danger time is authorized under provisions of DOD Financial Management Regulation VOL 7A, Chapter 10, effective May2009. 8. Individual reassigned under provisions Department of the Army US Army Insallation management command headquarters, United States Army Garrison, Ft. Bragg, Fort Bragg, North Carolina 28310 orders numbers 143-30 dated 22 May 2012. Reassigned to 1st AV DIV HHC CMBT AVN (WDJVAA), Fort Riley, KS 66442. 9. This 759 was manually entered into CAFRS and submitted by (b)(3), (b)(6)						
Commander's Typed Name, Rank, Branch (b)(3), (b)(6)			Signature (b)(3), (b)(6)		Date	

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					1. Sheet No. 2
2. Name Silverman, Joshua B			3. Rank CW2		4. Period 22 Apr 11 - 31 Mar 12
PART III. ATP					
1. FAC 2	2. MTFE	3. Phys Exam 18 Feb 11	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-60A		8. RL 1	9. Std Flt Eval 07 Mar 12		10. Inst Eval 05 Mar 12
11. Alternate Acft		12. RL	13. Std Flt Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Flt Eval		
PART IV. REMARKS					
1. Records closed 31 Mar 12 due to end of birth month. 2. Aviator has completed 24 months of total operational flying duty credit. 3. Aviator has completed all ATP requirements. 4. ACT-E annual sustainment training completed 31 Jan 12. 5. Logging of combat or imminent danger time is authorized under provisions of DOD Financial Management Regulation VOL 7A, Chapter 10, effective May 2009. 6. Aviator has no NVG requirements due to not being RL 1 NVG. 7. This 759 was manually entered into CAFRS and submitted by (b)(3), (b)(6)					
Commander's Typed Name, Rank, Branch (b)(3), (b)(6)			Signature Manual entry into CAFRS certified using CAC		Date

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No i
2. Name Silverman, Joshua B			3. Rank WO1		4. Period 14 Apr 10 - 21 Apr 11	
PART III. ATP						
1. FAC	2. MTFE	3. Phys Exam 18 Feb 11	4. Ejection Seat	5. Alt Chamber	6. APART Completed	
7. Primary Acft UH-60A	8. RL NA		9. Std Flt Eval		10. Inst Eval	
11. Alternate Acft	12 RL		13. Std Flt Eval		14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval			
PART IV. REMARKS						
1. Records closed 21 Apr 11 due to completion of course of instructions. 2. Aviator has completed 13 months of total operational flying duty credit 3. Awarded RW Instrument Rating on 12 Apr 11. 4. Completed IERW Class 11-919 on 12 Apr 11. 5. Completed the Aircrew Coordination Training-Enhanced Course on 12 Apr 11. 6. No ATP requirements due to Aviator was in student status 7. Qualified Pilot on 12 Apr 11 in TH-67A ACFT. 8. Qualified Pilot on 12 Apr 11 in UH-60A D/N/NG ACFT. 9. HUD qualified in the UH-60. 10. Dunker qualified at Fort Rucker, AL Class 10-50 on 14 Jan 10. 11. SERE C qualified at Fort Rucker, AL Class 10-09 on 04 Apr 10. 12. Aviator is temporarily suspended from flying duty from 22 Sep 10 to 08 Oct 10 because of DNIF. 13. Aviator is temporarily suspended from flying duty from 14 Dec 10 to 06 Jan 11 because of DNIF.						
Commander's Typed Name, Rank, Branch			Signature		Date	
(b)(3), (b)(6)					18 Apr 11	

1. NAME SILVERMAN, JOSHUA		2. RANK CW2		3. LOCATION B ____ Company, 3-1 Aviation, CAB			4. SIZE M
5. INSTALLED COMPONENT RECORD				6. RADIO AND BATTERY			
NOMENCLATURE <i>a</i>	REQ <i>b</i>	AUTH <i>c</i>	O/H <i>d</i>	TYPE <i>a</i>	SERIAL NUMBER <i>b</i>	BATTERY DOM <i>c</i>	
Tourniquet	1	1	1	CSEL Radio			
Compass, Lensatic	1	1	0				
Mirror, Emergency Signaling	1	1	1				
Kit, Signaling (Pen Flares)	1	0	0				
Fire Starter, Magnesium	1	1	1				
Whistle, Ball	1	1	1				
Signal Marker, Distress, MS-2000	1	1	1				
Sparklite	1	1	1				
Knife, Survival ASEK	1	1	1				
Flashlight, MAG	1	1	1				
Flashlight, Phantom Warrior SN:	0	0	0	L216			
Multi-tool, SOG	1	0	0				
COPS	1	0	0				
Hemcon Bandage	0	0	0				
				7. WEAPON AMMO			
				TYPE <i>a</i>	SERIAL NUMBER <i>b</i>	AMMO LOT NO. <i>c</i>	
				8. PYROTECHNICS			
				TYPE <i>a</i>	LOT NUMBER, DATE <i>b</i>	DOI <i>c</i>	
				9. FIRST AID COMPONENTS			
				TYPE <i>a</i>	LOT NUMBER <i>b</i>	EXP DATE <i>c</i>	
				Loperamide	304 1529	8/15	
				Doxycycline/Levaquin			
				Tylenol/Acetaminophen	3238	Nov 14	
				Ophthalmic Oint/Bacitracin			
				Betadine Solution	11202932	12/14	
				Hemcon Bandage			
				Combat Trauma Wrap	NA	COND	
				Patient Gloves			
				Flex Wrap			
				Tape, Duct			
				Sunsect			
				Bandage, Adhesive			

DA FORM 2408-25, OCT 1997
DA FORM 2408-25, DEC 91, IS OBSOLETE

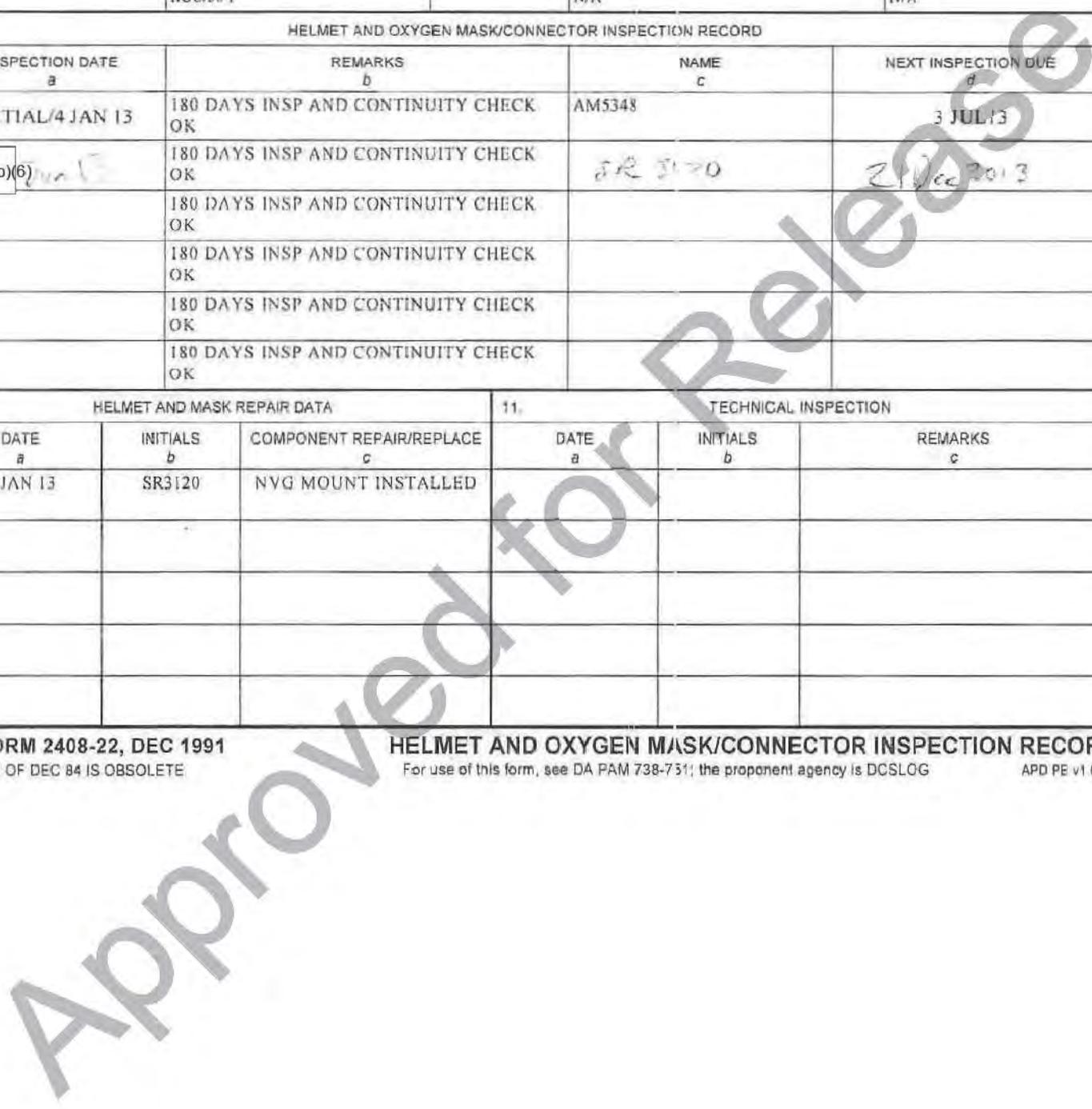
MESH NET SURVIVAL VEST INSPECTION RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

APD PE v1.00

1. NAME Silverman, Joshua		2. RANK CW2		3. ORGANIZATION B Company, 3-1 Aviation, CAB	
4. ANNUAL FITTING	5. HELMET TYPE HGU/56-1'	6. SIZE M	7. OXYGEN MASK TYPE N/A	8. SIZE N/A	
9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD					
INSPECTION DATE <i>a</i>	REMARKS <i>b</i>	NAME <i>c</i>	NEXT INSPECTION DUE <i>d</i>		
INITIAL/4 JAN 13	180 DAYS INSP AND CONTINUITY CHECK OK	AM5348	3 JUL 13		
(b)(3), (b)(6)	180 DAYS INSP AND CONTINUITY CHECK OK	AR 3170	2 Dec 2013		
	180 DAYS INSP AND CONTINUITY CHECK OK				
	180 DAYS INSP AND CONTINUITY CHECK OK				
	180 DAYS INSP AND CONTINUITY CHECK OK				
	180 DAYS INSP AND CONTINUITY CHECK OK				
10. HELMET AND MASK REPAIR DATA			11. TECHNICAL INSPECTION		
DATE <i>a</i>	INITIALS <i>b</i>	COMPONENT REPAIR/REPLACE <i>c</i>	DATE <i>a</i>	INITIALS <i>b</i>	REMARKS <i>c</i>
4 JAN 13	SR3120	NVG MOUNT INSTALLED			

DA FORM 2408-22, DEC 1991
EDITION OF DEC 84 IS OBSOLETE

HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD
For use of this form, see DA PAM 738-731; the proponent agency is DCSLOG APD PE v1 00



ALSO AIRCREW TRAINING

DATE:	INITIALS:	HELMET FLYERS OPERATION & USE 1. PREFLIGHT INSP 2. MAINTENANCE	DATE:	INITIALS:	AVIATION SAFETY DAY
DATE:	INITIALS:	SURVIVAL VEST AIR WARRIOR 1. PREFLIGHT INSPECTION 2. LOCATION OF SIGNALING/MEDICAL PLATFORMS 3. SERVICEABLE INSPECTION TAG	DATE:	INITIALS:	COLD WEATHER BRIEFING
DATE:	INITIALS:	CSEL SURVIVAL RADIO 1. OPERATION AND USE 2. BATTERY CHECK 3. SERVICEABLE INSPECTION TAG/LABEL	SURVIVAL TRAINING		
DATE:	INITIALS:	FLIGHT CLOTHING 1. PROPERLY WEAR AND USE 2. CARE AND CLEANING			
DATE:	INITIALS:	AIRCRAFT SURVIVAL KITS (AMSS) (TM 55-1680-317-23&P) 1. COMPONENTS 2. USE OF ITEMS	DATE:	INITIALS:	
DATE:	INITIALS:	ALSO LOCKER STORAGE 1. HELMET/VEST 2. GLOVES/BAG	DATE:	INITIALS:	

NAME: _____ LOCKER #: _____

SIGNATURE: _____ INITIALS: _____

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.						1. Sheet No. 3	
2. Name Bohler, Peter C.				3. Rank SPC		4. Period 1 Apr 12 - 31 Mar 13	
PART III. ATP							
1. FAC NA		2. MTFE		3. Phys Exam 08 Feb 12		4. Ejection Seat	
						5. Alt Chamber	
						6. APART Completed 01 Mar 12	
7. Primary Acft UH-60L			8. RL 3			9. Std Fit Eval 17 Jan 12	
10. Inst Eval							
11. Alternate Acft			12. RL			13. Std Fit Eval	
						14. Inst Eval	
15. Additional Acft			16. RL			17. Std Fit Eval	
PART IV. REMARKS							
1. Records closed 31 Mar 13 due to end of birth month. 2. Individual has completed 25 months flying duty. 3. Individual must wear corrective lenses when performing as a crewmember. 4. ACT-E annual sustainment training completed 11 Apr 13.							
Commander's Typed Name, Rank, Branch (b)(3), (b)(6)				Signature Digitally signed using CAC			Date 01 May 13

Approved for Release

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.
2

2. Name Bohler, Peter C. 3. Rank SPC 4. Period 1 Jul 11 - 31 Mar 12

PART III. ATP

1. FAC NA	2. MTFE	3. Phys Exam 08 Feb 12	4. Ejection Seat	5. Alt Chamber	6. APART Completed 01 Mar 12
7. Primary Acft UH-60L	8. RL 3	9. Std Flt Eval 17 Jan 12	10. Inst Eval		
11. Alternate Acft	12. RL	13. Std Flt Eval	14. Inst Eval		
15. Additional Acft	16. RL	17. Std Flt Eval			

PART IV. REMARKS

- Records closed 31 Mar 12 due to end of birth month.
- Individual has completed 13 months flying duty.
- Individual must wear corrective lenses when performing as a crewmember.
- Individual has completed all ATP requirements.
- Individual completed CBAT EVAL on 15 FEB 12.

Approved for Release

Commander's Typed Name, Rank, Branch (b)(3), (b)(6)	Signature Digitally signed using CAC	Date 03 May 12
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INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY For use of this form, see AR 95-1 and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					1. Sheet No. <p align="center">1</p>
2. Name <p align="center">Bohler, Peter C</p>		3. Rank <p align="center">PFC</p>	4. SSN <p align="center">(b)(3), (b)(6)</p>	5. Period <p align="center">24 Apr 09 - 14 Sep 09</p>	
PART III. ATP					
1. FAG <p align="center">1</p>	2. MTFE	3. Phys Exam <p align="center">08 Apr 2009</p>	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft <p align="center">UH-60A</p>		8. RL <p align="center">1</p>	9. Std Fit Eval		10. Inst Eval
11. Alternate Acft		12. RL	13. Std Fit Eval		14. Inst Eval
15. Additional Acft		16. RL	17. Std Fit Eval		
PART IV. REMARKS					
1. Records closed 14 Sep 2009 due to termination of flight status 2. Individual has completed 4 months flying duty. 3. Individual must wear corrective lenses when performing duties as a crewmember. 4. Individual has no ATP requirements due to termination of flight status 5. Commander unable to digitally sign due to limited CAFRS connectivity.					
Commander's Typed Name, Rank, Branch <p align="center">(b)(3), (b)(6)</p>		Signature			Date
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
1. AUTHORITY:	Section 301, 5 U.S.C.; Section 3013, 10 U.S.C.; E.O. 9397				
2. PURPOSE:	To record the flying experience and qualification data of each aviator, crew member, noncrew-member, and flight surgeon in aviation service.				
3. ROUTINE USE:	DA Forms 759, 759-1, and 759-3 (Individual Flight Record and Flight Certificate-Army); DA Form 4186 (Medical Recommendations for Flying Duty); and DA Form 4187 (Personnel Action) requesting routine actions may be disclosed to the Federal Aviation Administration, the National Transportation Safety Board, or official aircraft accident investigation teams upon request.				
4. DISCLOSURE:	Disclosure of the SSN for the aviator, crew member, noncrew-member, or flight surgeon is voluntary; However failure to provide the information requested may result in an unnecessary delay when processing personal actions.				

DA FORM 759 (BACK)

SED V1.00

UNCLASSIFIED

1. NAME Bohler, P		2. RANK SFC		3. ORGANIZATION B Company, 3-1 AHB, CAB						
4. ANNUAL FITTING 11 OCT		5. HELMET TYPE HGU/56-P		6. SIZE M		7. OXYGEN MASK TYPE N/A		8. SIZE N/A		
9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD										
INSPECTION DATE <i>a</i>		REMARKS <i>b</i>			NAME <i>c</i>		NEXT INSPECTION DUE <i>d</i>			
11 OCT 11		180D INSP AND CONTINUITY CHECK OK			(b)(3), (b)(6)		17 Dec 11			
17 Jan 12		180D INSP AND CONTINUITY CHECK OK					15 Jan 12			
3 Jul 12		180D INSP AND CONTINUITY CHECK OK					25 Nov 12			
29 Nov 12		180D INSP AND CONTINUITY CHECK OK					27 May 12			
25 Jun 13		180D INSP AND CONTINUITY CHECK OK					22 Oct 13			
		180D INSP AND CONTINUITY CHECK OK								
10. HELMET AND MASK REPAIR DATA					11. TECHNICAL INSPECTION					
DATE <i>a</i>		INITIALS <i>b</i>	COMPONENT REPAIR/REPLACE <i>c</i>			DATE <i>a</i>		INITIALS <i>b</i>	REMARKS <i>c</i>	
11 OCT 11		(b)(6), (b)(3)	NVG MOUNT INSTALLED ZETA II LINER INSTALLED							
16 Apr			Face Mask Installed							

DA FORM 2408-22, DEC 1991
EDITION OF DEC 84 IS OBSOLETE

HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

APD PE v1.00

Approved for Release

9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD

INSPECTION DATE <i>a</i>	REMARKS <i>b</i>	NAME <i>c</i>	NEXT INSPECTION DUE <i>d</i>

10. HELMET AND MASK REPAIR			11. TECHNICAL INSPECTION		
DATE <i>a</i>	INITIALS <i>b</i>	COMPONENT REPAIR/REPLACE <i>c</i>	DATE <i>a</i>	INITIALS <i>b</i>	REMARKS <i>c</i>

REVERSE OF DA FORM 2408-22, DEC 1991

APD PE v1.00

Approved for Release

ALSE AIRCREW TRAINING

DATE:	INITIALS:	HELMET FLYERS OPERATION & USE 1. PREFLIGHT INSP 2. MAINTENANCE	DATE:	INITIALS:	AVIATION SAFETY DAY
7/13/2011	Pcb				
DATE:	INITIALS:	SURVIVAL VEST AIR WARRIOR 1. PREFLIGHT INSPECTION 2. LOCATION OF SIGNALING/MEDICAL PLATFORMS 3. SERVICEABLE INSPECTION TAG	DATE:	INITIALS:	COLD WEATHER BRIEFING
7/13/2011	Pcb				
DATE:	INITIALS:	CSEL SURVIVAL RADIO 1. OPERATION AND USE 2. BATTERY CHECK 3. SERVICEABLE INSPECTION TAG/LABEL	SURVIVAL TRAINING		
7/13/2011	Pcb				
DATE:	INITIALS:	FLIGHT CLOTHING 1. PROPERLY WEAR AND USE 2. CARE AND CLEANING	DATE:	INITIALS:	
7/13/2011	Pcb				
DATE:	INITIALS:	SURVIVAL KITS, AMSS/FOX (TM 55-1680-317-23&P) 1. COMPONENTS 2. USE OF ITEMS	DATE:	INITIALS:	
7/13/2011	Pcb				
DATE:	INITIALS:	ALSE LOCKER STORAGE 1. HELMET/VEST 2. GLOVES/BAG	DATE:	INITIALS:	
7/13/2011	Pcb				

NAME: Bohler, Peter LOCKER #: _____
 SIGNATURE: [Signature] INITIALS: Pcb

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.

1

2. Name

Gordon, Terry K.

3. Rank

SPC

4. Period

7 Jul 13 - 30 Sep 13

PART III. ATP

1. FAC NA	2. MTFE	3. Phys Exam 04 Jun 13	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft	8. RL	9. Std Fit Eval	10. Inst Eval		
11. Alternate Acft	12. RL	13. Std Fit Eval	14. Inst Eval		
15. Additional Acft	16. RL	17. Std Fit Eval			

PART IV. REMARKS

1. Records closed 30 Sep 13 due to end of birth month.
2. Individual has completed 3 months flying duty.
3. Individual has no ATP requirements due to still in progression.

Approved for Release

Commander's Typed Name, Rank, Branch

(b)(3), (b)(6)

Signature

Digitally signed using CAC

Date

11 Nov 13

MDS: UH-60M

SERIAL NO: 0920186

INSP NO	WUC	LAST DONE DATE	ACFT HRS	NEXT DUE DATE	ACFT HRS	FREQ	DESCRIPTION
A001	00	16-Dec-2013		23-Dec-2013		7 Days	PREVENTIVE MAINTENANCE DAILY INSPECTION (PMD)
A002	00	21-Nov-2013		21-Dec-2013		30 Days	LOGBOOK RECON
A003	04A	16-Dec-2013		30-Dec-2013		14 Days	ENGINE RUN-UP FOR FLYABLE STORAGE
A009	05A011		1363.3		1373.3	10 Hours	SPINDLE LUG INSPECTION
A047	06G01		1149.5		1509.5	360 Hours	TAIL ROTOR GEARBOX OIL SAMPLE
A047	06G01	14-Mar-2013		14-Mar-2014		12 Months	TAIL ROTOR GEARBOX OIL SAMPLE
A050	06F		1149.5		1509.5	360 Hours	INTERMEDIATE GEARBOX OIL SAMPLE
A050	06F	14-Mar-2013		14-Mar-2014		12 Months	INTERMEDIATE GEARBOX OIL SAMPLE
A060	00	11-Dec-2013		10-Jan-2014		30 Days	40 HOUR/30 DAY LUBE REQUIREMENT
A060	00		1347.1		1387.1	40 Hours	40 HOUR/30 DAY LUBE REQUIREMENT
A100	04A	15-Dec-2013		14-Jan-2014		30 Days	#1 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH
A101	04A	15-Dec-2013		14-Jan-2014		30 Days	#2 ENGINE HISTORY RECORDER READING DUE AFTER LAST FLIGHT OF MISSION DAY ON THE 15TH OF THE MONTH
A103	00	17-Nov-2013		17-Dec-2013		30 Days	AIRCRAFT WASH DUE
A107	16D01A	17-Dec-2013		16-Jan-2014		30 Days	TAIL ROTOR PITCH BEAM INSPECTION
A111	00		1347.1		1387.1	40 Hours	40 HR PREVENTIVE MAINTENANCE SERVICES (PMS)
A112	15B		1347.1		1387.1	40 Hours	40 HOUR APU INLET BARRIER FILTER INSPECTION
A115	00		1347.1		1387.1	40 Hours	INSP FRAME 327 AND LBL 10 WEB FITTING
A140	06A		.0		1500.0	1500 Hours	REPLACE #2 CROSSFEED VALVE (VALVE SELF-SEALING 70307-03006-103)
A142	11D25		829.5		5829.5	5000 Hours	REPLACE STAB ACTUATOR ATTACH BOLT (P/N 70400-06802-101)
A143	11D14A		.0		3500.0	3500 Hours	REPLACE R/H TIEROD ATTACH BOLT (P/N SS5025-04H010)
A144	10D	04-Jan-2012		04-Jan-2016		48 Months	FUEL CELL CORROSION COMPARTMENT INSP
A160	00	17-Nov-2013		15-Feb-2014		90 Days	90 DAY CORROSION INSPECTION
A165	00		1269.5		1389.5	120 Hours	120 HR INSPECTION REQUIREMENTS DUE

MDS: UH-60M

SERIAL NO: 0920186

INSP NO	WUC	LAST DONE DATE	ACFT HRS	NEXT DUE DATE	ACFT HRS	FREQ	DESCRIPTION
A177	00	17-Nov-2013		15-Feb-2014		90 Days	90 DAY REVIEW/UPDATE OF 365-4 ENTRIES
A192	04A		1274.5		1399.5	125 Hours	ENGINE COMPRESSOR CLEANING
A203	15B		1149.5		1509.5	360 Hours	APU OIL SAMPLE
A208	11C25	04-Jan-2012		04-Jan-2022		120 Months	T/R SPRING CYLINDER REPLACEMENT
A209	03B		1269.5		1389.5	120 Hours	CLEAN TAIL WHEEL TOW ADAPTER
A222	00	10-Jun-2013		05-Jun-2014		360 Days	AMSS SURVIVAL KIT INSPECTION
A270	03B	09-Oct-2013		07-Apr-2014		180 Days	TAIL WHEEL BEARINGS LUBRICATION
A270	03B		1264.5		1624.5	360 Hours	TAIL WHEEL BEARINGS LUBRICATION
A300	00		1149.5		1509.5	360 Hours	PERFORM LUBE REQUIREMENTS STABILATOR ACTUATOR
A320	04A		1149.5		1509.5	360 Hours	ENGINE INSPECTION & CLEANING
A341	06		789.5		1509.5	720 Hours	REPLACE OIL COOLER VISCOUS DAMPER BEARING STA 410.0 (VENTED)
A350	03B		789.5		1509.5	720 Hours	CLEAN TAIL WHEEL LOCKPIN
A385	05B03A		1292.9		1652.9	360 Hours	LUBRICATION OF SWASHPLATE
A385	05B03A	08-Nov-2012		08-Nov-2014		12 Months	LUBRICATION OF SWASHPLATE
A408	00		789.5		1509.5	720 Hours	720 HOUR LUBE REQUIRMENTS (PMI-2, AREA 5 AND 6)
A410	00		1149.5		1869.5	720 Hours	720 HOUR LUBE REQUIRMENTS (PMI-1, AREA 1 THRU 4)
A411	06A		1149.5		1869.5	720 Hours	MAIN GEAR BOX OIL SAMPLE
A425	00		1149.5		1869.5	720 Hours	PERFORM 360 HOUR PMI-1
A428	00		789.5		1509.5	720 Hours	PERFORM 720 HOUR PMI-2
A489	15		3.0		6003.0	6000 Starts	REPL. OF APU BY STARTS (PN 116305-201, 302)
A471	06H18B		.0		2160.0	2160 Hours	REPLACE T/R SHAFT SUPPORT BEARINGS (FWD)
A472	06H18B		.0		2160.0	2160 Hours	REPLACE T/R SHAFT SUPPORT BEARINGS (CENTER)
A473	06H18B		.0		2160.0	2160 Hours	REPLACE T/R SHAFT SUPPORT BEARINGS (AFT)
A476	11D14		.0		5000.0	5000 Hours	REPLACEMENT OF PIVOT BOLTS(70400-08159-XXX) 458

MDS: UH-60M

SERIAL NO: 0920186

INSP NO	WUC	LAST DONE DATE	ACFT HRS	NEXT DUE DATE	ACFT HRS	FREQ	DESCRIPTION
A477	11D25A		.0		5000.0	5000 Hours	REPLACEMENT OF CLOSE TOLERANCE BOLTS (70400-26802-XXX)
A496	17B	13-Aug-2013		09-Feb-2014		180 Days	CF3BR FIRE EXTINGUISHER WEIGHT TEST & INSPECTION
A501	05A02	15-Oct-2013		13-Apr-2014		180 Days	STABILATOR ASSEMBLY
A502	00	15-Oct-2013		13-Apr-2014		180 Days	INSPECT AND TEST GROUND RECEPTACLE IAW TM 1-1500-204-23
A510	19E03B	18-Oct-2013		18-Apr-2014		6 Months	UNDERWATER BEACON INSPECTION
A530	00	12-Nov-2013		12-Nov-2014		12 Months	AIRCRAFT EQUIPMENT INVENTORY (DA FORM 2408-17)
A532	08A09	22-Nov-2013		22-Nov-2014		12 Months	COMPASS SWING / RMI
A533	08C	18-Apr-2013		18-Apr-2014		12 Months	PITOT STATIC SYSTEM INSPECTION
A534	17A	14-Sep-2013		14-Sep-2014		12 Months	FIRST AID KIT INSPECTION
A538	08B01	08-Nov-2013		08-Nov-2014		12 Months	FAT/OAT GAUGE INSPECTION/TEST
A553	00	17-Nov-2013		01-Nov-2014		12 Months	AIRCRAFT WEIGHING INVENTORY (365-1)
A581	09B01A	23-Aug-2013		23-Aug-2015		24 Months	RETURN #1 SLAB TO AVIM FOR CAPACITY CHECK
A582	09B01A	23-Aug-2013		23-Aug-2015		24 Months	RETURN #2 SLAB TO AVIM FOR CAPACITY CHECK
A621	00	17-Nov-2013		17-Nov-2015		24 Months	AIRCRAFT WEIGHING CLASS 2
A623	09B01A	04-Jan-2012		04-Jan-2015		36 Months	REPLACEMENT OF #2 SLAB BATTERY (SLAB)
A626	09B01A	04-Jan-2012		04-Jan-2015		36 Months	REPLACEMENT OF #1 SLAB BATTERY (SLAB)
A631	12C	01-Aug-2005		01-Aug-2017		96 Months	RESERVE FIRE BOTTLE #1, CARTRIDGE DODIC MT20
A632	12C	01-Aug-2005		01-Aug-2017		96 Months	MAIN FIRE BOTTLE #1, CARTRIDGE, DODIC MT20
A637	12C	01-Aug-2005		01-Aug-2017		96 Months	MAIN FIRE BOTTLE #2, CARTRIDGE, DODIC MT20
A641	12C	01-Aug-2005		01-Aug-2017		96 Months	RESERVE FIRE BOTTLE #2, CARTRIDGE DODIC MT20
A642	16A01A	30-Sep-2005		30-Sep-2015		72 Months	CARGO HOOK CARTRIDGE REPLACEMENT, DODIC MJ21
A648	11C08A	01-Jan-2009		01-Jan-2024		180 Months	REPLACE T/R SPRING CAPSULE ASSY
A660	10D	08-Oct-2013		08-Oct-2017		48 Months	REPLACE FUEL CELL O-RING SEAL

MDS: UH-60M

SERIAL NO: 0920186

INSP NO	WUC	LAST DONE		NEXT DUE		FREQ	DESCRIPTION
		DATE	ACFT HRS	DATE	ACFT HRS		
A665	11	12-Nov-2011		12-Nov-2015		48 Months	FLIGHT CONTROL RODS
A669	02	12-Nov-2011		12-Nov-2015		48 Months	CABIN TUB INSPECTION
A755	05A03A14		817.0		9817.0	9000 Hours	PC LINK TO SWASHPLATE BOLTS REPLACEMENT
A800	08F01	30-May-2013		30-May-2014		12 Months	REPLACEMENT OF IVHMU BATTERY DUE
A806	02		1347.1		1387.1	40 Hours	Perform PMS (40 hr) visual inspection of UES assembly IAW AWR 1726 R12, dated 16 DEC 13
A807	02		789.5		1509.5	720 Hours	Perform PMI-2 inspections of UES assembly IAW AWR 1726 R12, dated 16 DEC 13
A836	02		789.5		1509.5	720 Hours	Perform corrosion inspection during 720 hour PMI 2 as required by AWR 1465 R10, dated 27 NOV 13.
A842	00		1347.1		1387.1	40 Hours	VISUALLY INSPECT THE SUPPORT BEAM AT STA. 308 FOR CRACKS INSPECT RBL AND LBL 34.5 JOINT LOWER CAPS AT AFT SIDE OF JOINTS FOR CRACKS.
A843	00		1347.1		1387.1	40 Hours	INSPECT FRAME AT STA 485 (AROUND FUSELAGE FITTINGS AND UPPER LH STRINGERS) FOR CRACKS
A844	00		1347.1		1387.1	40 Hours	PERFORM A COIN TAP INSPECTION OF SKIN TO SPAR BOND ON OUTBOARD STABILATOR PANELS.
A846	00		1347.1		1387.1	40 Hours	PERFORM MAIN ROTOR BLADE ROOT LAMINATES INSPECTIONS.
A847	00		1269.5		1389.5	120 Hours	INSPECT LEFT AND RIGHT MAIN TRANSMISSION SUPPORT BEAMS AT BL 16.5 AND MAIN TRANSMISSION MOUNTING PAD AT STA 343.0 FOR CRACKS.
A848	00		1269.5		1389.5	120 Hours	INSPECT SUPPORT FRAME AT STA 360, BL 0, FOR CRACKS
A849	00		1269.5		1389.5	120 Hours	PERFORM MAIN ROTOR BLADE SKIN INSPECTIONS
A850	00		1269.5		1389.5	120 Hours	PERFORM MAIN ROTOR BLADE TIP SKIN INSPECTIONS
A851	00		1269.5		1389.5	120 Hours	PERFORM MAIN ROTOR BLADE TIP CAP INSPECTION
A852	00		1269.5		1389.5	120 Hours	PERFORM MAIN ROTOR BLADE CUFF INSPECTIONS
A853	00		1269.5		1389.5	120 Hours	PERFORM MAIN ROTOR BLADE FAIRINGS INSPECTIONS
A854	00		1149.5		1869.5	720 Hours	BLUE FORCE TRACKER INSTALLATIONS (PMI 1)
A855	00		1305.1		1425.1	120 Hours	THE IVHMS DATA SHALL BE DOWNLOADED AND REVIEWED
A858	04		.0		2000.0	2000 Hours	#2 T700-GE-701D ENG. COMPONENTS SPECIAL INSP.

MDS: UH-60M

SERIAL NO: 0920186

INSP NO	WUC	LAST DONE		NEXT DUE		FREQ	DESCRIPTION
		DATE	ACFT HRS	DATE	ACFT HRS		
A859	04		.0		2000.0	2000 Hours	#1 T700-GE-701D ENG. COMPONENTS SPECIAL INSP.
A863	02		1269.5		1389.5	120 Hours	120 HR VIBES DUE IAW TM 1520 -280-23-12(UPDATE -1 WITH VIBE READINGS)
A871	00		1172.3		2612.3	1440 Hours	70400-08159-104 PIVOT BOLT ONE TIME REPLACEMENT DUE TO HONTEK TIME CHANGE
A872	00		1172.3		2612.3	1440 Hours	70400-08159-103 PIVOT BOLT ONE TIME REPLACEMENT DUE TO HONTEK TIME CHANGE
A873	00		1172.3		2612.3	1440 Hours	70400-08159-105 PIVOT BOLT ONE TIME REPLACEMENT DUE TO HONTEK TIME CHANGE
A874	00		1172.3		2612.3	1440 Hours	70400-08159-106 PIVOT BOLT ONE TIME REPLACEMENT DUE TO HONTEK TIME CHANGE
A899	08	30-May-2013		30-May-2014		12 Months	REPLACE CLOCK BATTERIES
E005	19	09-Sep-2013		09-Mar-2014		6 Months	ARC-201 BATTERY REPLACEMENT
E006	19	30-Nov-2013		30-May-2014		6 Months	EGI BATTERY REPLACEMENT
<p style="font-size: 2em; opacity: 0.3; transform: rotate(-45deg);">Approved for</p>							

OPEN FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A: ⊗

Current Status E:

Current Status O:

Current Status W:

DISCOVERY						CORRECTION				
SYSTEM CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
A	05/31/2013 1:17 am	4	⊗	JC042759	1,169.5					
FAULT WRITE-UP: SEARCHLIGHT USE RESTRICTED TO NO MORE THAN 90 DEGREES ROTATION DUE TO THE IR MODIFICATION IAW AWR 1816 R2 DTD 04JUN12						ACTION TAKEN:				
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TIPID	MMH	PID	MMH	TYPE
S	O	1	19	O						
DELAY										

----- 13-2s to Follow -----

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	6	X	19	SWAPPED
FAULT WRITE-UP: TERMINAL WIRES 10 AND 12 SWAP REQ FROM SWITCH 302 IAW AWR 1816				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.20 TYPE O
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	7	X	19	REMOVED
FAULT WRITE-UP: REMOVAL OF INTERNAL IR LENS COVER REQ IAW AWR 1816 DATA 04JUN12				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.20 TYPE O
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	8	X	19	COMPLETED
FAULT WRITE-UP: TOOLBOX INV REQ				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.10 TYPE O
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	9	X	19	COMPLETED
FAULT WRITE-UP: FOD CHECK REQ				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.10 TYPE O
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	5	X	19	REINSTALLED
FAULT WRITE-UP: REMOVED HARDWARE SECURING TERMINALS 10 AND 12 FROM SWITCH 302				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.20 TYPE O
DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:
31-May-2013	4	X	19	RECONNECTED
FAULT WRITE-UP: DISCONNECTED HARDWARE SECURING 2EA GROUNDING WIRES				TIPID BS486864 MMH 0.1 PID JC042759 MMH 0.20 TYPE O

OPEN FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M
NEXT PHASE: 1510

SERIAL NUMBER: 0920186 HOURS: 1363.3
LAST MISSION: 15-Dec-2013

Current Status A: Current Status E: Current Status O: Current Status W:

<table border="1"> <tr> <th>DATE</th> <th>SEQ NO</th> <th>STATUS</th> <th>WUC</th> </tr> <tr> <td>31-May-2013</td> <td>3</td> <td>X</td> <td>19</td> </tr> </table> <p>FAULT WRITE-UP: REMOVED SEARCHLIGHT LENS COVER</p>	DATE	SEQ NO	STATUS	WUC	31-May-2013	3	X	19	<p>ACTION TAKEN: REPLACED WITH IR LENS COVER IAW AWR 1816 04JUN12</p> <table border="1"> <tr> <th>TIPID</th> <th>MMH</th> <th>PID</th> <th>MMH</th> <th>TYPE</th> </tr> <tr> <td>BS486864</td> <td>0.1</td> <td>JC042759</td> <td>0.20</td> <td>O</td> </tr> </table>	TIPID	MMH	PID	MMH	TYPE	BS486864	0.1	JC042759	0.20	O																		
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A	A	12/15/2013 2:39 am	6	<input checked="" type="radio"/>	TC824586	1,356.2																															
WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS																																
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DATE / TIME	HOURS	ROUNDS	ACTCD	WUC																																	
TIPID	MMH	PID	MMH	TYPE																																	

OPEN FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M
NEXT PHASE: 1510

SERIAL NUMBER: 0920186

HOURS: 1363.3

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DATE	SEQ NO	STATUS	WUC	ACTION TAKEN:	TIPID	MMH	PID	MMH	TYPE
15-Dec-2013	1	X	76	REINSTALLED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: REMOVED 4 EA HARDWARE SECURING FWD RIGHT SPIRAL ANTENNA									
15-Dec-2013	7	X	76	REINSTALLED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: REMOVED 4 EA HARDWARE SECURING APR-39 RADAR PROCESSOR									
15-Dec-2013	8	X	76	RECONNECTED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: DISCONNECTED 5 EA ELECTRICAL CONNECTORS FROM APR-39 RADAR PROCESSOR									
15-Dec-2013	9	X	76	REINSTALLED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: REMOVED APR-39 RADAR PROCESSOR FROM ACFT									
15-Dec-2013	10	X	76	COMPLETED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: FOD CHECK REQUIRED									
15-Dec-2013	11	X	76	COMPLETED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: TOOLBOX INVENTORY REQUIRED									
15-Dec-2013	2	X	76	RECONNECTED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: DISCONNECTED 1 EA ELECTRICAL CONNECTOR FROM FWD RIGHT SPIRAL ANTENNA									
15-Dec-2013	3	X	76	REINSTALLED	AE988067	0.2	DM791170 TN113100	0.20 0.20	F F
FAULT WRITE-UP: REMOVED FWD RIGHT SPIRAL ANTENNA FROM ACFT									
USCENTCOM FOIA 14-0177 & 14-0179				UNCLASSIFIED// FOR OFFICIAL USE ONLY					

OPEN FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M
NEXT PHASE: 1510

SERIAL NUMBER: 0920186
LAST MISSION: 15-Dec-2013

HOURS: 1363.3

Current Status A: **Current Status E:** **Current Status O:** **Current Status W:**

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	12/16/2013 2:07 am	1	-	COMGEN	1,359.5					
FAULT WRITE-UP: INSP A002 - LOGBOOK RECON. Due at: 21-Dec-2013. Upgrade to Red X Status on 25-Dec-2013							ACTION TAKEN:				
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TI PID	MMH	PID	MMH	TYPE
	O	O	1	00	O						
DELAY											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	09/18/2012 1:14 am	1	/	BM824024	978.3					
FAULT WRITE-UP: THE IVHMS 4G AIRFRAME ACCELEROMETER ELECTRICAL CONNECTOR IS DISCONNECTED AS REQUIRED IN AWR 1726 DATED 17 APR 12							ACTION TAKEN:				
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TI PID	MMH	PID	MMH	TYPE
	O	G	1	00	O						
DELAY FAULT REQUIRED BY AWR 1726. NO FURTHER ACTIO											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	05/30/2013 6:16 pm	3	/	BR168012	1,169.5					
FAULT WRITE-UP: THRUST BEARING PART NUMBER AND SERIAL NUMBER VERIFICATION REQUIRED BEFORE AIRCRAFT HRS (1509.5) BUT NLT 4 SEPT 14 IAW H-60-12-AMAM-16							ACTION TAKEN:				
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TI PID	MMH	PID	MMH	TYPE
	G	G	1	00	O						
DELAY FAULT REQUIRED BY H-60-12-AMAM-16											
DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	05/31/2013 0:38 am	2	/	JC042759	1,169.5					
FAULT WRITE-UP: EXTERIOR LIGHTING SWITCH IN UPPER CONSOLE MODIFIED FOR IR LENS COVER INSTALLAION, TERMINALS 10 AND 12 SWAPPED. MUST BE RETURNED TO STANDARD CONFIGURATION IF IR COVER IS REMOVED. IAW AWR 1816 DATA 04JUN12							ACTION TAKEN:				
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TI PID	MMH	PID	MMH	TYPE
	K	G	2	19	O						
DELAY FAULT REQUIRED BY AWR 1816											
USCENTCOM FOIA 14-0177 & 14-0179											

OPEN FAULT REPORT

FOR: WH6JB0

MODEL: UH-60M

SERIAL NUMBER: 0920186

HOURS: 1363.3

NEXT PHASE: 1510

LAST MISSION: 15-Dec-2013

Current Status A:

Current Status E:

Current Status O:

Current Status W:

DISCOVERY							CORRECTION				
SYSTEM	CODE	DATE / TIME	NO	STATUS	PID	HOURS	DATE / TIME	HOURS	ROUNDS	ACTCD	WUC
	A	08/23/2013 1:27 am	2	/	RS701955	1,189.8					
FAULT WRITE-UP: LOCALLY MANUFACTURED JUMPER INSTALLED BETWEEN LUGS 7 AND 8 OF SWITCH S302 (EXT LIGHT MODE SWITCH) ON OVERHEAD CONSOLE FOR THE IR STROBE INSTALLATION ISWAWR 1223 DTD 18 JUL 13							ACTION TAKEN:				
	WHEN DISC	HOW REC	MAL EFF	WUC	MAINT TYPE	DEFERRED DAYS	TI PID	MMH	PID	MMH	TYPE
	S	G	1	00	F						
DELAY FAULT REQUIRED BY AWR 1223											

Approved for Release

Duty Day and Flight Time Log for Gordon, T.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	0	12.5	0	12.5	0
22 Nov	0530-1800	12.5	0	25	0	25	0
23 Nov	0530-1800	12.5	0	37.5	0	37.5	0
24 Nov	0530-1800	12.5	3	50	3	50	3
25 Nov	0715-1400	6.75	2.6	56.75	5.6	56.75	5.6
26 Nov	1300-0100	12	2	68.75	7.6	68.75	7.6
27 Nov	0530-1730	12	1.3	80.75	8.9	80.75	8.9
28 Nov	0530-1730	12	3.6	92.75	12.5	92.75	12.5
29 Nov	0530-1030	5	0	97.75	12.5	97.75	12.5
30 Nov	24 Hour Reset						
01 Dec	1730-0530	12	2.1	109.75 12	14.6 2.1	109.75	14.6
02 Dec	1730-0530	12	2.5	121.75 24	17.1 4.6	121.75	17.1
03 Dec	1730-0530	12	2.4	133.75 36	19.5 7	133.75	19.5
04 Dec	0530-1745	12.25	0	146 48.25	19.5 7	146	19.5
05 Dec	1730-0530	12	2	145.5 60.25	21.5 9	158	21.5
06 Dec	0530-1730	12	1.5	145 72.25	23.0 10.5	170	23.0
07 Dec	0530-1730	12	4.3	144.5 84.25	27.3 14.8	182	27.3
08 Dec	1730-0530	12	2.6	144 96.25	26.9 17.4	194	29.9
09 Dec	48 Hour Reset						
10 Dec	48 Hour Reset						
11 Dec	0530-1730	12	8	125.25 12	29 8	206 12	37.9 8
12 Dec	0530-1730	12	0	125.25 24	25.4 8	218 24	37.9 8
13 Dec	0530-1730	12	4	132.25 36	29.4 12	230 36	41.9 12
14 Dec	0530-1800	12.5	3.3	144.75 48.5	32.7 15.3	242.5 48.5	45.2 15.3
15 Dec	0530-1730	12	3.3	144.75 60.5	33.9 18.6	254.5 60.5	48.5 18.6
16 Dec	0530-1730	12	5.3	144.75 72.5	36.7 23.9	266.5 72.5	53.8 23.9
17 Dec	No Entry	?12?	0	144.75 84.5	34.3 23.9	278.5 84.5	53.8 23.9
18 Dec	No Entry	?12?	0	144.5 96.5	34.3 23.9	290.5 96.5	53.8 23.9
19 Dec	No Entry	?12?	0	144.5 108.5	32.3 23.9	302.5 108.5	53.8 23.9
20 Dec	No Entry	?12?	0	144.5 120.5	30.8 23.9	314.5 120.5	53.8 23.9

Duty Day and Flight Time Log for Bohler, P.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1830	13	0	13	0	13	0
22 Nov	24 Hour Reset						
23 Nov	0530-1830	13	0	26 13	0	26	0
24 Nov	0530-1800	12.5	0	38.5 25.5	0	38.5	0
25 Nov	0530-1830	13	0	51.5 38.5	0	51.5	0
26 Nov	0530-1730	12	3	63.5 50.5	3	63.5	3
27 Nov	0530-1830	13	0	76.5 63.5	3	76.5	3
28 Nov	0530-1830	13	0	89.5 76.5	3	89.5	3
29 Nov	0530-1815	12.75	0	102.25 89.25	3	102.25	3
30 Nov	0530-1730	12	5	114.25 101.25	8	114.25	8
01 Dec	0530-1800	12.5	2.5	126.75 113.75	10.5	126.75	10.5
02 Dec	0530-1815	12.75	0	139.5 126.5	10.5	139.5	10.5
03 Dec	0530-1815	12.75	0	152.25 139.25	10.5	152.25	10.5
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2.1	164.25 12	12.6 2.1	164.25	12.6
06 Dec	0530-1800	12.5	0	176.75 24.5	12.6 2.1	176.75	12.6
07 Dec	0730-1800	10.5	4.5	187.25 35	17.1 6.6	187.25	17.1
08 Dec	0730-1845	11.25	0	198.5 46.25	17.1 6.6	198.5	17.1
09 Dec	0530-1815	12.75	0	211.25 59	17.1 6.6	211.25	17.1
10 Dec	0530-1745	12.25	0	223.5 71.25	14.1 6.6	223.5	17.1
11 Dec	0530-1800	12.5	0	236 83.75	14.1 6.6	236	17.1
12 Dec	0530-1800	12.5	0	248.5 96.25	14.1 6.6	248.5	17.1
13 Dec	0530-1800	12.5	0	261 108.75	14.1 6.6	261	17.1
14 Dec	24 Hour Reset						
15 Dec	0530-1815	12.75	0	273.75 12.75	6.6 0	273.75	17.1
16 Dec	0530-1800	12.5	0	286.25 25.25	6.6 0	286.25	17.1
17 Dec	No Entry	?12?	0	298.25 37.25	6.6 0	298.25	17.1
18 Dec	No Entry	?12?	0	310.25 49.25	6.6 0	310.25	17.1
19 Dec	No Entry	?12?	0	322.25 61.25	4.5 0	322.25	17.1
20 Dec	No Entry	?12?	0	334.25 73.25	4.5 0	334.25	17.1

Duty Day and Flight Time Log for Silverman, J.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	0530-1800	12.5	5.5	12.5	5.5	12.5	5.5
22 Nov	0530-1800	12.5	0	25	5.5	25	5.5
23 Nov	24 Hour Reset						
24 Nov	0530-1730	12	0	37 12	5.5 0	37	5.5
25 Nov	0530-1530	10	0	47 22	5.5 0	47	5.5
26 Nov	0530-1730	12	5.5	59 34	11 5.5	59	11
27 Nov	0530-1730	12	0	74 46	11 5.5	71	11
28 Nov	0530-1745	12.25	0	83.25 58.25	11 5.5	83.25	11
29 Nov	0530-1730	12	0	95.25 70.25	11 5.5	95.25	11
30 Nov	0530-1730	12	0	107.25 82.25	11 5.5	107.25	11
01 Dec	0530-1730	12	0	119.25 94.25	11 5.5	119.25	11
02 Dec	0530-1730	12	0	131.25 106.25	11 5.5	131.25	11
03 Dec	0530-1800	12.5	0	143.75 118.75	11 5.5	143.75	11
04 Dec	0530-1730	12	0	155.75 130.75	11 5.5	155.75	11
05 Dec	0530-1730	12	0	167.75 142.75	5.5	167.75	11
06 Dec	0530-1730	12	0	180	5.5	179.75	11
07 Dec	0530-1730	12	0	192	5.5	191.75	11
08 Dec	0530-1730	12	0	204	5.5	203.75	11
09 Dec	0530-1730	12	0	216	5.5	215.75	11
10 Dec	0530-1730	12	6.8	228	6.8	227.75	17.8
11 Dec	0900-1600	7	0	235	6.8	234.75	17.8
12 Dec	1700-0700	14	2.4	249	9.2	248.75	20.2
13 Dec	1500-2000	5	0	254	9.2	253.75	20.2
14 Dec	0600-1700	11	0	265	9.2	264.75	20.2
15 Dec	0815-1615	8	0	273	9.2	272.75	20.2
16 Dec	0530-1730	12	0	285	9.2	284.75	20.2
17 Dec	No Entry	?12?	0	297	9.2	296.75	20.2
18 Dec	No Entry	?12?	0	309	9.2	308.75	20.2
19 Dec	No Entry	?12?	0	321	9.2	320.75	20.2
20 Dec	No Entry	?12?	0	333	9.2	332.75	20.2

Duty Day and Flight Time Log for Billings, R.

Date	Daily			14 Day		30 Day	
	Duty Day	Duty Hours	Flight Time	Duty Hours	Flight Time	Duty Hours	Flight Time
21 Nov	1730-0530	12	0	12	0	12	0
22 Nov	1730-2030	3	0	15	0	15	0
23 Nov	0530-1730	12	0	27	0	27	0
24 Nov	0530-1730	12	3	39	3	39	3
25 Nov	0530-1730	12	1	51	4	51	4
26 Nov	0530-1730	12	0	63	4	63	4
27 Nov	0530-1730	12	3	75	7	75	7
28 Nov	0530-1730	12	0	87	7	87	7
29 Nov	0530-1730	12	0	99	7	99	7
30 Nov	0530-1730	12	0	111	7	111	7
01 Dec	0530-1730	12	3	123	10	123	10
02 Dec	0530-1730	12	3	135	13	135	13
03 Dec	0530-1730	12	2.7	147	15.7	147	15.7
04 Dec	24 Hour Reset						
05 Dec	0530-1730	12	2	147 12	17.7 2	159	17.7
06 Dec	0530-1730	12	2.5	156 24	20.2 4.5	171	20.2
07 Dec	0600-1800	12	1.5	156 36	21.7 6	183	21.7
08 Dec	0530-1730	12	2.2	156 48	20.9 8.2	195	23.9
09 Dec	0530-1730	12	1	156 60	20.9 9.2	207	24.9
10 Dec	0530-1730	12	5.3	156 72	26.2 14.5	219	30.2
11 Dec	0530-1730	12	0	156 84	23.2 14.5	231	30.2
12 Dec	0530-1730	12	0	156 96	23.2 14.5	243	30.2
13 Dec	0530-1730	12	0	156 108	23.2 14.5	255	30.2
14 Dec	0530-1730	12	0	156 120	23.2 14.5	267	30.2
15 Dec	24 Hour Reset						
16 Dec	0530-1730	12	5.3	144 12	22.5 5.3	279	35.5
17 Dec	No Entry	?12?	0	144 24	19.8 5.3	291	35.5
18 Dec	No Entry	?12?	0	156 36	19.8 5.3	303	35.5
19 Dec	No Entry	?12?	0	156 48	17.8 5.3	315	35.5
20 Dec	No Entry	?12?	0	156 60	15.3 5.3	327	35.5

(b)(3), (b)(6)

RC(S) 4ID Deputy CJ1

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:53 AM
To: org.USFORA Casualty
Cc: (b)(3), (b)(6) RC(S) 4ID Deputy CJ1
Subject: (U//~~FOUO~~) Casualty Report - INIT - Bohler, Peter - Incident Date/Time: 2013/12/17 15:01
Attachments: Bohler_Peter_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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CASUALTY REPORT

Report Type: INIT

Casualty Type: Pending

Casualty Status: DECEASED

Casualty Category: Pending

Report Number: TFGF005

Personnel Type: Regular

Personnel Affiliation: Active Duty

Personnel Category: Obligated/Voluntary Service

SSN (New/Old): (b)(3), (b)(6)

Last Name: Bohler

First Name: Peter

Middle Name: Christopher

Service: United States Army

Military Rank: SGT

Military Unit of Assignment: B Co, 3-1 AHB (TF Gunfighter)

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid [REDACTED] (b)(1)1.4a, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). Soldier pronounced deceased at 0105, 18 Dec 13 by [REDACTED] (b)(3), (b)(6) or [REDACTED] (b)(3), (b)(6)@afghan.swa.army.mil.

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Blawk Hawk

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

DD Form 93 Date: 20130708

DD Form 93 Review Date: 20130708

SGLI Date: 20130708

Birth Date: [REDACTED] (b)(3), (b)(6)

Birth State: NC

Birth Country: United States

Sex: Male

Race: Black or African American

Religious Preference: Baptist Churches

DMOS/AFSC: 15T2F

PMOS: 15T

PEBD: 20070827

BASD/ADB: 20070827

HOR City: Williw Springs

HOR State: NC

HOR Country: United States

Remarks: This report was prepared by [REDACTED] (b)(3), (b)(6),
Verified by [REDACTED] (b)(3), (b)(6)

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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[REDACTED] (b)(3), (b)(6)

Approved for Release

Pages 76 through 78 redacted for the following reasons:

(b)(3), (b)(6)

Approved for Release

(b)(3), (b)(6)

RC(S) 4ID Deputy CJ1

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:50 AM
To: org.USFORA Casualty
Cc:

(b)(3), (b)(6)

Subject: (U//~~FOUO~~) Casualty Report - INIT - Williams, Jesse - Incident Date/Time: 2013/12/17 15:07
Attachments: Williams_Jesse_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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***** CASUALTY REPORT *****

Report Type: INIT
Casualty Type: Pending
Casualty Status: DECEASED
Casualty Category: Pending
Report Number: TF DRAGOON 351
Personnel Type: Regular
Personnel Affiliation: Active Duty
Personnel Category: Obligated/Voluntary Service
SSN (New/Old): (b)(3), (b)(6)
Last Name: Williams
First Name: Jesse
Middle Name: Lee
Service: United States Army

Military Rank: SSG

Military Unit of Assignment: Regimental Support Squadron, 2D Cavalry Regiment

Military UIC: WE35T0

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid [REDACTED] (b)(1)14a, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). SM was pronounced deceased at 0122 by [REDACTED] (b)(3), (b)(6) or [REDACTED] (b)(3), (b)(6)@afghan.swa.army.mil.

Body Armor: Eye Protector / ESS Goggles

Body Armor: Helmet / Advanced Combat Helmet / VBS 450 Visor with Neck Guard

Body Armor: Vest / Improved Outer Tactical Vest (IOTV) / Side SAPI Plate (S-SAPI)

Body Armor: Vest / Improved Outer Tactical Vest (IOTV) / Ballistic Collar

Body Armor: Vest / Improved Outer Tactical Vest (IOTV) / Groin Protectors

Body Armor: Vest / Improved Outer Tactical Vest (IOTV) / Enhanced Side Ballistic Inserts (ESBPI)

Died in/out of Medical Facility Treatment: Died Outside A Medical Treatment Facility

Date/Time of Death: 20131217/1501

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Cause of Death: SM's UH 60 executed a hard landing 72km NE of FOB Apache.

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Black Hawk

Vehicle Owner: US Government

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

Continuously Hospitalized: Not Continuously Hospitalized

DD Form 93 Date: 20130506

DD Form 93 Review Date: 20130506

SGLI Date: 20130506

Birth Date: (b)(3), (b)(6)

Birth State: IN

Birth Country: United States

Citizenship: United States

Sex: Male

Race: White

Ethnicity: None

Religious Preference: Roman Catholic Church

DMOS/AFSC: 29E30

PMOS: 29E

PEBD: 20060223

BASD/ADBD: 20060223

HOR City: ELKHART

HOR State: IN

HOR Country: United States

Remarks: This report was prepared by (b)(3), (b)(6) and reviewed by (b)(3), (b)(6) at (b)(6). All additional information will be submitted in a SUPP report.

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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(b)(3)

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:54 AM
To: org.USFORA Casualty
Cc: (b)(3), (b)(6) RC(S) 4ID Deputy CJ1
Subject: (U//~~FOUO~~) Casualty Report - INIT - Silverman, Joshua - Incident Date/Time: 2013/12/17 15:01
Attachments: Silverman_Joshua_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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 ***** CASUALTY REPORT *****

Report Type: INIT
 Casualty Type: Pending
 Casualty Status: DECEASED
 Casualty Category: Pending
 Report Number: TFGF004
 Personnel Type: Regular
 Personnel Affiliation: Active Duty
 Personnel Category: Obligated/Voluntary Service
 SSN (New/Old): (b)(3), (b)(6)
 Last Name: Silverman
 First Name: Joshua
 Middle Name: Benjamin
 Service: United States Army
 Military Rank: CW2

Military Unit of Assignment: B Co, 3-1 AHB (TF Gunfighter)

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid 42SUA6566091130, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). Soldier pronounced deceased at 0115, 18 Dec 13 by Kathleen Samsey, MAJ, US Army, MD at 318-421-5003 or kathleen.samsey@afghan.swa.army.mil.

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Blawk Hawk

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

DD Form 93 Date: 20130708

DD Form 93 Review Date: 20130708

SGLI Date: 20130708

Birth Date: (b)(3), (b)(6)

Birth State: MO

Birth Country: United States

Sex: Male

Race: White

Religious Preference: Judaism (Jewish)

PMOS: 153M

BASD/ADBD: 20050912

HOR State: AZ

HOR Country: United States

Remarks: Report prepared by [redacted] (b)(3), (b)(6). Verified by [redacted] (b)(3), (b)(6).

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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Approved for Release

(b)(3), (b)(6)

(b)(3), (b)(6)

RC(S) 4ID Deputy CJ1

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:56 AM
To: org.USFORA Casualty
Cc: (b)(3), (b)(6) RC(S) 4ID Deputy CJ1
Subject: (U) Casualty Report - INIT - Gordon, Terry - Incident Date/Time: 2013/12/17 15:01
Attachments: Gordon_Terry_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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***** CASUALTY REPORT *****

Report Type: INIT

Casualty Type: Pending

Casualty Status: DECEASED

Casualty Category: Pending

Report Number: TFGF006

Personnel Type: Regular

Personnel Affiliation: Active Duty

Personnel Category: Obligated/Voluntary Service

SSN (New/Old): (b)(3), (b)(6)

Last Name: Gordon

First Name: Terry

Middle Name: Kishaun

Service: United States Army

Military Rank: SPC

Military Unit of Assignment: E TRP, 1-6 CAV (TF Gunfighter)

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid (b)(1)1.4a, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). Soldier pronounced deceased at 0050, 18 Dec 13 by (b)(3), (b)(6) or (b)(3), (b)(6)@afghan.swa.army.mil.

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Blawk Hawk

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

DD Form 93 Date: 20130606

DD Form 93 Review Date: 20130606

SGLI Date: 20130606

Birth Date: (b)(3), (b)(6)

Birth State: MS

Birth Country: United States

Citizenship: United States

Sex: Male

Race: Black or African American

Religious Preference: Baptist Churches

DMOS/AFSC: 91D10

PMOS: 91D

PEBD: 20110822

BASD/ADBBD: 20110822

HOR City: Shubuta

HOR State: MS

HOR Country: United States

Remarks: This report was prepared by [redacted] (b)(3), (b)(6)

Verified by [redacted] (b)(3), (b)(6)

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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[Large redacted area containing a faint watermark 'Approved for Release' and the text '(b)(3)']

(b)(3)

(b)(3), (b)(6)

RC(S) 4ID Deputy CJ1

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:55 AM
To: org.USFORA Casualty
Cc: (b)(3), (b)(6) RC(S) 4ID Deputy CJ1
Subject: (U//~~FOUO~~) Casualty Report - INIT - Billings, Randy - Incident Date/Time: 2013/12/17 15:01
Attachments: Billings_Randy_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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 ***** CASUALTY REPORT *****

Report Type: INIT

Casualty Type: Pending

Casualty Status: DECEASED

Casualty Category: Pending

Report Number: TFGF003

Personnel Type: Regular

Personnel Affiliation: Active Duty

Personnel Category: Obligated/Voluntary Service

SSN (New/Old): (b)(3), (b)(6)

Last Name: Billings

First Name: Randy

Middle Name: Lee

Service: United States Army

Military Rank: CW2

Military Unit of Assignment: B Co, 3-1 AHB (TF Gunfighter)

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid (b)(1)1.4a, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). Soldier was pronounced deceased at 0045, 18 Dec 13 by (b)(3), (b)(6) or (b)(3), (b)(6)@afghan.swa.army.mil.

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Black Hawk

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

DD Form 93 Date: 20130626

DD Form 93 Review Date: 20130626

SGLI Date: 20130626

Birth Date: (b)(3), (b)(6)

Birth State: OK

Birth Country: United States

Citizenship: United States

Sex: Male

Race: White

Religious Preference: No Religious Preference

PMOS: 153M

BASD/ADBD: 19970529

HOR State: OK

HOR Country: United States

Remarks: This report was prepared by
Report verified by

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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(b)(3), (b)(6)

Approved for Release

(b)(3), (b)(6)

RC(S) 4ID Deputy CJ1

From: (b)(3), (b)(6) USA 502nd HR Co on behalf of grp.KDHR.CLT.org
Sent: Wednesday, December 18, 2013 5:52 AM
To: org.USFORA Casualty
Cc: (b)(3), (b)(6) RC(S) 4ID Deputy CJ1
Subject: (U) Casualty Report - INIT - FORDE, OMAR - Incident Date/Time: 2013/12/17 15:01
Attachments: FORDE_OMAR_INIT_12-18-2013.rsf

Follow Up Flag: Follow up
Flag Status: Flagged

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TO CHANGE THIS CASUALTY REPORT, DISCARD THIS EMAIL, RETURN TO DCIPS-FORWARD, MAKE YOUR CHANGES AND GENERATE THE EMAIL AGAIN.

***** CASUALTY REPORT *****

Report Type: INIT

Casualty Type: Pending

Casualty Status: DECEASED

Casualty Category: Pending

Report Number: TF-AA-01

Personnel Type: Regular

Personnel Affiliation: Active Duty

Personnel Category: Obligated/Voluntary Service

SSN (New/Old): (b)(3), (b)(6)

Last Name: FORDE

First Name: OMAR

Middle Name: WILFRED

Service: United States Army

Military Rank: SFC

Military Unit of Assignment: HHC, CAB (TF Archangel)

Military UIC: WDJVAA

Date/Time of Incident (New/Old): 20131217/1501

Incident City: Now Bahar

Incident Country: Afghanistan

Circumstance: On 20131217 at 1501L near Now Bahar, Afghanistan, vicinity grid (b)(1)1.4a, the SM was conducting a mission on board a UH-60M Black Hawk Helicopter when the aircraft underwent a hard landing. The cause of the hard landing is pending investigation. Mortuary Affairs identified SM by common access card (CAC). Soldier pronounced deceased at 0100, 18 Dec 13 by (b)(3), (b)(6) or (b)(3), (b)(6)@afghan.swa.army.mil.

Place of Death City: Now Bahar

Place of Death Country: Afghanistan

Vehicle Group: ROTARY WING AIRCRAFT

Vehicle Type: UH-60 Black Hawk

Vehicle Owner: US Government

Position in Vehicle: Unknown

Investigation Required: Pending

TRNG/Duty Related: Training/Duty Related

Duty Status: Present For Duty

DD Form 93 Date: 20130605

DD Form 93 Review Date: 20130605

SGLI Date: 20130605

Birth Date: (b)(3), (b)(6)

Citizenship: United States

Sex: Male

Race: Black or African American

Religious Preference: Methodist Churches

DMOS/AFSC: 29E40

PMOS: 29E

PEBD: 20050127

BASD/ADBD: 20050127

HOR City: MARIETTA

HOR State: GA

HOR Country: United States

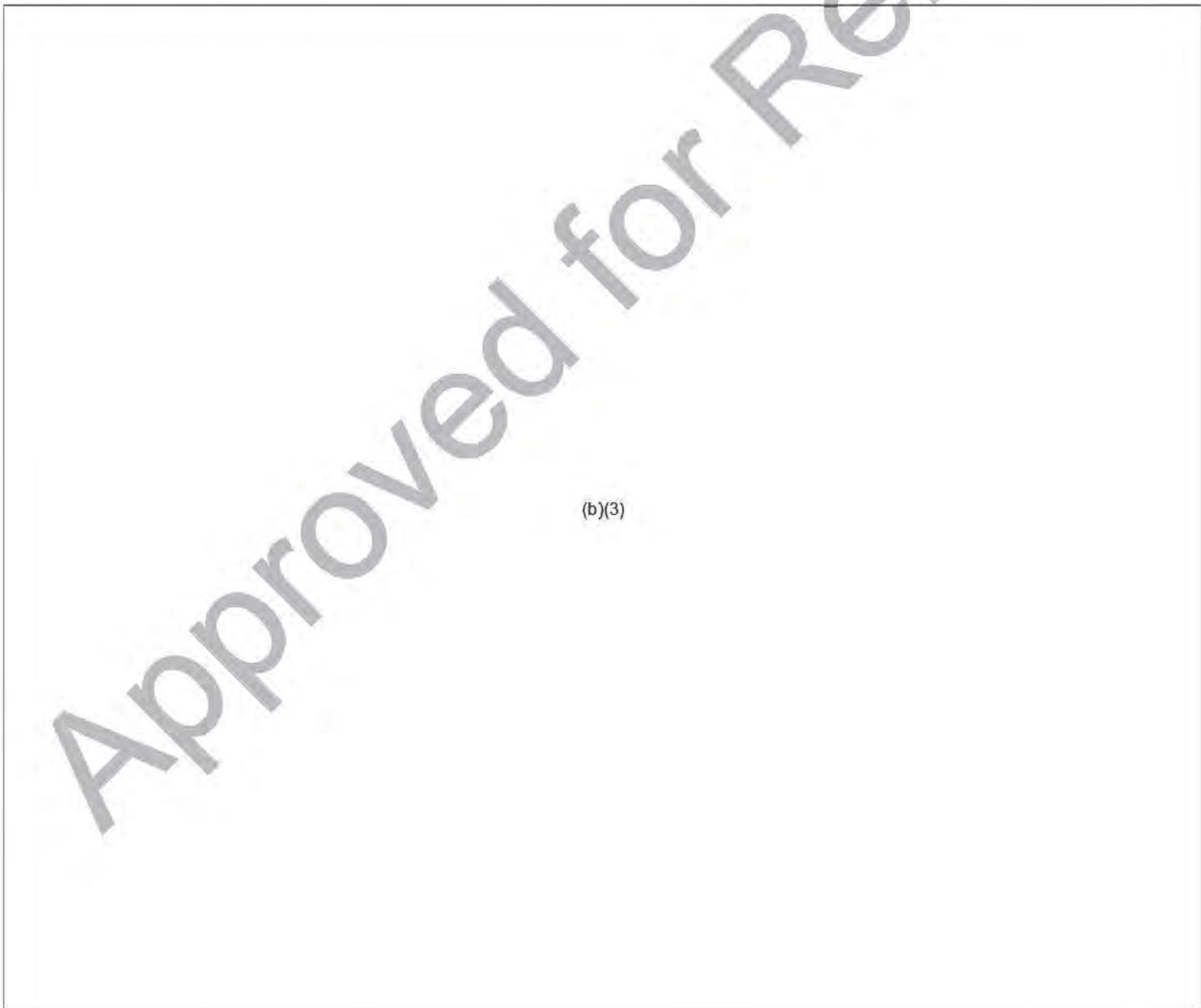
Remarks: This report was prepared by [redacted (b)(3), (b)(6)]
[redacted (b)(6)]. Verified by [redacted (b)(3), (b)(6)].

Software Version: DCIPS Forward - Version 8.0 Build: 66 Release Date: 5 JAN 2012

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TO CHANGE THIS CASUALTY REPORT, DISCARD THIS EMAIL, RETURN TO DCIPS-FORWARD, MAKE YOUR CHANGES AND GENERATE THE EMAIL AGAIN.



Pages 94 through 96 redacted for the following reasons:

(b)(1)1.4a, (b)(3), (b)(6)

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Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to [redacted] (b) (3), (b) (6) @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

Full Name and Rank: [redacted] (b) (3), (b) (6)

Last four of SSN [redacted] (b) (3), (b) (6)

Current unit of assignment and location of that unit: 4ID, RC(S) CJ2 SIGINT section

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

[redacted] (b) (3), (b) (6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

[redacted] (b) (3), (b) (6)

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc)?

A6: N/A

Q7: Describe the events of the mission leading up to the air raf going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: N/A

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

(b)(1)1.4a, (b)(5)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Probably not. The crew acting IAW standing SOP. CAB should probably vary their routes as the INS conducts VISOBs on a daily basis.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: No

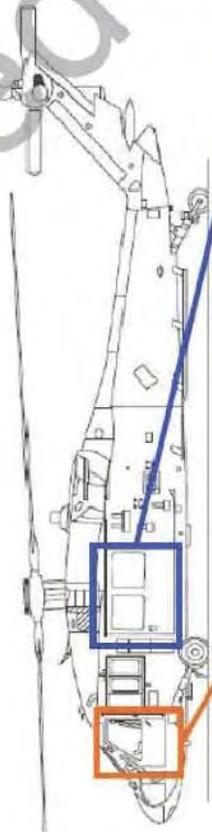
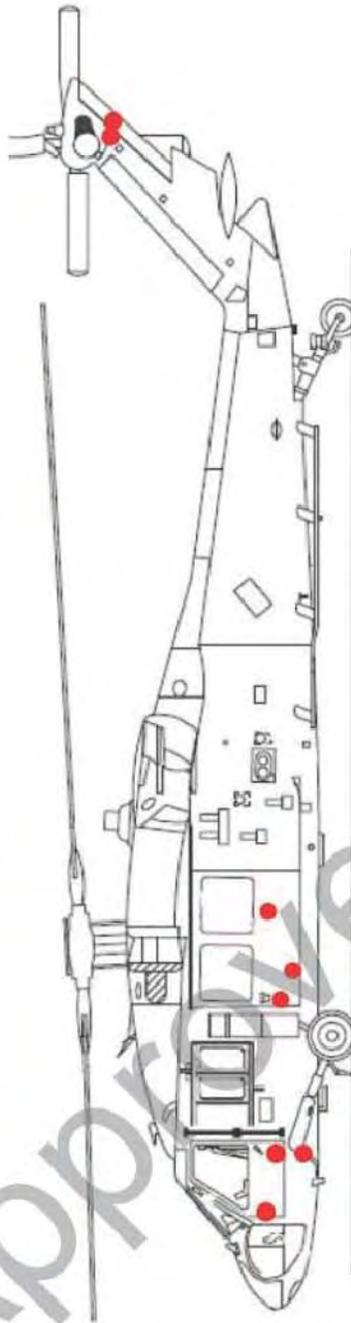
Approved for Release

Pages 1 through 48 redacted for the following reasons:

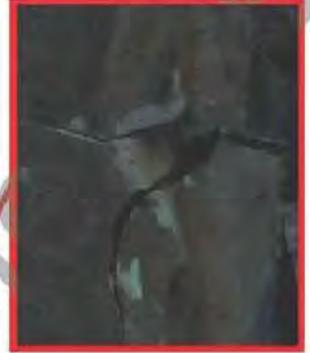
(b)(6)

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(U) Damage Overview



Left side cargo door



Left side pilot door

(U) Damage Overview



Upper aft corner on left side of upper pylon



Left step fairing looking aft

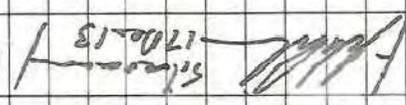
Pages 51 through 99, et al. ed fo the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1. g

Approved for Release

HAND RECEIPT / ANNEX NUMBER		B CO CP		PUBLICATION NUMBER		PUBLICATION DATE		QUANTITY						
FOR ONLY	ANNEX NUMBER	ITEM STOCK NUMBER	ITEM DESCRIPTION	ITEM DESCRIPTION	ITEM	SEC	UI #	QTY	A	B	C	D	E	F
		5855-01-475-7061	NVG 3643 3640 3650				EA	3						
		5855-01-475-7061	NVG 7921 7943 3635				EA	3						
		7025-01-362-0980	HUD 5551 5785				EA	2						
		1005-01-231-0973	M4 W50000 (80)				EA	2						
		1240-01-411-1265	M68 96760				EA	2						
		1240-01-557-1897	ACOG 506291				EA	2						
		1005-01-518-2410	M240 010006				EA	2						
		5855-01-447-8992	PEQ2				EA	2						
		5855-01-534-5931	PEQ15 30115 30790				EA	2						
			M4 MAG				EA	14						
			SKL 028190				EA	1						
			LZ/PZ BOOK #2				EA	1						
			NVG BATTERY PACK				EA	6						
			HEADSETS				EA	6						
<p>Handwritten notes: 1700-13, 5/10/01, 1700-13</p>														

WHEN USE AS A
 HAND RECEIPT, enter Hand Receipt Annex Number
 HAND RECEIPT FOR QUARTERS FURNITURE, enter Condition Code
 HAND RECEIPT ANNEX/COMPONENT RECEIPT, enter Accounting Requirements Code (ARC)

HAND RECEIPT / ANNEX NUMBER		ITEM DESCRIPTION		PUBLICATION NUMBER		PUBLICATION DATE		QUANTITY					
FOR	DATE	STOCK NUMBER	ITEM DESCRIPTION	ISSUE	NUMBER	DATE	DATE	A	B	C	D	E	F
BCO CP													
5855-01-475-7061		NVG	3643 3640 3650					3					
5855-01-475-7061		NVG	7921 7943 3635					3					
7025-01-362-0980		HUD	5551 6285					2					
1005-01-231-0973		M4	WS 0637 (30) W23750 (1)					2					
5240-01-411-1265		M68	961360					2					
0240-01-557-1897		ACOG	516341					2					
1805-01-518-2410		M240	W10006					2					
5855-01-447-8992		PEQ2						2					
5855-01-534-5931		PEQ15	30115					2					
		M4 MAG						14					
		SKL	028140					1					
		IZ/PZ BOOK	# 2					1					
		NVG BATTERY PACK						6					
		HEADSETS						6					
													

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WHEN USE AS:

HAND RECEIPT, enter Hand Receipt Annex Number
 HAND RECEIPT FOR QUARTERS FURNITURE, enter Condition Code
 HAND RECEIPT ANNEX COMPONENTS RECEIPT, enter Accounting Requirements Code (ARC)

DA FORM 2062, JAN 82

EDITION OF JAN 59 IS OBSOLETE

PAGE _____ OF _____ PAGES

STANDARD

194

HAND RECEIPT/ANNEX NUMBER For use of this form, see DA PAM 710-2-1 The proponent agency is ODCSLOG.		FROM:	TO:	HAND RECEIPT NUMBER					
END ITEM STOCK NUMBER		END ITEM DESCRIPTION	PUBLICATION NUMBER	QUANTITY					
FOR ANNEX/CR ONLY	STOCK NUMBER	ITEM DESCRIPTION	PUBLICATION DATE	QUANTITY					
	a.	b.	g.	h.					
			A	B					
			C	D					
			E	F					
	1005-01-128-9936	M16A2/A1/A1H Serial #6406592	1	1					
	1005-01-561-7200	30 ROUND MAGAZINE W496897	7	7					
	1005-01-124-2999	SMALL ARMS CLEANING KIT	1	1					
	1005-01-368-9852	WEAPON SLING	1	1					
	1005-01-118-2600	M9 PISTOL Serial #	1	1					
	1005-01-204-4376	M9 MAGAZINE	3	3					
		Accog SW 723189	1	1					
			17-Aug-2013						
			Nov 2014						
			(b)(3) (b)(6)						

* WHEN USED AS A:
 HAND RECEIPT, enter Hand Receipt Annex Number
 HAND RECEIPT FOR QUARTERS FURNITURE, enter Condition Codes
 HAND RECEIPT ANNEX/COMPONENTS RECEIPT, enter Accounting Requirements Code (ARC).

EQUIPMENT RECEIPT (DA PAM 710-2-1)	
1. UNIT HHT, RSS, 2CR	2. RECEIPT NO. 1
3. STOCK NO. 1005-01-231-0973	4. SERIAL NO. W441279
5. ITEM DESCRIPTION RIFLE, 5.56MM M4	
6. I hereby acknowledge receipt of this equipment from ARMS ROOM of this unit.	
7. NAME WILLIAMS, JESSE	
8. SIGNATURE 	10. GRADE E-5

DA FORM 3749, MAY 2009 PREVIOUS EDITIONS ARE OBSOLETE

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
Kandahar Airfield	2013/12/28	1850	

(b)(3) (b)(6)

HHT, TF Muleskinner, CTF Dragoon

9. I, (b)(3) (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 23 DEC 13, (b)(3) (b)(6) and I were called into the RC(S) compound to answer questions regarding the circumstances of SSG Jesse Williams' death. Personnel in the room included BG Lewis from the 101st ABN DIV, a Colonel whose name I can't remember, but I think he was the JAG for the 101st, and three or four other people who's names, ranks and jobs I cannot remember. The majority of the discussion happened between (b)(3) (b)(6) and BG Lewis. (b)(3) (b)(6) relayed what why SSG Williams was on the mission, who knew about it, what the i her questions. he specific questions nor the specific answers that were given but it boils down to the following. The unit was aware that SSG Williams was on the mission. We all encouraged him to go on EW missions so that he could gain more experience in his field. In garrison, EW NCOs don't get to do their job, so when an opportunity arose, we supported him. He wanted to be on the mission and was excited to go. He had previously been on a couple CESAR flights, but this was his first Air Hammer mission. The intent was for him to learn as much as he could so he could come back and integrate his new knowlege into our planning and execution of EW operations. Nothing Follows.-----

10. EXHIBIT	11. INITIALS OF (b)(3) (b)(6) KING STATEMENT	PAGE 1 OF 2 PAGES
-------------	--	-------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF

(b)(3) (b)(6)

TAKEN AT 1850

DATED 2013/12/28

9. STATEMENT (Continued)

Nothing Follows

Released for use

AFFIDAVIT

I, (b)(3) (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3) (b)(6)

(th)

ing officer

(Typed Name of Person Administering Oath)

Article 136 (b)(4), UCMJ (Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) (b)(6)

PAGE 2 OF 2 PAGES

RANK	LAST NAME	FIRST NAME	MIDDLE INITIAL	UNIT	WEAPON/SI	SERIAL NUMBER	PHOTOGRAPH/S
CW2	SILVERMAN	JOSHUA	B.	B/3-1	M9	1361477	
CW2	BILLINGS	RANDY	L.	B/3-1	M9	1145936	DSCN0864
SFC	FORDE	OMAR	W.	HHC 1 CAB	M4	W276016	DSCN087071
SSG	WILLIAMS	JESSE	L.	HHT, RSS, 2CR	M4	W441279	DSCN0879/80
SGT	BOHLER	PETER	C.	B/3-1	SIGHT REFLEX	K2100126	DSCN0881/82/83
					M9	11674791A	DSCN0862/63
SPC	GORDON	TERRY	K.D.	E/1-6	M16	7375978	DSCN0865/66
	(b)(3) (b)(6)				M4	W496897	DSCN0867/68
				HHC 1 CAB	ACOG	CONFIRM	DSCN0869

Approved for

A/C	NSN	NOMENCLATURE	SERIAL NUMBER	QUANTITY	PHOTOGRAPH/S
A05004	1005-01-193-4878	ARMAMENT SYSTEM	NA	1	
A06352	5855-01-475-7061	NVGS	6303643	1	DSCN0892/94
			6303640	1	DSCN0892/98
			6303650	1	DSCN0892/96
			6307921	1	DSCN0892/95
			6307943	1	DSCN0892/97
			6303635	1	DSCN0892/93
A84881	5855-01-350-0349	EADS UP DSP AN/AVS-7	N/A	1	
S0123	7025-01-362-0980	SU-180/AVS-7 DISPLAY UNIT	H05551	1	DSCN0899/900
			H06285	1	DSCN0899/901
C60544	7010-01-585-8584	COMPUTER SE DIGIT	2901-88159	1	
FA2120	5821-01-500-4770	RECIEVER-TRANSMITTER(ARC-231)	13215	1	
			13216	1	
H32429	1520-01-492-6324	HELICOPTER UTILITY (UH-60M)	09-20186	1	N/A
J03261	5855-01-534-5931	ILLUMIN INFRARED (AN/PEQ-15)	N/A	1	
L60482	5865-01-515-0444	LA DE S AN/AVR-2B(V)1	N/A	1	
M92591	1005-01-518-2410	MACH GUN 7.62MM M240H	U100106	1	DSCN0884/85/
			U100008	1	DSCN0902/03/04
P98152	1005-01-118-2640	PISTOL 9MM AUTOMATIC	1145936	1	DSCN0864
			1164791A	1	DSCN0862/63
			1301477	1	
R31430	5820-01-499-4473	RADIO SET AN/PRQ-7	CS05231	1	DSCN0886/88
			CS14034	1	DSCN0886/89
			CS36620	1	DSCN5283
			CS48950	1	DSCN0886/87
R78749	5820-01-423-8827	RT-1478D/ARC-201(V)	7689	1	
			7665	1	
R97234	1005-01-231-0973	RIFLE 5.56MM M4	W023750	1	DSCN0872/73
			W506227	1	DSCN0875/76
S45729	1240-01-557-1897	SIGHT BORE OPT 150 (ACOG)	506391	1	
S60288	1240-01-141-1265	SIGHT: REFLEX COLLIM	6	1	DSCN0872/73/74
W62437	5865-01-530-3082	WARNG RCEVR SY: CONTM	N/A	1	
X22266	5841-01-504-0407	RCVR-XMTR, RADAR APX 118	3436	1	
		SKL	28190	1	DSCN0890/91

LIN	NSN	NOMENCLATURE	SERIAL NUMBER	VA UE	QUANTITY
A05004	1005-01-193-4878	ARMAMENT SUBSYSTEM	NA	10000.00	1
A06352	5855-01-475-7061	NVGs	6303643, 6303640, 6303650, 6307921, 6307943, 6303635	4 800 0	6
A84881	5855-01-350-0349	EADS UP DSP AN/AVS-7	NA	0174.65	1
C60544	7010-01-585-8584	COMPUTER SET DIGIT	2901-88159	2681.00	1
FA2120	5821-01-500-4770	RECEIVER-TRANSMITTE (ARC-231)	13215, 13216	44829.00	2
H32429	1520-01-492-6324	HELICOPTER UTILITY (UH-60M)	09-20186	8000000.00	1
J03261	5855-01-534-5931	ILLUMIN INFRARED (AN/PEQ-15)	NA	789.00	2
L60482	5865-01-515-0444	LA DE S AN/AVR-2B(V)1	NA	108318.00	1
M92591	1005-01-518-2410	MACH GUN 7.62MM M240H	U100106, U100008	8593.00	2
P98152	1005-01-118-2640	PISTOL 9MM AUTOMATIC	1145936, 1164791, 1361477	636.00	3
R31430	5820-01-499-4473	RADIO SET AN/PRQ-7	CS05231, CS1403 CS3 620, C 48950	8988.00	4
R78749	5820-01-423-8827	RT-1478D/ARC-201(V)	7689 665	50241.00	2
R97234	1005-01-231-0973	RIFLE 5.56MM M4	W0 3750, W506227	1214.00	2
S45729	1240-01-557-1897	SIGHT BORE OPT 150 (ACOG)	506391	1243.00	1
S60288	1240-01-141-1265	SIGHT: REFLEX COLLIM	961360	340.00	1
W62437	5865-01-530-3082	WARNG RCEVR SY: CONTM	NA	377000.00	1
X22266	5841-01-504-0407	RCVR-XMTR, RADAR	3436	48962.00	1
				TOTAL:	8724808.65

2. HSI CRS set knob - Set to desired course.
3. CIS MODE SEL switch - NAV.
4. At two dots localizer deviation on HSI, follow roll command bar to intercept localizer.
5. As glide slope deviation pointer centers, follow collective position indications for glide slope tracking.
6. At decision height, press GA switch for go-around mode if breakout has not occurred.

2.80.5.4 Back Course Localizer Approach.

1. Frequency - Set.
2. LO altitude bug - SET to missed approach point HAT.
3. HSI CRS set knob - Set to inbound back course.
4. CIS MODE SEL switch - NAV.
5. MODE SEL switch - BACK CRS.
6. Fly same as ILS approach (paragraph 2.80.5.3). Turn off MODE SEL ALT legend to stow collective position indicator before making manual descent on back course approach.

2.81 STANDBY MAGNETIC COMPASS.

A magnetic compass is installed above the instrument panel on the right center windshield frame. The compass is used as a standby instrument for heading references. A compass correction card with deviation errors is installed on the right side of the upper console.

2.82 FREE-AIR TEMPERATURE (FAT) INDICATOR.

The FAT indicator is a direct reading instrument marked FREE AIR and displays in degrees Celsius. One FAT indicator is installed through the center windshield on helicopters without center windshield anti-ice system. On helicopters with center windshield anti-ice system, two indicators are installed through the overhead windows.

2.83 CLOCK.

2.83.1 Mechanical Clock. Two clocks are installed on the instrument panel. The elapsed time knob is on the upper right corner of the clock. The clock is wound and set with a knob on the lower left corner.

2.83.2 Digital Clock. Two digital clocks may be installed on the instrument panel. The clock incorporates a six-digit liquid crystal display, 24-hour numerals, and sweep second indication. A battery allows continuous operation for a minimum of one year when helicopter 28 vdc power is not applied. The clock has two modes of operation, clock mode (C) and the elapsed time mode (ET). Power to operate the clock is provided by the No. 1 dc and No. 2 dc primary buses through circuit breakers marked CPLT ALTM and PILOT ALTM, respectively.

2.83.3 Digital Clock Upgrade. On helicopters modified with the LC-6 digital clock, two digital clocks will be installed on the instrument panel. The clock incorporates a six-digit liquid crystal display with 12-hour numerals. An internal AAA battery allows continuous operation for a minimum of two years when helicopter 28 vdc power is not applied. The clock has the following five modes of operation: local time (LT), Universal Coordinated Time (UTC), trip or flight timer (flight) - not functional, stop watch (SW), and down counter (DC). Power to operate the clock is provided by the No. 1 dc and No. 2 dc primary buses through circuit breakers marked CPLT ALTM and PILOT ALTM respectively.

2.84 MASTER WARNING SYSTEM.

Two master cautions, one each side for the pilot and copilot and marked MASTER CAUTION PRESS TO RESET, are on the master warning panel (Figure 2-26). They appear whenever a caution appears. They alert the pilots and direct attention to the caution/advisory area. The master cautions should be reset at once to provide a similar indication if a second condition or malfunction occurs while the first is still present. A master caution can be reset from either pilot position. Four warnings, also on the master warning panel, require immediate action if they appear. They are #1 ENG OUT, #2 ENG OUT, FIRE, and LOW ROTOR RPM. The LOW ROTOR RPM warning will flash at a rate of three to five flashes per second if rotor rpm drops below 96% RPM R. In addition, if % RPM R drops below 96% or Ng drops below 55%, a low steady tone is provided. The low rotor rpm tone is inhibited on

-TAR



DEPARTMENT OF THE ARMY
HEADQUARTERS, TASK FORCE GUNFIGHTER
1ST COMBAT AVIATION BRIGADE
REGIONAL COMMAND SOUTH
KANDAHAR AIRFIELD, AFGHANISTAN APO AE, 09355

USFOR-A-S-AV-GF

27 December 2013

MEMORANDUM FOR RECORD

SUBJECT: TF Gunfighter FUOPS (b)(1)1.4a Summary

1. The following is a chronological sequence of (b)(3) (b)(6) er
FUOPS, planning that took place prior to the execution of (b)(1)1.4a
(b)(1)1.4a

a. 050727DEC13: Receipt of initial (b)(1)1.4a CONOP referencing
repeater destruction mission with date windows. (Attachment 1; Slides 19
and 20).

b. 12DEC13: CDO 14-073 published referencing TF FE conducting (b)(1)1.4a
(b)(1)1.4a (Attachment 2).

c. 13DEC13: CDO 14-074 published referencing (b)(1)1.4a
(Attachment 3).

d. 130739DEC13: (b)(1)1.4a S asking to confirm TF Gunfighter's
Participation in (b)(1)1.4a (Attachment 7).

e. 14DEC13: (b)(1)1.4a
(Attachme

f. 15DEC13 (Morning): (b)(1)1.4a CONOP (Attachment 5)
completed and submitted to BDE FUOPS originally tasking D14 to recon
repeaters (b)(1)1.4a

(b)(1)1.4a

g. 15DEC13 (Afternoon): Phone conversation with BDE FUOPS confirming that
TF FE (D12) would conduct repeater recon of (b)(1)1.4a (and

(b)(1)1.4a

(b)(1)1.4a CONOP was updated to reflect the

h. 161420DEC13: Email from (b)(3), (b)(6) (CJ7 IO) to BDE FUOPS cc'ed
TF GF FUOPS confirming 1x additional CO mission. TF GF
FUOPS did not confirm pax information with (b)(3), (b)(6) (Attachment 8).

i. 161424DEC13: Email from [redacted] asking to confirm rock jammer insertion post repeater destruction (Attachment 9).

j. [redacted]
(b)(1)1.4a

k. 16DEC13: Email conversation between TF GF FUOPS and [redacted] referencing BDA photos and BDA photo database of previous repeaters [redacted], at no point did TF [redacted] confirm [redacted] [redacted] pax information with [redacted] during conversation.

l. 16DEC13 (Afternoon/Evening): Emails received from [redacted] (DUKE BAO), [redacted] discussing airspace deconfliction between [redacted] (Attachment 11, 12, 13).

m. 16DEC13 (Afternoon/Evening): TF GF FUOPS completes air movement table for TF internal admin movement of 14x PAX to APH and 12x PAX from APH (Attachment 5).

2. Additionally, an accurate manifest of mission passenger on [redacted] [redacted] was not on file. An opportunity to verify the mission [redacted] involved presented itself as noted in the planning sequence. However, at no point was a final manifest requested from TF Gunfighter FUOPS or provided to TF Gunfighter FUOPS.

[redacted]

TF Gunfighter, FUOPS

(b)(3) (b)(6)

USA CJTF-101 JUDGE ADVOCATE

515

From: (b)(3) (b)(6) USA CJTF-101 DIV AVN
Sent: Saturday, January 04, 2014 12:44 PM
To: (b)(3) (b)(6) USA CJTF-101 JUDGE ADVOCATE
Subject: FW: ~~(S//REL)~~ Facts, Sequence of Events on Disseminated Misinformation - Helicopter Crash
Attachments: Downed AC Demon RTQ.docx

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

(b)(3) (b)(6) (PAO release)

See attached and email 3 down dated 18 December.

v/r,

(b)(3) (b)(6)

-----Original Message-----

From: (b)(3) (b)(6) RC(S) CJ3 Air
Sent: Saturday, January 04, 2014 12:33 PM
To: (b)(3) (b)(6) USA CJTF-101 DIV AVN
Subject: FW: ~~(S//REL)~~ Facts, Sequence of Events on Disseminated Misinformation - Helicopter Crash

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

Below is the PAO information requested.

(b)(3) (b)(6)

Aviation, US Army

RC(S) CJ3 AVN Ops Officer

4th Infantry Division

DSN:

SVOIP:

CX-I:

(b)(6)

-----Original Message-----

From: (b)(3) (b)(6) RC(S) 4ID PAO
Sent: Saturday, January 04, 2014 12:26 PM
To: (b)(3) (b)(6) RC(S) CJ3 Air
Subject: FW: ~~(S//REL)~~ Facts, Sequence of Events on Disseminated Misinformation - Helicopter Crash

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

(b)(3) (b)(6)

As requested, I have attached the RTQ we sent forward to IJC. This was coordinated on CTRX and checked by our CHOPS prior to being sent to IJC press desk.

I will send you on NIPR the info disseminated by ISAF Public Affairs regarding the crash.

v/r,

(b)(3) (b)(6)

(USA-A)

Public Affairs Officer
Regional Command South
4th Infantry Division
"Steadfast and Loyal"

Unclassified: (b)(3) (b)(6)@afghan.swa.army.mil

CENTRIX: (b)(3) (b)(6)@afgn.centcom.isaf.cmil.mil

SIPR: (b)(3) (b)(6)@afghan.swa.army.smil.mil

Roshan mobile: (b)(6)

SVOIP

CX-I: (b)(6)

DSN:

Tandberg: (b)(6)

-----Original Message-----

From: (b)(3) (b)(6) RC(S) 4ID PAO

Sent: Wednesday, December 18, 2013 11:24 AM

To: (b)(3) (b)(6) RC(S) 4ID CJ3 F5 COORD; (b)(3) (b)(6) RC(S) 4ID CMD GRP
Chief of Staff

Cc: (b)(3) (b)(6) RC(S) G7; (b)(3) (b)(6) RC(S) KIFC DIRECTOR; (b)(3) (b)(6)

RC(S) CJ7; (b)(3) (b)(6) RC(S) 4ID CJ6; (b)(3) (b)(6) RC(S) 4ID; (b)(3) (b)(6)

(b)(3) (b)(6) RC(S) Deputy PAO; (b)(3) (b)(6) RC(S) CJ7; (b)(3) (b)(6) CJ3 Deputy;

(b)(3) (b)(6) RC(S) CJ7 MISO/PSYOP Chief; (b)(3) (b)(6) RC(S) CJ3 CUPLANS

Subject: ~~(S//REL)~~ Facts, Sequence of Events on Disseminated Misinformation - Helicopter Crash

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Gentlemen,

Attached is the latest RTQ we sent to IJC last night...which never mentioned a "mechanical failure." All information is verified in the JOC before we send it forward to IJC Public Affairs via CTRX. The final ISAF holding line and RTQ is staffed and verified by the IJC and ISAF staff on CTRX prior to being disseminated on NIPR by ISAF Public Affairs.

The final ISAF holding line, RTQ & Press Release took approximately 3 hours to coordinate and disseminate to Afghan & International media outlets.

MISINFORMATION REPORTED BY THE MEDIA LAST NIGHT (MECHANICAL FAILURE AS CAUSE OF THE CRASH) 1. IJC used our RTQ to help develop ISAF's Holding Line and Q&As that went out on NIPR last night to OSD and the PAOs in theater...ISAF Public Affairs mistakenly had mechanical failure in response number A3 as the cause of the crash in the RTQ it disseminated to OSD; this was a cut and paste error when information was being shared between IJC and ISAF.

2. Since (b)(3) (b)(6) (Pentagon Press Correspondent from NBC News and has office in the Pentagon) was the one who first mentioned "mechanical failure" as the cause of the crash while citing a senior defense official, we believe that someone in OSD had provided this information.

3. ISAF & OSD Public Affairs went on damage control last night to correct this misinformation; both NBC News and the NY Times have adjusted their reporting accordingly.

ADDITIONAL INFORMATION - TALIBAN MEDIA

1. As the situation was unfolding, and facts were being gathered, ISAF received a media query from Afghan Islamic Press (AIP; Taliban media) within an hour of the crash; AIP typically queries ISAF after an attack to gather Battle Damage information.

2. ISAF Response to AIP, Pajhwok, & AFP media queries on report of a downed aircraft (Disseminated approximately an hour after the crash): "We can confirm a coalition aircraft conducted a hard landing in southern Afghanistan today. There are no reports of insurgent activity in the area at this time. ISAF officials will conduct an assessment into the hard landing to determine the cause of the incident. More information will be released as appropriate."

Respectfully,

(b)(3) (b)(6)

-----Original Message-----

From: (b)(3) (b)(6) RC(S) Deputy PAO
Sent: Wednesday, December 18, 2013 10:15 AM
To: (b)(3) (b)(6) RC(S) 4ID PAO
Subject: FW: ~~(S//REL)~~ Updated RTQ on Fallen Angel

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

Please see attached last RTQ sent to ISAF referencing Fallen Angel.

Respectfully,

(b)(3) (b)(6)

v/r

(b)(3) (b)(6)

Deputy Public Affairs Officer
RC(S), CJTF-4
Kandahar Airfield, Afghanistan

Regional Command South
4th Infantry Division

Regional Command South
4th Infantry Division

NIPR: (b)(3) (b)(6)ghan.swa.army.mil
SIPR: (b)(3) (b)(6)an.swa.army.smil.mil
CENTRI: (b)(3) (b)(6)@afgn.centcom.isaf.cmil.mil
AKO: (b)(3) (b)(6)rmy.mil
DSN: (b)(3) (b)(6)
SVOIP:
CENTRI:
ROSHAN:

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Approved for Release

Pages 21 through 28 redacted for the following reasons:

- (b)(1)1.4a, (b)(3), (b)(6)
- (b)(1)1.4b, (b)(5), (b)(3), (b)(6)
- (b)(1)1.4b, (b)(5), (b)(3), (b)(6)

Approved for Release

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to (b)(3), (b)(6)@afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

Full Name and Rank: (b)(3), (b)(6)

Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: HHC 1-1 ARB TF Gunfighter, 1 CAB, 1ID. TAC location: FOB Apache, Zabul, RC-S. Main location: KAF, RC-S. Home Station: Fort Riley, KS

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: With regards to the (b)(1)1.4a mission itself, I did not receive a mission brief due to the fact that it was not organic to the TAC at Apache. I received general information about the mission such as location and asset. The original mission was briefed as an indirect fire mission that did not utilize AWT or any other asset from the TAC.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: TF Gunfighter at Apache was only informed for situational awareness after the final change of mission to the (b)(1)1.4a-only asset, therefore we did not conduct any formal briefings, rehearsals, or checks during my shift.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from

(b)(3), (b)(6)

the time the mission began to the objective, and were any unusual, or significant in any way?

A7: There were not any unusual reports that I received. As we were did not have mission command, all reports went to TF Duke.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: I do not know if the (b)(1)1.4a accomplished the mission immediately before the Fallen Angel. (b)(1)1.4a prior to coming to FOB Apache for refuel before continuing mission.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: On Sworn Statement.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: We received a brief approximately a week ago from the TF Gunfighter S2 of reports of increased targeting of aircraft. Based on signatures on the ground and recent threat intelligence, I believe it was a ground-based IED of some type.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Aircraft/team debriefs from the parent units involved.

(b)(3), (b)(6)

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522



OPEN SOURCE CENTER

Posted 3 hours ago

Afghanistan: Taliban Release Video on 'Shooting Down' US Helicopter in Zabul

SAL2014010861410050 [Taliban Voice of Jihad Online](#) in Pashto 05 Jan 14

[Video in Pashto released by Al-Emarah Jihadist Studio; on 5 January, place not given: "How US Forces' Aircraft was Shot Down in Zabul"; for a copy of the video, contact GSG_GVP_VideoOps@rccb.osis.gov or the OSC Customer Center at (800) 205-8615. Selected video also available at OpenSource.gov]

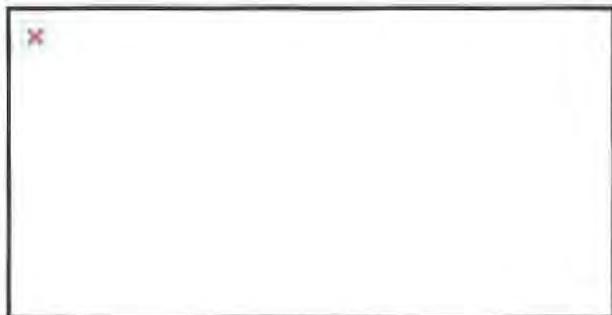
On 5 January, OSC observed Taliban website, Voice of Jihad, posting links to a Pashto video about the alleged shooting down of a US helicopter in Zabul's Shah Joy District. A detailed summary of the video is given as follows.

Video begins with the following message: "Attention! This is a jihadist publication and it is not allowed to broadcast it with music. Al-Emarah Jihadist Studio"

Video now shows the following Koranic verse "And fight them on until there is no more tumult or oppression, and there prevail justice and faith in Allah altogether and everywhere." [Koranic verse, Al-Anfal, 8:39]

An unidentified announcer says that the video is being presented by the Audio and Video Branch of the Al-Emarah Jihadist Studio.

Now the video shows an onscreen slate with the title "How US forces' aircraft was shot down in Zabul's Shah Joy District? Update yourself about an attractive and complicated tactic in this regard"



Search Results Navigation

Page 1
Result 4

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USCENTCOM FOIA 14-0177 & 14-0179

The unidentified announcer says that the "invading troops had declared that 2013 would be a year of success for them in Afghanistan. They had claimed that they would weaken Taliban to an extent where they would not be able to continue their fighting and would not be able to apply military tactics against Afghan and foreign security forces; however, Taliban's successful operations and ground realities showed that mujahideen had not weakened in 2013. In fact, they comprehensively defeated the invaders through their complicated tactics. Now the enemy is compelled to consider withdrawing its forces from Afghanistan".

The unidentified speaker further says: "According to free media outlets, mujahideen carried out about 5,000 small and large military attacks against the enemy in 2013 and they killed or wounded thousands of local and foreign soldiers in these attacks. Shooting down a US military helicopter in Zabul's Shah Joy District on 17 December 2013 was one of mujahideen's successful operations. At least 11 US soldiers were killed in the incident."

Video shows the following Koranic verse:

"And those who strive in Our (cause),- We will certainly guide them to our Paths: For verily Allah is with those who do right." [Koranic verse, Al-Ankabut, 29:69]

Now the announcer says: "Let us know about a complicated tactic of mujahideen in Zabul."

He says that US forces were using air force in their operations in Zabul and were launching air strikes from a low altitude. He adds: "Taliban had installed an antenna on the Red Hill near Ibrahim Khel village of Shah Joy District to activate their mobile communication system. US forces were trying to target the antenna to disrupt Taliban's communication system. In order to achieve this goal, they repeatedly carried out air strikes on the antenna. Mujahideen of the Islamic Emirate took advantage of the situation and made a plan to shoot down enemy's helicopters that used to target the antenna from a low altitude. They planted remote control mines near the antenna. These mines move forward for hundreds of meters after they are detonated and cause heavy destruction. When a US helicopter lowered, mujahideen detonated the mines. The mines hit the helicopter and as a result, it crashed and all soldiers on board were killed". The announcer says that Al-Emarah Jihadist Studio has conducted short interviews with Mr. Amin, a Taliban official in the area, and also with a mine expert.



Video shows wreckage

[REDACTED] of the

helicopter

[Al-Emarah] Mr. Amin, please tell us how Taliban shot down the aircraft?

[Taliban official] The enemy aircraft used to carry out strikes on the antenna. They also dropped a special device in order to bug the area. Mujahideen devised a plan to target the enemy' aircraft. Video shows footage of the device.

[Al-Emarah] How long it took for Taliban to organize the plan?

[Taliban official] The plan was organized in about one month and 20 days.

[Al-Emarah] Please tell us as why Taliban selected that particular area for the attack?

[Taliban official] Taliban had set up a communication system in the area and the enemy repeatedly tried to destroy it. Taliban worked out a plan to target the enemy's helicopters; therefore they installed a fake antenna on the hill as a trap and when the enemy helicopters arrived there, Taliban attacked them.

[Al-Emarah] How many US soldiers were killed in the incident?

[Taliban official] Taliban went to the area after the incident and found 11 helmets there.

[Al-Emarah] Did you organize the plan?

[Taliban official] Yes, I organized the plan; however, one of our senior colleagues, who was martyred some time ago, was also very much interested in the plan and had worked on it.

[Al-Emarah] How much money did you spend on the implementation of the plan?

[Taliban official] We spent money in order to provide accommodation, transportation, and other logistic support to "mujahideen". We used a certain material in the attack which was expensive. Overall, we have spent some money on the implementation of the plan.

[Al-Emarah] US forces usually remove their military equipment from the battlefield even if they are destroyed. Did they make such an attempt to remove the wreckage of their helicopter?

[Taliban Mine Expert] Yes, they made an attempt to remove the wreckage of their **helicopter**; however, it was not possible for them to remove the wreckage of the **helicopter**. Later they bombarded the wreckage of the **helicopter**.

[Al-Emarah] It means that US forces could not remove their equipment from the area and it remained there.

[Taliban Mine Expert] Yes, their equipment remained in the area.

At the end, video shows footage of a number of US soldiers while a jihadist song is being played in the background. The video claims that the soldiers were killed in the **helicopter** incident in Zabul.

[Recording ends]

Click on the [link](#) to view the attached 12-minute video in wmv format

[Description of Source: Taliban Voice of Jihad Online in Pashto -- Presents the anti-Western, anti-Afghan government views of the Islamic Emirate of **Afghanistan**, the Taliban umbrella organization under Mullah Omar. Principally directed toward the Afghan diaspora, foreign readers, and the small Afghan elite with access to the Internet.]

Submit Review

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Pages 35 through 36 redacted for the following reasons:

(b)(1)1-4a

(b)(1)1-4a, (b)(3), (b)(6)

Approved for Release

UNITED STATES ARMY COMBAT READINESS / SAFETY CENTER
DIGITAL COLLECTION, ANALYSIS, AND INTEGRATION LAB
BLDG 4905, RUF AVENUE
FORT RUCKER, ALABAMA 36362-5363

AUDIO TRANSCRIPTION OF UH-60M, 09-20186, ASDAT



(b)(3) (b)(6)

Pages 38 through 50 redacted for the following reasons:

(b)(1).4a

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45, the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301, Title 5, USC Section 2951, E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1530	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME		6. SSN	7. GRADE/STATUS

(b)(3), (b)(6)

8. ORGANIZATION OR ADDRESS
AERIAL REACTION FORCE, ZABUL PROVINCE, FOB APACHE

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH.

A1) I have been in the army for 15 years. I have served in the US Army Armor Center Fort Knox, IAD in Germany, 101st ABN DIV, First Army as a AC/RC Cadre, and currently at Fort Knox in IID. I am a 13B40 and served in every position from cannoneer to Platoon Sergeant. I am air assault qualified, and master fitness qualified. This is my sixth deployment, some short and some long.

(b)(3), (b)(6)

(b)(1)1.4a

A4) I and the platoon recieved a warno of the code (b)(1)1.4a Myself and the Platoon Leader went to the GF TOC as soon as we could to get information. I recieved a verbal brief that a Black Hawk helicopter had crashed near FOB Baylo. I was told that there were seven people on board and no information on the status of the occupants. We conducted our basic checks and were told more formation would follow while enroute as to we were in a hurry to get to the US Soldiers.

A5) The mission we recieved and commanders intent was to secure the site of the crashed UH-60, deny enemy personel access to the objective, provide first aid to the wounded and MEDIVAC them from the area, account for and secure all the fallen Soldiers, account for and secure all sensitive items, hold the site until relieved by any sustainment forces or told otherwise. Our plan was basic drill that we rehersed often. We took the minimal tools needed to get there as quick as possible with speed balls of water, food, batteries, and extra cold weather gear on stand by to be infilled if needed.

A6) As soon as I recieved the mission we alerted the whole platoon and started to gear up and conduct checks of our equipment. Checks to our equipment arte conducted twice daily at shift changes and again prior to any mission. We threw on basic layer of cold weather gear and had our TOC repair speed balls if needed later. The squad that was going was briefed with the information needed to get on site and execute the mission.

A7) N/A

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT <u>(b)(3), (b)(6)</u>	PAGE 1 OF <u>3</u> PAGES
-------------	--	--------------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF (b)(3), (b)(6) TAKEN AT Apac DATED 26 Dec 2013

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB APACHE DATED 2013/12/26

9. STATEMENT (Continued)

A8) N/A

A9) I assume that right after the aircraft went down that the GF TOC was notified and a quick assesment of the situation was done. Then (b)(1)1.4a was given and units were activated to respond accordingly.

A10) Based on my experience I can not determine exactly what caused the crash. I did not se any blast holes in the aircraft, I have been in and assisted with many IED blasts and none of the aircraft looked as if it was blasted from a explosion. I can not confirm if the tail was hit due to many parts missing, but from what I can remember it had no blast associated marks on it. It is possible that the tail rotor was hit and caused the crash. I do not know how little damage it takes to take the aircraft down as hard as it hit.

A11) I do not havbe the expertise to tell you if the crash was preventable. I do know that there are missions that have a high risk but need to be done. The answer to this question however is far above my level. I do not know how the aircraft fly and I have not been fully briefed on what the repeater missions consist of or the intellegence gathered from those missions.

A12) I would like to put in writing some of the events that I saw on the ground. These events were also discussed with BG Lewis over VTC. It has been a little over a week since that VTC took place. I was the second chaulk to land on a pinicle landing above the crash site. The first chaulk was already on the site holding security and making a assesment of the situation. my first actions were to get our security in place on key terrain. Once that was done I moved myself to the downed aircraft to link up with the platoon leader and make a assesment of the situation. The aircraft was on a pretty steep incline with the nose facing uphill. It looked as if it crashed higher on the hill and rolled judging by how the debries was scattered above the aircraft. I was told by My Soldiers at the site that there was one still alive and five KIA found. Soldiers were giving aid to the wounded Soldier and preparing him for MEDIVAC. He was talking but a little dazed reporting back pain. This was (b)(3), (b)(6). After he was evacuated we focussed harder on the KIA extraction, sensitive item collection, and securing the site. After several minutes My Soldiers found the sixth KIA under lots of debries and partialy under the left side of the aircraft. Both pilots were in the front seats, the left pilot was underneath a crewchief that was laying on his back out with head out the windshield. A soldier was about 10 meters in front right of aircraft laying face down. The other two KIA were in the rear compartment of the aircraft. The wounded (b)(3), (b)(6) was outside the right rear door laying down. I do not recall seeing any name tags. I was not looking for those at that moment. We did not recieve a list of sensitive items that were on air craft so we used common sense and went by number of personel there. We were told all was found except two PEQ-15's. Once all areas were searched and KIA were secured we called to evacuate the fallen and sensitive items. Shortly after that a sustainment unit from 2-2 INF arrived and a battle hand over was done. Nothing follows.

XX

(b)(3), (b)(6)

630 USCENICOM.FOIA.14-0177 & 14-0179

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT

FOB APACHE

DATED 2013/12/26

9. STATEMENT (Continued)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL

(b)(3), (b)(6)

WITNESSES

(b)(3), (b)(6)

RLC (S) ALF, FOB APACHE
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

IF K. [unclear], FOB Apache
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6)

- Investigating officer
Article 1316 (b)(4), DCMT
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 3 PAGES

SWORN STATEMENT

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2013/12/27	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
CJMED, HHBN, 4ID and HQ, Regional Command-South, Kandahar Airfield, Afghanistan

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH.

(b)(3), (b)(6)

-South, RC(S). At approximately 1500 hours on 17 December 2013, the RC(S) Combined Joint Operations Center (CJOC) Shift Director, (b)(3), (b)(6), announced that there was a report of a Fallen Angel or downed aircraft. I immediately called TF Demon's Medical Operations NCO, my counterpart at TF Demon (1CAB), to see what they knew and to alert the medical evacuation (MEDEVAC) aircraft crews at FOB Apache. The crews had already received instructions and authorization to launch and follow the Air Weapons Team that was being sent to support security at the crash site. At the same time the other PECC personnel in the CJOC, (b)(3), (b)(6) were confirming the grid of the location, in vicinity of grid (b)(1)1.4a, (b)(3), (b)(6) also began notifying the military treatment facilities in the area to stand by to receive and unknown number of casualties with as-yet undetermined injuries. The first treatment facility that was notified was Gelan Forward Surgical Team (FST) at Camp Pepper in Regional Command-East which was also the closest facility to the crash site that could handle sever trauma. Gelan FST is approximately a 10 minute flight from the crash site. Gelan FST prepared to receive casualties as the primary destination for up to three (3) category A casualties. The second facility to be notified was Apache Forward Surgical Team at FOB Apache in Zabul Province, RC(S). Apache FST is approximately a 20 minute flight from the crash site and was identified as the alternate location for additional category A casualties and for category B casualties. FOB Apache was the originating location for the MEDEVAC crews that responded and the Apache FST was also standing by to receive casualties. The third facility to be notified was Tarin Kowt Forward Surgical Element (TK FSE) at FOB Ebert in Uruzgan Province, RC(S) as a contingency facility only. TK FSE prepared to receive casualties as well. The fourth facility to be notified was Kandahar Airfield Role 3 (KAF R3) hospital. KAF R3 would be the destination facility for all casualties after receiving forward surgical intervention at one of the FSTs or FSE to stabilize them enough to fly to KAF R3. All these steps happened nearly simultaneously. A drone was redirected to the crash site to support the recovery operation and provide imagery for supporting units to include the CJOC. The drone arrived over the area at approximately 1523 hours and began providing video feeds to the CJOC. No personnel were seen to be moving on the ground in the area around the crash. The crashed airframe was clearly visible on the feed from the drone. There was a second helicopter that had been accompanying the one that crashed. It was still in the vicinity and was flying over the crash site to try to see what was happening and to look for the crew. The CJOC did not have direct communication with the second helicopter but information from that air crew was being relayed through TF Demon to the

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KANDAHAR, AFG DATED 2013/12/27

9. STATEMENT (Continued)

CJOC. At approximately (b)(1)14 the CJOC and the PECC were notified that the AWT and MEDEVAC aircraft had arrived on-site to the crash site. At this point in time it was undetermined how many personnel were on the aircraft that went down but it was reported to be four (4) or five (5). At approximately the same time the PECC and the CJOC Shift Director were notified that there was a survivor walking around the wreckage of the aircraft and waving at the aircraft flying around above the crash site. At approximately (b)(1)14 the Aerial Reaction Force (ARF) arrived on scene as well and began to further secure the site and check for casualties. The terrain was rough and none of the aircraft could land to survey the area or to secure casualties. The scene was secured sufficiently at approximately (b)(1)14 for one of the MEDEVAC aircraft to hover and lower a flight medic to the ground to evaluate and secure the survivor who had been walking around. The flight medic and ARF found no other survivors after a rapid search. The flight medic then secured the survivor who had been walking, raised him to the MEDEVAC aircraft at approximately (b)(1)14 and continued care for him. At this point the MEDEVAC crews started to leave the area with the casualty. It was initially reported that the crew was going to Gelan FST and the category of the casualty and his injuries was unknown. When communication was relayed back to TF Demon and then to the CJOC it was discovered the casualty had been identified as a category B casualty and the MEDEVAC crew was returning to Apache FST to drop off the casualty and to refuel. The casualty arrived at Apache FST at (b)(1)14 and was immediately treated by the Apache FST. His initial injuries were reported as possible spine fractures and a right hip fracture as well as a few soft tissue injuries. He was confirmed to have been a category B casualty by the surgical team. The medical mission on which the survivor was MEDEVAC'd out of the crash site was assigned medical mission number MM(S)12-17C. The MEDEVAC crews refueled their aircraft and at (b)(1)14 the crews launched to return to the crash site to provide additional support and to recover the rest of the downed air crew. At (b)(1)14 TF Demon dropped a 9-line MEDEVAC request into JChat that did not require action. It was for record-keeping purposes so that TF Demon and the PECC would have the information from MM(S)12-17C. At this point estimates of the number of aircrew went up to six (6) or seven (7) personnel aboard with one recovered, four (4) killed and two (2) missing. TF Demon's liaison officer (LNO) and the RC(S) Personnel Section (CJI) continued to work on confirmation of the number of crew members and also to confirm the names. The PECC was also engaged with TF Demon and the CJI to confirm the number of personnel from a medical perspective to ensure timely and effective medical care for four casualties. Estimates of the casualties came down to seven (7) with one recovered, five (5) killed and one (1) missing. At approximately 1730 CTF Dragoon's medical operations officer, (b)(3), (b)(6), called to state that CTF Dragoon may have had a Soldier aboard the downed aircraft as well. This was later confirmed and he was one of the seven (7) crew members on the downed aircraft. A short time later it was relayed from CTF Duke that all six (6) remaining crew were on the ground in or around the wreckage and none were missing. The Apache MEDEVAC aircraft were turned around part of the way en route back to the crash site because (b)(1)14 assets were reported to be en route up from Regional Command-Southwest. (b)(1)14 estimated time of arrival was going to be over one (1) hour from the time of the report. It was decided then that (b)(1)14 would not continue to the crash site and that a different recovery method and assets would be used. Due to the amount of time that the incident had already taken and due to darkness approaching and also due to the difficult terrain the Apache MEDEVAC crews were again sent to go to the crash site to help recover the aircrew who had been killed. At approximately (b)(1)14 a 9-line patient transfer request was dropped into JChat by the PECC on behalf of the Apache FST. This was assigned MM(S)12-17D and it was for transfer of the surviving aircrew member from Apache FST to KAF R3 in order to give him further and higher care and to clear bed space in the event that additional casualties were received. KAF MEDEVAC was assigned for execution. The KAF MEDEVAC went wheels up from KAF at (b)(1)14 hours, arrived at Apache FST at (b)(1)14 hours, loaded the patient, went wheels up at 1915 hours en route back to KAF and then arrived at KAF R3 at (b)(1)14 hours. TF Demon was able to confirm that all six (6) remaining aircrew were found at approximately 1900. TF Demon confirmed that all six (6) killed aircrew were picked up by the MEDEVAC aircraft at approximately (b)(1)14. Both MEDEVAC aircraft were used to recover the bodies and they had to be hoisted up individually. At approximately (b)(1)14 all the killed aircrew arrived at FOB Apache and were transferred from the MEDEVAC aircraft and transferred to a CH-47 helicopter. From there the CH-47 arrived at approximately (b)(1)14 at the KAF R3 helipad for transfer to the United States mortuary affairs facility adjacent to the hospital. All six (6) aircrew were confirmed to have arrived at KAF. The Apache MEDEVAC crews reset and postured for launch in support of additional missions. At this point the CJOC started getting initial reports of cold weather injuries among the Soldiers securing the crash site. At approximately (b)(1)14 as TF Demon and CTF Duke were in the process of moving the killed aircrew to KAF, a 9-line MEDEVAC request dropped into JChat from TF Demon. The 9-line was requested by CTF Duke personnel securing the crash site alongside SOTF-S Soldiers. The initial report was for four (4) category B patients who were all Afghan National Army (ANA) soldiers suffering from cold weather injuries. MM(S)12-17E was assigned to this MEDEVAC mission and the Apache MEDEVAC crew prepared to launch in support. At approximately (b)(1)14 TF Demon updated the 9-line and stated that the patients were all US Soldiers. At approximately (b)(1)14 Apache MEDEVAC launched to execute MM(S)12-17E. At approximately (b)(1)14 MEDEVAC arrived on scene at the crash site and started to attempt recovery of the cold weather injuries. Initially a hoist operation was attempted but cold

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

and then the MEDEVAC helicopters switched out for the second MEDEVAC to pick up the remaining casualties. At (b)(1)1.4 the 9-line was updated to state that there were two (2) litter patients and three (3) ambulatory patients. Then at (b)(1)1.4 hours the numbers were changed again to state that there were three (3) litter and three (3) ambulatory patients for six (6) total US category B cold weather casualties. At approximately (b)(1)1.4 Apache MEDEVAC reported that they were en route back to Apache FST with six (6) cold weather injury casualties. At approximately (b)(1)1.4 hours the Apache MEDEVAC dropped off all casualties at the Apache FST. They were all diagnosed and treated for mild hypothermia and mild altitude sickness. All six (6) casualties were treated and released to their units within an hour from arrival.///END OF STATEMENT///

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE OR

(b)(3), (b)(6)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating Officer
on Administering Oaths

ORGANIZATION OR ADDRESS

Article 13(b)(4), USMST
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD) 2013/12/31	3. TIME 2040	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
B Co. 3-1 AHB

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank:
(b)(3), (b)(6)

Last four of SSN:
(b)(3), (b)(6)

Current unit of assignment and location of that unit:
B Co. 3-1 AHB, Kandahar

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My MOS is 94F computer system detection repairer. I'm assigned to B Co. 3-1 AHB. I am in second platoon, third squad. I have been in the unit for 6 months and am a door gunner for the unit.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: The types of mission-briefing we do is verbal at the aircraft before we get the aircraft started or before we get in. (b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 2040 DATED 2013/12/31

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: The mission was D14 which was doing repeater towers, but before we left our pilots were told which in than told us that the mission set might and will probably change when we got to apache. So we didn't know what we would be doing till we got to apache. When we got to apache is when we were briefed that we would be pulling security as they shot to missiles into a mountain. After that we were on the go ahead to go alone with our other mission which was to find and destroy repeater towers.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Well when we left Kandahar we had the (b)(1)1.4a on our aircraft which was 192 and all the (b)(1)1.4a guys on bored with us and 186 had the pet rock guys. So we had everything we need to do the repeater mission but were also ready for the mission change when we got to apache. Got to apache got a new briefing. To pull security. We were told to do that than continue on the repeater tower mission.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: Well the day started like any other day get to work door gunner and crew chief pre flight the aircraft while the pilots got to the O and I brief. so me and (b)(3), (b)(6) got done with the pre flight so we went to the CP waiting for the polites. When they got done we meet up with them they told us what we were doing and that be need to be at the aircraft early for the (b)(1)1.4a crew to install the machine. So we did. After that was done we had a mission briefing at the aircraft telling us that our mission was probably going to change we got to apache and that we were going to take packs to apache too. So we got to apache dropped the packs off and were told to shut down to get briefed on the new mission set. so we got the new mission set and that we were going to pull security while they shot those to missiles. So we picked up 2 medics one on each aircraft. So we got at the site and the 2 missiles hit we check everything was good so we came back to apache. Where we dropped of the 2 medics and refueled. Where we were told that we were done and that we could continue on our repeater tower mission. So we proceeded to the 1st tower where calk one went in for a pass couldn't find it. So we came in with the (b)(1)1.4a to look for it which we found it. Took pictures of the tower and proceeded to shoot the solar panel by (b)(3), (b)(6) after we were cleared. Than we came around and shot the towers and wires. After doing that we took the after pictures and moved out of the way to let calk one come in to drop the pet rock one the site. After that tower was done and pictures were taken alone with the pet rock dropped we went on to the next tower. This time we were leading so when we got to the site we did a quick look for the tower we couldn't so we had calk 1 come on and try and find the tower. They looked for bout 10 mins and couldn't find it so we came back around and we took a look for it to get a fresh eyes on the mountain and to see if we could pick it up with the (b)(1)1.4a Well we couldn't find it and there was no signal of the tower and were told it was an inactive site so we proceeded to the next tower. (b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 4 PAGES

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT 2040

DATED 2013/12/31

9. STATEMENT (Continued)

Where once again we took lead. As we were on the way to the next tower we were as by the (b)(1)14a if we were close cause the signal was very strong. That's when (b)(3), (b)(6) said no we are still 30K out. That's when they said it was weird because they haven't had a signal so strong before. Well as we got about 10K we heard on the radio the enemy saying "that they are moving to the headquarters and to get the big one Ready." Which we all talked in the aircraft thinking it was a RPG or something of that sort so we relayed the message to calk 1 and to watch very closely. So we went in for our pass and didn't find anything. So we got out of the way and let calk 1 come in and try and find the tower. So we went up and did right circle patterns while calk 1 was looking for the repeater tower. As they were looking for bout 10 to 15 mins they said they were going to move out the way so we could find it because they couldn't. so as they were doing their last scan up the mountain they found it and said that they found a big cater that looked like a big man hole. That they were going to get a closer look than they said that they were going to drop smoke so we could come and take pictures so they can come back and shoot it. Well right after that last transmission there was a lot of dust way more than there should be along with the tail of the aircraft going right than a correction of the tail by it going left. Than the tail spinning right and the nose go down than the aircraft falling to the ground. So when we saw the aircraft do that (b)(3), (b)(6) called to see if everything was ok and what was going on. We didn't get any response. When we made or way to the whole crash site we saw 186 was on the ground in pieces followed by the enemy saying on the radio "congratulating each other for what happened. So immanently (b)(3), (b)(6) called on the radio we had a fallen angel to everyone because we were not getting a response from anyone. We finally got a hold of someone after 5 to 10 mins. Told them we had a fallen angel and the grid. They told us they were to far out. So we went even higher and got a hold of apache and gun fighter. And told them the same thing. While all this was happening we were make left traffic patterns when (b)(3), (b)(6) said that he saw a second cater and asked me about it and pointed it out were I saw the second cater too. It was smaller than the initial bigger cater we saw before and that calk 1 was telling us about. Than we heard in the radios the enemy say "get everyone ready to move in." so we were pulling security for about 30 to 45 mins looking for anyone around or anyone coming to the aircraft. The whole time we didn't see any movement around or from the aircraft. And (b)(3), (b)(6) still talking on the radios informing what was going on and trying to find out when the apaches were going to be there. After the apaches got there we had to help them find the downed aircraft. After they found it and we were leaving. They said the saw one person waving their arms. We were on coms the whole time as they were asking us questions on the way back to apache. We saw the med and ARF crew pass us. When we got to apache we refueled and parked while at idol. When we where told to wait for our escort back to Kandahar. Listening to the radios the whole time. We were confronted by a captain asking us who was on the other aircraft. After we gave them the names finally we got the NVG out because we didn't know how long it was going to take. Finally the 58's got to apache they refueled than after that they escorted us back to Kandahar. (b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

(Signature of Person Administering Oath)

(b)(3), (b)(6)

Investigating Officer
Administering Oath

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 4 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT 2040 DATED 2013/12/31

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Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: The 1st mission went smooth and got it accomplished no problem. The second mission did not get accomplish due to 186 going down. After the aircraft went down just giving called to the site of 186 and letting everyone know what was going on and what we were doing.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: (b)(3), (b)(6) was on flight controlled we went saw the aircraft go down we started circling around the crash site as (b)(3), (b)(6) started making calls reporting a fallen angel While I was pulling security because we were doing left patterns

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: we saw and calk 1 reported it to that there was a big crater that looked like a man hole. And right before they went down there was a lot of dust followed by them losing control. And when we went back around there was to caters instead of the initial one we saw before! So we came to the conclusion from that and the chatter on the radios by the enemy it was an IED

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: N/A

GAZ (b)(3), (b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 16, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE, ZABUL PROVINCE	2. DATE (YYYYMMDD) 2014/01/05	3. TIME 2300	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HHC BDE, 3-1 INFANTRY DIVISION

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

O/A 22DEC2013, I was included among a list of other personnel who were interviewed/questioned regarding the incidents of 17DEC2013. The following is a summary of the SVTC that was conducted between myself, BG Lewis, and several others. I was first asked to provide a update on the enemy situation for the area in which the Fallen Angel occurred. The area was on the border of the Shah Joy and Nowbahar Districts, along the Shugar Mountain Range in Eastern Zabul Province. The threat network associated with the area was the (b)(1)1.4a, whose primary operating area was in Shah Joy, however had extended influence into the neighboring districts. I provided information relating to recent SIGACTs and events that took place in the area to include types of attacks. I identified that in the district there were recent ISAF strikes that eliminated HVIs such as (b)(1)1.4a (b)(1)1.4a as well additional engagements that have removed multiple lower-level, unnamed insurgents from the battlespace. I included that the number of SIGACTs, whether they were IED attacks or small arms fire attacks against ANSF/ISAF had dropped off due to the transition of EoA personalities moving to Pakistan for the winter months. Indicated that these were the primary types of events that took place within the Shah Joy District and on a lower level random Indirect Fire (IDF) Attacks that had not been seen for a couple months. If IDF attacks did take place, they were targeting ANSF tactical infrastructure and were minimal at best. Since we had taken over responsibility in July 2013 we had seen only one other incident that qualified as a attack against Air Assets, and this was in the Arghandab District during a previous operation earlier in the month of December. That attack was assessed as an attack of opportunity at best as it was described as a group of about three EoA firing small arms weapons at CH-47s on approach to pick up ANSF/ISAF Soldiers from a HLZ. I provided that the typical movement the EoA used throughout the area was on motorbikes as they allow for faster movement through the less trafficable areas and through passes inbetween villages and districts. I identified (b)(1)1.4a as a key leader of this network who coordinated and facilitated attacks across the Shah Joy District with guidance and direction of attacking ANSF primarily. EoA attack elements have not been seen operating in groups larger than ten, and when this was seen, this size force was engaged in Southern Qalat Northern Shinkai border region. One instance this size element was seen in Shah Joy was during a operation conducted by SOF elements in the eastern portion of Shah Joy near the Gelan District border. I was also asked if I knew of the flight path that the helicopter was taking during its flight, which I did not know. I was asked if there were any previous indications that an attack was going to take place against the helicopter and I responded with no, as I had not come across any reporting that indicated such an attack was going to take place. I provided that the visual observation (VISOBS) in the province is great, and that anytime a flight or ground convoy departs FOB Apache, there is usually a report of that taking place. I do not recall reading a report that morning that identified this group of helicopters departing FOB Apache through VISOBS. I was asked if there was any previous HUMINT reporting as well that indicated this attack was going to take place, again, there was not that I recall reading, nor was there any reporting that indicated the attack preparation once going back into the database. I was asked if any pulls from the repeater had been done and if the repeater was actually transmitting. Both can be answered with yes, because if the repeater was not transmitting, the platform used to identify its location and the information coming off of it would not have been possible. The configuration of the repeater was also asked, such as was there any difference in its construction? (Statement continued on the following page)-----

10. EXHIBIT	11. INITIALS OF <u>(b)(3), (b)(6)</u>	MAKING STATEMENT	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____KEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB APACHE DATED 2014/01/05

9. STATEMENT (Continued)

Thus far all photos and imagery that I have been able to view indicated that the repeater is built and arrayed in a similar fashion to most other repeaters throughout the province. There was a solar panel and antenna array associated with these repeaters. This is the third group of repeaters to be placed in this area since we began removing them from contributing to the communications of the EoA. Also addressed was the meeting with the flight crews that morning in the conference room. I was not in attendance at this meeting, thus I do not know if there was an additional threat brief given to the flight crew from what they received prior to departure from their own unit S2. The Task Force S2 is on all our distribution lists to include HUMINT, SIGINT and Targeting distribution lists and has a very good understanding of the threat and the enemy networks operating in the province.

-----Answers to the word document below-----

(b)(3), (b)(6)

A2: I am a 35D and currently serve as the Brigade S2 for HHC BDE, 3-1 ID. To date I have been with this unit and the Brigade S2 for 18 months.

A3: Part 1: N/A. Part 2: Our unit does train and rehearse TTPs to react to enemy threats/contact by conducting battle drills that originate with the TOC. Once the report comes through each staff section has a listing of sequential/simultaneous steps that are taken to achieve the greatest results in the shortest period of time. The BDE S2 shop is no different. Once the report came in we began collecting information for the specific area upon receiving the grid for the Fallen Angel. HUMINT and SIGINT information as available was being requested and collected and map data of the terrain for pending recovery was being produced. Additional ISR assets were also being coordinated for in the event there was a follow-on attack. Part 3: Once our unit identifies a repeater's existence, the FECC produces a packet that is routed through their cell as well as the S2 cell to obtain what information value the repeater has. Depending on where the repeater is located will also depend on what adjacent unit is contacted to obtain their input. Once this information is collected it is then passed on to the S3 with the S2 recommendations.

A4: N/A

A5: N/A

A6: N/A

A7: I was present in the TOC for (b)(1)1.4a taking place and upon completion of the fire mission departed. I was not aware of the follow on mission of targeting the repeaters nor did I receive any unusual reports prior to the aircraft going down.

A8: From my understanding all mission objectives were met in support of (b)(1)1.4a I am not aware of any reports that were made by the flight crew in support of this operation.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301, Title 5, USC Section 2951, E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2013/20/12	3. TIME 2200	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS TF Demon (1st CAB)			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

~~(SECRET//REL FVET)~~ I am almost certain that an IED was responsible for our Fallen Angel. It is unknown what type of initiator was responsible, but based on a possible cave entrance it could have been RCIED or CWIED. We assess the INS set up an ambush to draw in our helicopter with a repeater tower, knowing our TTPs of flying low to investigate and destroy INS repeaters. There is supporting Intel reporting (both SI and HUMINT) that suggest the INS has planned to attack a helicopter in this area. We do not know how long the IED had been there, but could be anytime since our last mission (about 3 weeks ago) till a few days ago.

Those responsible are most likely apart of the Broken network, though they have been quiet since this incident. We assess there could possibly be other IEDs set up along ridge lines within Zabul or Shahr Joy.

Aside from Intel reporting, what suggests IED is based on imagery of last known location of the aircraft. The other crew reporting seeing a 'manhole'. Next to a 'manhole' there was a small crater previous to the crash. After the crash, imagery showed 2 craters, the previous one much larger and a new one. Additionally, a possible cave can be seen in the imagery.

There was not any reporting previous to this incident to suggest INS set up IEDs at repeater towers in order to target us.

Nothing Follows

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>1</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT

2003

DATED

2013 2012

9. STATEMENT (Continued)

Please Release for Release

AFFIDAVIT

I, (b)(3), (b)(6)

HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6) statement

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6) th)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
(on Administering Oath)

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you

Full Name and Rank:

Last four of SSN:

Current unit of assignment and location of that unit: 1CAB, Kandahar Airfield, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3) (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 35D, BDE S2 OIC within 1st CAB, 1IN, HHC. Serving since Nov12

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Have not flown in the Army. Flew in the EA-6B, roughly 900+ hours both combat and training. In the Navy, we had extensive training on how to react to enemy threats and contact.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: NA

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: NA

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: NA

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: NA

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I was not on location at the time of the Fallen Angel but on my way back from a visit with 2MAW in Bastion and did not arrive until about 4 hours after Fallen Angel occurred.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: enemy action

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Yes, by not setting patterns and mitigating threats by altitude.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: No.

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Approved for Release

~~SECRET//REL TO USA, ISAF, NATO~~

USCENTCOM FOIA 14-0177 & 14-0179

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION: Kandahar Airfield, Afghanistan
2. DATE (YYYYMMDD): 2013/12/27
3. TIME: 2100L
4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME
6. SSN: (b)(3), (b)(6)
7. GRADE/STATUS
8. ORGANIZATION OR ADDRESS: HHC/1 CAB, TF DEMON, CJTF-4

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

I participated in a group interview with BG Lewis on 232100DEC13 as part of the 15-6 investigation for (b)(1)1.4a. Also in the room were several members of the TF DEMON staff and members of BG Lewis's team. This interview covered several subjects from electronic warfare planning, mission planning, mission approval process, intelligence, and risk management process. My direct contributions to the interview were in reference to mission planning, TTPs for executing the (b)(1)1.4a / repeater destruction mission, and intelligence regarding the mission. (b)(1)1.4a was an RC(S) directed and approved mission tasking TF DEMON to destroy and jam INS repeater towers to disrupt INS networks. The targets for (b)(1)1.4a mission were nominated by CJ7 and reviewed and approved by TF DUKE. Repeater destruction missions in RC(S) have been performed by OH-58Ds, AH-64Ds, and UH-60s.

I discussed with BG Lewis that I had participated in a repeater destruction in May of 2013 while on PDSS. I was flying an OH-58D with an AH-64D wingman with TF LIGHTHORSE (3-17 CAV, 3 CAB). We engaged and destroyed the solar panels of two repeaters with an M4 from the co-pilot in my OH-58D. This required me to fly within 100m of the panels, but was successful after approximately 60 rounds of 5.56 for each panel. We attempted to destroy the third repeater with our AH-64D's 30mm cannon. After identifying the small antennae and solar panel, I attempted to talk the AH-64D, piloted by a CW5 and CAB Master Gunner, onto the target but he could not identify it. I then marked the target by dropping a smoke grenade. The AH-64D engaged with approximately 30 rds of 30mm that appeared to have target effect all around the target, but upon BDA we saw that neither the solar panel or the antennae were damaged. We then destroyed the panel with another 30 rounds of 5.56.

When I returned on the ADVON, TF LIGHTHORSE had begun using UH-60s and the M240 to destroy repeaters with much better results. As the TF SABER (1-6 CAV, 1 CAB) S3, I only used UH-60s to destroy repeater towers, which we found to be the best platform in TF DEMON to accomplish this task. When TF GUN FIGHTER (1-1 ARB, 1 CAB) conducted a RIP with TF SABER at KAF, they began occasionally using AH-64Ds to engage repeaters when they were not tasked to higher priority missions. We found the AH-64Ds to be less capable of locating and destroying repeaters than the UH-60s.

During the interview we were also asked about flight hard decks and SOPs for repeater destruction. I explained that TF DEMON aircraft all observed a 1000' AGL minimum altitude while enroute for all airframes, but that reconnaissance aircraft were permitted to operate at 200' AGL for reconnaissance of specific objectives. When asked what minimum operating altitudes were for UH-60s, I replied that UH-60s were permitted to descend all the way to the ground while on mission as they were assault aircraft. Ultimately, it is impossible to identify the repeaters from 1000' AGL and extremely difficult, if not impossible in some cases, to identify them even at 200' AGL. We considered the greatest risk to aircraft conducting repeater destruction to be environmental (high altitude, limited power margins) followed by SMARMS. I do not remember any other questions that I answered during this interview. The following are questions sent in a word document as part of this investigation:

10. EXHIBIT
11 INITIALS OF PERSON MAKING STATEMENT: (b)(3), (b)(6)
PAGE 1 OF 3 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

547

USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 2013/12/27

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9. STATEMENT (Continued)

Current unit of assignment and location of that unit: HHC/1 CAB, KAF

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

A1: Graduated AVOBC/IERW in JAN2002. Assigned to 1-17 CAV, 82d ABN from 2002-2005 as Air Cavalry PL and AS3 (O1F III -IV). Following AVCCC, attended Hawaii Pacific University for graduate school from 2006-2008. Assigned to 2-6 CAV, 25th ID from 2008-2010 as S1, TRP CDR, and Deputy Chief Equipping LOE on 25th ID Staff. Attended ILE/CGSC 2011. Assigned to 1-6 CAV, 11D from 2012 to current as 1-6 CAV XO, S3, and 1 CAB S3.

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 15B, 1 CAB S3

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Primarily reconnaissance and security missions, AASLT security, convoy security, respond to TIC. My unit is very well trained and every mission brief includes actions on contact and downed aircraft actions. 1 CAB does not use OH-58s to engage repeaters (although I did this mission with 3-17 CAV while on PDSS in MAY2013).

Q4-9 omitted as I was not on this mission.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I believe AS35 was engaged by one or more IEDs that were emplaced specifically to engage aircraft conducting this mission.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Nothing Further.

Nothing Follows

NOTHING FOLLOWS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

-----Nothing Follows-----

Nothing Follows

For release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUEN

(b)(3), (b)(6)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 28th day of DECEMBER 2013 at Kanshan Airfield

(b)(3), (b)(6)
(S _____ g Oath)

(b)(3), (b)(6)

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
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ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION: KAF, Afghanistan; 2. DATE: 2014/01/02; 3. TIME: 1056; 4. FILE NUMBER; 5. LAST NAME, FIRST NAME, MIDDLE NAME; 6. SSN: (b)(3), (b)(6); 7. GRADE/STATUS

8. ORGANIZATION OR ADDRESS: HHC, 1 CAB, RC(S)

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 22 DEC 13, during the 15-6 UH60M incident interview I was asked about my work relationship to SFC Omar Forde and (b)(3), (b)(6) (b)(3), (b)(6). I informed the investigation committee that I am the Brigade Fire Support Officer and the FECC Officer in Charge (OIC).

Another question that was presented to me was to describe the background and job knowledge of the SFC Forde and (b)(3), (b)(6) for repeater missions. SFC Forde was the Electronic Warfare NCO for Task Force Demon who had been trained on Repeater missions by 3 CAB during RIP. SFC Forde had conducted over 15 repeater missions for the four months he was in Afghanistan. (b)(3), (b)(6) is a Forward Observer (13F) and was tasked to help visually spot the location of repeater towers because of his MOS skill set. (b)(3), (b)(6) had also conducted over 15 repeater missions for the four months he was in Afghanistan.

During the interview I was asked how repeater missions were nominated. Repeater mission nomination process goes through the BSO to RC-S. Once RC-S approves the mission either to destroy or disrupt the mission is then tasked to TF Demon to conduct. Once TF Demon receives the mission, assets are allocated to conduct the mission.

Also, during the interview I was asked about the current TTP used to find repeater towers. (b)(1)1.4a (b)(1)1.4a

Nothing Follows

10. EXHIBIT: NA; 11. PERSON MAKING STATEMENT: (b)(3), (b)(6); PAGE 1 OF 1 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF, Afghanistan DATED 2014/01/02

9. STATEMENT (Continued)

-----Nothing Follows-----

es released for ed

AFFIDAVIT

I, MAJOR CHARLES C. TURNER III, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1 AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

HHC, 1 CAB, RC(S)

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 2 day of JAN, 2014 at Kandahar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6) Investigating officer
(Administering Oath)

Article 136(b)(4), DCMIJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you

Full Name and Rank:

Last four of SSN:

Current unit of assignment and location of that unit: 1 CAB, KAF Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 13A Brigade Fire Support Officer. HHC, 1CAB, S-3, FECC and Plans, 6 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: NA

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: NA

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: NA

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: NA

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: NA

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: The Brigade JOC/TOC executed the battle drill for a fallen angel. This was executed by the Brigade JOC/TOC personnel and staff primaries along with the Brigade Commander

Q10: Based on your experience, and service in the unit what are your thoughts on what caused the aircraft to go down?

A10: NA

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures or publications, to prevent this type of incident?

A11: NA

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: No

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

554

1. LOCATION FOB Apache, Zabul Province, AFG	2. DATE (YYYYMMDD) 2013/12/27	3. TIME	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
---------------------------------------	--------------------------	-----------------

8. ORGANIZATION OR ADDRESS
HQ, 3d IBCT, 1st Infantry Division

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My MOS is 13A00. I am currently serving as Fire Support Coordinator for 3/1 IBCT, and lead the Fires and Effects Coordination Cell within the BCT S3 Section. I joined the BCT here at FOB Apache in September 2013 as a late deployer.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I receive briefings in the form of CONOPs. These briefs include timelines, general threat and risk assessments, task organization, and event sequence timelines. They are generally available within 36 hours of the mission.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache, AFG DATED 2013/12/28

555

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCLs/PCCs, etc.)?

A6: Not applicable in the 18DEC13 incident. In the past, I have personally checked my PPE, water, optics, weapons, ammunition, and mission-related items such as kneeboard products.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I had no knowledge of either the (b)(1)1.4a mission or the Fallen Angel event until after I reported to the Brigade TOC in response to a coded public address announcement.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: The downed UH-60 was kept under persistent surveillance by a UAV. The ground units deployed to the site were successful in securing the site, recovering remains, and rescuing one Soldier. Ground units generally provided situation reports and personnel accountability throughout the night.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: As a collective entity, the 3/1 BCT TOC acted to secure the crash site and rescue survivors. (b)(3), (b)(6) (b)(3), (b)(6) and supervised these efforts. The first action taken was to deploy the Aerial Reaction Force and begin resourcing air support in the airspace over the crash site. Initial reports were sent directly to the RC(S) JOC by the Chief of Operations (b)(3), (b)(6) (b)(3), (b)(6)

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: The three possibilities are pilot error, catastrophic mechanical failure, and enemy action. In light of intelligence collected by the surviving Air Hammer aircraft immediately after the crash, I strongly suspect that this was the result of a counter-helicopter IED, perhaps a baited ambush.

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache, AFG DATED 2013/28/12

9. STATEMENT (Continued)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I recommend speaking directly with (b)(3), (b)(6) and the rest of the (b)(1)1.4a operators at Company B, 163d Military Intelligence Battalion on KAF.

**** END OF STATEMENT // MS ****

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT FEAR OF REVENGE OR RETALIATION, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27th day of December, 2013 at FOB Apache, Zabul Province, AFG

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(b)(3), (b)(6) Investigating officer
Article 136(b)(4), OCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KANDAHAR AIRFIELD, AFG	2. DATE (YYYYMMDD) 2013/12/31	3. TIME 1455	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HQs COMBAT AVIATION BRIGADE, 1ST INFANTRY DIVISION, KANDAHAR AIRFIELD, AFGHANISTAN, APO AE 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(3), (b)(6)

A2: My MOS is 15B. I am assigned to HHC CAB 11D. I am the (b)(3), (b)(6) I have been assigned to the CAB since May 2011 and have been serving in my current position since December 2012.

(b)(1)1.4a

A4: During past (b)(1)1.4a missions I recieved a detailed verbal (O&I) and written (CONOP and S2 Analysis) briefing from the Task Force staff on the mission. The briefing covered mission and intent for the tasked mission. S2 products were detailed and provided terrain analysis and threat trends for each of the repeater sites I was tasked to destroy.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar, AFG DATED 2013/12/31

9. STATEMENT (Continued)

A5: I was not on the 17 DEC 2013

A6: I was not on the 17 DEC 2013

A7: I was not on the 17 DEC 2013

A8: I was not on the 17 DEC 2013

(b)(1)1.4a

A9: At the time of the event I was in my office at the TF Demon HQ. Immediately after the Fallen Angel call was recieved by the Demon TOC, I was notified and I moved into the Demon TOC. I proceeded to run the Fallen Angel battle drill, directing the staff to execute their steps in the process while coordinating up, down and laterally to complete the mission. The Demon Command Team (CDR, CSM, DCO, XO, S3) remained in the TOC or HQs area until the battle drill was completed at approximately 1100hrs on 18 DEC.

A10: (b)(1)1.4a was brought down by enemy action. I am unsure of what weapon system or munition caused the incident, but based upon my combat aviation experience and experience executing this specific mission set, I have no doubt that this incident was a direct result of enemy contact at the repeater site.

A11: It is key to note that there was no intelligence data on file or available to the aircrews that would indicate the enemy possessed the TTP they used to bring down (b)(1)1.4a nor any data available that demonstrated their intent to use that TTP. This mission (repeater destruction) has had a significant effect on the mission command capabilities of the enemy. It has potentially prevented multiple high profile attacks across RC-S. To prevent an incident similar to (b)(1)1.4a from occurring again, aircrews will need to increase their stand off from the repeater targets to ensure they remain clear of terrain that may hide an IED or enemy fighter. Higher quality cameras will need to be purchased for the aircrews to capture BDA if that data is still required by the BSO. Additionally, I would continue to add a AH-64D to the UH-60 team IOT increase the firepower across the team and provide additional security during the execution of the mission.

A12: Nothing Additional.

End of Statement

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OF

(b)(3), (b)(6)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
In Administering Oath

ORGANIZATION OR ADDRESS

Article 136(b)(4), USMT
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB apache, Regional Command South, Afghanistan	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 2330	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			

8. ORGANIZATION OR ADDRESS
BDE S3, HHC BDE, 3/1 IBCT, CTF Duke

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank: (b)(3), (b)(6)
Last four of SSN: (b)(3), (b)(6)

(b)(3), (b)(6)

A2: I am an 11A serving as the 3/1 IBCT, BDE S3 Operations Officer. I have been assigned to the BDE since AUG of 2012 and moved to be the BDE S3 in JUN of 2013. I have been serving as the BDE S3 for over 7 months.

A3: I am not pilot certified. However, from the operational aspect of repeater targeting and destruction I can speak from my perspective. My FECC nominates targets (repeaters) through the CWOC to be destroyed. Those repeaters then get sent to TF Demon through an RFF for destruction. TF Demon then plans the delivery means for how the TGT is serviced. I am notified before a mission ensues in my AO and receive a debrief or classification of the repeater targeted (destroyed, engaged). This debrief goes back into the targeting process. All repeaters that are identified in CTF Dukes AO run through me and my S2 in the form of a Targeting packet. When I see them there is a intelligence justification written for the amount of collection acquired from the site by all intelligence players in CTF Dukes AOR (TF 151, TF 77, TF 954, CTF Duke, SOTF-S). Based on that determination I recommend a repeater's destruction or continued collection to Duke 6.

(b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

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USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/28

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9. STATEMENT (Continued)

A4: Normally my HQs is not part of the mission briefings for the TF Demon elements that participate in repeater destruction missions. I say this in line with my last comments about my part of the process being nomination only. We focus on the Detect, Decide, and assess function of D3A for these types of Targets (vice deliver). However, on this occasion I worked through DIV to change the mission profile of the Demon asset that was conducting repeater destruction operations in my AO on the date in question. I assembled the crews of both UH 60s and briefed them on a mission change to collect on (b)(1)1.4a. An HME cache site and multiple repeater sites in Terwo district of RC-E. I briefed the crew they would perform a collect function until (b)(1)1.4a was destroyed and then they would return to normal mission parameters. I briefed them the full strike packet, deconfliction measures, control measures, and PACE plan. Once complete I asked the crew what they would not be able to service following the change in mission? They responded with all locations other than the ones in Nawa district Ghazni province. Briefings that morning were both verbal and written and were provided to the crews. Since this operation was operating outside the (b)(1)1.4a I placed two medics on board the (b)(1)1.4a element and spun my MEDEVAC up to REDCON 2. These changes provided a 44 minute flight time from Apache to the OBJ Area and back to FOB Apache on the day in question. Post (b)(1)1.4a operations the Aerosmith element returned to FOB Apache to FARP, dropped off my two medics, and returned to normal mission parameters under the direction and planning effort of TF Demon.

A5: The mission profile being flown when the Fallen angel occurred was outside my scope of knowledge from a mission, intent, and tactics standpoint.

A6: I can only speak for the change to mission profile which was addressed in A4.

A7: Once the (b)(1)1.4a mission was complete the Aerosmith element went back to normal reporting through their internal Higher Headquarters. I was informed of the Fallen Angel when the FOB Apache Big voice called the appropriate code word. I assembled at the BDE TOC at approximately 1420 and instantly began deriving all needed situational awareness from the current Ops floor. No reports provided before the Fallen Angel seemed unusual or out of the ordinary for operations of this nature.

A8: (b)(1)1.4a mission tasks and endstate were met with no issues. Following completion the Aerosmith element proceeded to its (b)(1)1.4a. I did not receive reports again until the Fallen Angel had occurred.

A9: When I arrived at the TOC my BDE CDR was already present. He directed the movement of ISR in the form of (b)(1)1.4a to the crash site to get eyes on the fallen Angel. I postured the ODA out of Shay Joy to be ready for a quick infil by the same aircraft that were going to drop off the ARF. Based on Battlefield geometry we could assemble forces at the crash site faster by shortening the legs of the second turn of forces. I also communicated with DIV for the need of revolving CAS, AWT, and ISR for the foreseeable future. Quickly we had multiple ISR platforms, CAS, and AWT in the area collecting. The sister ship of (b)(1)1.4a was also still in the air passing initial comms traffic vicinity the crash site. The CTF Duke intelligence shop quickly went into production for ground products needed by the inserted forces. Maps and GRGs were provided. All HQs were assembled at the TOC for SA. We quickly re-purposed organic combat power to form redundant QRF forces. Postured those forces to the HLZ and

(b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6)

TAKEN AT FOB Apache

DATED 2013/12/28

2. STATEMENT (Continued)

A10: Due to my limited information on the aircraft black box report and Dart Team assessment I feel any comments from me would be more opinion based than factual in nature. However, from the enemy perspective the enemy did not exploit this event very much through normal I2A channels. Normally we see a huge spike in enemy I2A following events of this nature. This may due to the speed of the response and general confusion of the enemy as a result.

A11: Based on my lack of complete situational awareness and some findings post crash I lack the ability to factually comment on the preventability of this incident. From a tactics standpoint I believe there are many ways to deliver effects on repeater targets. We have proposed using HIMARS, CAS, and artillery to deliver effects. In my opinion we need to increase the number of delivery platforms we use to change the signature. TF Demon will internally look at their TTPs but the RC can increase the delivery methods to change the signature. This will require us to tighten up the mensuration process through IJC. That system is too sub-optimized to provide expedited delivery means which is why TF Demon assets are used as the primary delivery means.

A12: I think it is important to understand the context or orders process of this operation. It may be worth reviewing (b)(1)1.4a (b)(1)1.4a the CWOC's TGT list worksheet for repeaters, and the mensuration process for 429 strike authority on static targets.

Nothing follows

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE,

(b)(3), (b)(6) (Taking Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6) (Signature)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer for Administrative Oaths

ORGANIZATION OR ADDRESS

Article 136 (b)(4), UCMJ (Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION RC-S HQs Compound, SAW 6	2. DATE (YYYYMMDD) 2014/01/06	3. TIME 1019	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
B Co, HHBN, CJTF-4, Regional Command South

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank: (b)(3), (b)(6)
Last four of SSN: (b)(3), (b)(6)
Current unit of assignment and location of that unit: B Co, HHBN, 4ID; Kandahar Airfield, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2-Q12 don't apply to either my experience or involvement during this incident. Below is a description of actions I took and my role in the incident in question.

On or about 171600DEC13 I was informed there were potential casualties involved with an aircraft incident. I spoke to 1st CAB's S1, (b)(3), (b)(6) and asked her to send me the names of known casualties, understanding the situation would still develop over time. At 171744DEC13 I received a list of names from (b)(3), (b)(6) of suspected casualties; (5) from 1st CAB and (1) from 2CR. I confirmed with 2CR's S1, (b)(3), (b)(6) the suspected casualty was the same being reported by 1st CAB. I instructed both S1s to begin working casualty reports in Defense Casualty Information Processing System (DCIPS) and to send initial reports once they had enough information to do so. There was some questions as to what caused the helicopter to go down - I confirmed with the CJOC that the cause of the crash was unknown. I ran by a proposed circumstance narrative for the casualty report by the CJ1 Director and CJOC Battle Major - both concurred the narrative. I would later use this narrative on the casualty reports sent to the USFOR-A Casualty Liaison Team (CLT). The circumstance narrative was vague not mentioning accident or enemy fire - added an investigation was pending; I adjusted casualty report narratives from 2CR and 1st CAB using the approved narrative; I instructed both units to use "pending" for casualty type and casualty category in DCIPS knowing from experience this report would be used to notify NOK and it was still unknown as to what caused the incident. I received the initial casualty report from 2CR for their casualty at 172318DEC13 and the remaining five initial causality reports from 1st CAB at 180238DEC13. There was a delay in receiving reports due to a incendiary grenade being found on the remains at the Mortuary Affairs Collection Point (MACP)- this delayed mortuary affairs personnel and the unit surgeon from visually identifying remains and pronouncing deceased. I had previously given the USFOR-A CLT a heads up we had casualties and were waiting for remains to be identified. The initial casualty reports were well past the submission deadline to USFOR-A, however, I wasn't going to release until I had confirmation on visual identification from the MACP. I received confirmation from the MACP that all remains were identified by CAC and remains were pronounced deceased by 1st CAB's surgeon. I forwarded all initial reports to the KAF Role III CLT for processing and instructed

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

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USCENTCOM FOIA 14-0177 & 14-0179

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1019 DATED 2014/01/06

9. STATEMENT (Continued)

the initial reports be sent back to me for final review prior to releasing to the USFOR-A CLT. I recieved all reports from (b)(3), (b)(6) (Role III CLT (b)(3), (b)(6) and authorized release to USFOR-A CLT - the final report was sent to USFOR-A CLT at 180556DEC13.
-----end of statement-----

Approved for Release

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

Released for use

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUEN

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 6th day of January, 2014 at SWA 6, RC-S HQs Compound

(b)(3), (b)(6) (Oath)

(b)(3), (b)(6) Investigating Officer
Administering Oath
Article 136 (b)(1), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 3 PAGES

SWORN STATEMENT

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PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Kandahar, Afghanistan	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 1430	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS A Co, HHBN, CJTF-4, APO AE 09355			

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 17DEC I reported to work as the CJTF-4 (b)(3), (b)(6) in the RC(S) CJOC. One of the priorities of the day was (b)(1)1.4a (b)(1)1.4a a suspected HME cache on the RC(S)/RC(E) border. CTF Duke was going to conduct a ROE 429 strike on the cache utilizing CAS. The strike was approved through the RC(S) chain of command and IJC. My job was to supervise the CJOC and ensure there were no issues with the enablers that CTF Duke had requested to ensure the strike was a success. That morning we noticed that two aircraft, UH-60s were flying near the site of the strike. CTF Duke S3 called to confirm with the CHOPs and I were tracking and that he requested alerting the MEDEVAC aircraft at FOB Apache to move to a RECON 2 status. CHOPs approved this request and once we confirmed with the RC(S) PECC and TF Demon that the RW aircraft were not flying outside of the MEDEVAC rings, we continued to monitor the operation. I am not clear on the task and purpose of the UH-60s other than they were supporting CTF Duke's ROE 429 strike with an airhammer package.

At approximately 1500 that day, CTF Duke Battle Captain called to inform me that there was a Fallen Angel but could not provide any further information at the time. I called TF Demon CHOPs and informed him what the Duke BTL CPT told me. As the Demon CHOPs verified this report, we monitored TF Demon's TACSAT channel and were able to hear multiple RW aircraft callsigns talking about a downed aircraft. The RC(S) CJOC began to work our battle drill for a downed aircraft. Shortly after, TF Demon CHOPs called back to confirm the Fallen Angel report. The CHOPs and I used Ventrilo (voice comms on CX-1) to coordinate assets that were already flying in the area, mainly the RPA Voodoo (MQ-9 Reaper) to give us FMV over the site of the crash. Additionally, Demon CHOPs called to request release of the ARF (2xUH-60s and 16 pax for security), AWT (2x AH-64s) and MEDEVAC to begin movement to the crash site.

From this point forward, I synchronized assets based on the mission commander's (Duke 6) requests and CHOPs guidance. SOTF-S, CTF Duke, TF Demon, and all of the CJOC enablers were able to communicate efficiently and effectively on Ventrilo. At 2000, I handed over the fight to the Night Shift Director who continued to execute the synchronization of assets throughout the night.

-----NOTHING FOLLOWS-----

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	(b)(3), (b)(6) PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

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USCENTCOM FOIA 14-0177 & 14-0179

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 2013/12/28

9 STATEMENT (Continued)

-----NOTHING FOLLOWS-----

esped for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 5. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITH THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
Statement)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)
ath)

(b)(3), (b)(6) - Investigating Officer
Administering Oath
Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT
(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to (b)(3), (b)(6)@afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

Full Name and Rank: (b)(3), (b)(6)

Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: CJTF-4, Kandahar Airfield

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

EDUCATIONAL: BS in Chemistry from USMA (2002). MA in National Security and Strategic Studies.

SKILL IDENTIFIERS: I am an airborne, Ranger, Jumpmaster.

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 11A, Day Shift Director for the RC(S) CJOC. I am a part of the CJ33, A Co, HHBN, 4th Infantry Division.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I was not involved in the mission other than monitoring it at the Division level. That said, I received the written Concept of the Operations and that is what I get to understand what the mission entails. If I have any questions, I ask the CHOPs.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: The RC(S) CJOC began to synchronize ISR, CCA, CAS, MEDEVAC, and EW for the mission commander (Duke 6) IAW CHOPs guidance.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: N/A

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I don't feel that I have the ability to answer that from my position at the DIV CJOC.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Not at this time.

Approved for Release

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KAF, RC-S HQ (CJTF-4)	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 2100L	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
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8. ORGANIZATION OR ADDRESS
A CO/ HHBN/ 4 ID (Kandahar Air Field)

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am an FA30 and I have been assigned as the 4ID Deputy CJ7 since January, or for 11 months of which five have been in Afghanistan.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: The CJ7 office sent the Request for Forces which specified the target, date, (b)(1)1.4a platform, the use of the TF Demon (b)(1)1.4a asset, and the use of our Combat Cameraman. The RFF stated that the (b)(1)1.4a would be used no less than 50 meters from the repeater. We understood that the use of the (b)(1)1.4a would recover a low hover. We requested the no-less-than 50 meter stand-off to decrease the chances of the device being discovered by Taliban repair parties. Apart from seeing the TF mission specific aviation CONOP, the CJ7 received no additional air or mission briefs.

10. EXHIBIT	11. INITIALS DD (b)(3), (b)(6)	PERSON MAKING STATEMENT	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 2013/12/26

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: (b)(3), (b)(6) and I made many coordinations and revisions between the BSO (TF Duke), RC-S fires, and TF Demon in order to maximize resources, meet BSO intent, and meet the CONOPs intent. We noted in the TF Demon CONOP that they had failed to incorporate the (b)(1)1.4a and we made a phone call to confirm they intended to include it, which they did. Beyond this, the only final preparation was ensuring that our Combat Cameraman was prepped and present for pick-up at the start of the mission. The inclusion of the combat cameraman was at the request of the BSO, specifically (b)(3), (b)(6) (FSCOORD).

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: The RC-S CJ7 did not track the mission until after FALLEN ANGEL was declared.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: The RC-S CJ7 did not track the mission until after FALLEN ANGEL was declared.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: CJ7 actions after the declaration of FALLEN ANGEL included the monitoring of Afghan and Taliban media, the review of PAO Response to Query drafts, and the contacting of the TF Duke and SOTF-S IO officers. Our first notice of trouble was a phone call from the Aviation BN JOC requesting the SNL of our combat cameraman. This made me go to the CJOC where I discovered the unfolding situation.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Based on conversations with our Combat Cameraman who was on the second UH-60, I thought that an anti-handling IED or some secondary explosion had damaged the aircraft. I also thought it might be possible that a tail or main-rotor had clipped the jagged terrain and kicked up the cloud described by our cameraman. Before talking to him, however, I was aware of the initial insurgent report stating that they had shot the aircraft down with RPGs. Our cameraman stated that he thought this extremely unlikely as they could see no one after circling the area for a period of time after the crash.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I am not qualified to answer this question from an aviation perspective. I do feel that the target, time, and location were justified in every sense. I also feel the use of the (b)(1)1.4a was justified as it promised a greater disruption effect to the target and network.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Useful documents would include the (b)(1)1.4a CONOP, the RFF from CJ7 to TF Demon (through CJ35), the TF Demon level 0 CONOP, and the TF Demon Rock Jammer capabilities brief. We also have saved all coordinating emails between CJ7, TF Duke (BSO), RC-S Fires, and TF Demon. Some items were resolved by phone and are not in the emails.

INITIALS OF PERSON MAKING STATEMENT
DD
(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION I ID CAB - KANDAHAR	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 1400	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS TF DEMON			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

In relation to the events leading up to (b)(1)1.4a incident:

I am the Future Operations Officer in Charge for TF DEMON - I ID CAB deployed to Kandahar Airfield.

The Repeater Destruction mission that (b)(1)1.4a was conducting at the time of the incident was tasked in the following way: CJ7 developed and briefed (b)(1)1.4a as a level one RC(S) Conop, embedded in this operation were Repeater Tower disruption missions, known as (b)(1)1.4a. The (b)(1)1.4a mission requires a pair of UH60s to conduct location, and disruption. This specific mission was tasked to DEMON as a RC(S) Request for Forces and published in the RC(S) CDO.

At the Bde level, I supported the mission, and allocated the D14 Deliberate operations line to the mission, they were one of two deliberate operation lines that can be tasked with the (b)(1)1.4a mission, the other line is known as D12 (which was stood up on the 15th of December). Once resourcing is decided, TF DEMON publishes the mission in it's own CDO and passes the mission to the subordinate task force for mission planning. In this case TF Gunfighter with the D14 line.

TF Gunfighter completed their mission analysis and assessment and provided a CONOP for briefing to Bde. This mission was deconflicted with the (b)(1)1.4a which was to occur on the same day. The mission as tasked and briefed to DEMON 66 and Gunfighter did not include any planned involvement in (b)(1)1.4a BDA.

At the time of the operation another large mission (b)(1)1.4a was rescheduled from 16 Dec to 18 Dec, AWTs were being set to support this operation at the time of the incident.

On the day of execution I was called by RC(S) CUOPS Air and queried about ACFT being outside of Medevac Range, I stated that they were not supposed to be there in accordance with the CONOP, when I checked with current operations, they could not tell me who had re-tasked the asset. A message was sent from Bde to (b)(1)1.4a to return inside of Medevac Coverage.

At the time of the Fallen Angel notification, I was in the Comd Conference room for the (b)(1)1.4a mission brief.

The previous mission on the 15th was conducted by TF Fighting Eagle and briefed to DEMON 66 on the 14th by CPT Elliot.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT <u>(b)(3), (b)(6)</u>	PAGE 1 OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED

9. STATEMENT (Continued)

NOTHING FOLLOWS

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6) Statement

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 28th day of DECEMBER, 2013 at KANDHAR AIRFIELD

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
(Signature of Administering Oath)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
(Typed Name of Person Administering Oath)

(b)(3), (b)(6)
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 2 OF 2 PAGES

Pages 6 through 11 redacted for the following reasons:

(b)(1).4a, (b)(5)

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2013/01/06	3. TIME 1224	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS HHC, CAB, 1st INFANTRY DIVISION, KANDAHAR AIRFIELD, APO AE 09355			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank: (b)(3), (b)(6)
 Last four of SSN: (b)(3), (b)(6)
 Current unit of assignment and location of that unit: HHC, Combat Aviation Brigade, 1st Infantry Division. Located at Kandahar Airfield, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My duty MOS is 15B, and my duty position is as the (b)(3), (b)(6) I have been in the unit since June 2013.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: As an OH58D Kiowa Warrior pilot during this rotation, I have flown training flights, local area orientation flights for all of RC(S), BSZ (base security zone) and route security flights (for supported ground forces) around KAF. In every aircrew mission brief, we talk about reacting to contact, altitude and flight profiles, formation, threat assessment brief, as well as all other items on the mission and crew briefing, LAW the aircrew training manual and the TF SOPs.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Both. Every mission receives an oral update from the supporting TF TOC, S3 (Battle CPT), S2, Weather, NOTAMS, EPA updates, survival radio and a written mission pack that is carried in each aircraft in a "tethered" binder (tied to the aircraft so it does not get blown out by the wind. We also do a team brief (all crewmembers) and then an aircraft brief (two pilots, at the aircraft, by the checklist).

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF, Afghanistan DATED 2014/01/06

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: We received repeater destruction missions regularly from RC(S) headquarters. I reviewed the "CONOP" (Powerpoint presentation) for this mission the day prior (16 December). I have not ever flown a repeater mission, as the OH58D power requirements typically would not support this mission profile and altitude.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I have not ever flown a repeater mission, as the OH58D power requirements typically would not support this mission profile. There are significant preparations for every flight regardless of airframe type, and because there is an EW component of this mission, there are non-crew personnel who are important contributors to locating and destroying enemy communications networks.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I was in the Brigade conference room receiving a mission briefing from TF Fighting Eagle (2-1 Avn) for an Air Assault which was to be executed the following day (18 Dec) when a member of the TOC came in and told me we had a "fallen angel." I went to the BDE TOC, assisted in running the battle drill for a downed aircraft, kept communications with Division CHOPS, and advised the battle captain, (b)(3), (b)(6) on what tasks he needed to focus on. He had already reported to RC(S) headquarters CHOPS. We focused on the security of the site, the fuel status of the wingman aircraft, getting additional AWT security to the site, and processing multiple conflicting reports about who was on board the aircraft that was down. RC(S) designated (b)(1)14a as the on-scene commander, we launched the ARF and MEDEVAC, we sent AWTs for security, and executed the MEDEVAC for the one survivor, (b)(3), (b)(6). There were multiple reports by radio, mIRC, BFI, SATCOM radio, and by SVOIP that were continuously happening.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

(b)(1)14a

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: The BDE TOC, run by the battle captain and battle NCO, executed the "Fallen Angel" battle drill, which we had practiced in our CTE just prior to deployment. The Bde Commander, myself, the XO, and S3 guided and assisted in decision making until all personnel were accounted for, then helped in planning the support of security forces overnight.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Because I have heard the audio of the crew's final moments and reviewed the incident photographs of the post-crash aircraft, it is my opinion that the downed aircraft was caused by enemy action of some kind. Based on my assignment history and prior deployments, and in comparing multiple "climates" within Aviation Brigades in which I have served, I have extremely high confidence in the training and discipline of the aircrews in CAB, 1st ID.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I cannot say for certain if it was preventable, or what enemy system was used. I always recommend that we use systems with greater standoff for any engagement, to minimize the effectiveness and accuracy of any enemy weapons systems.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 2 OF (b)(3), (b)(6) PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF, MGH DATED 6 JAN 2014

8. STATEMENT (Continued)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE _____. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR

(b)(3), (b)(6)

ment)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____,

at Kandahar Airfield

(b)(3), (b)(6)

Oath)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigative officer
(Authority To Administer Oath)

ORGANIZATION OR ADDRESS

Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 3 PAGES

Full Name and Rank:

Last four

Current Unit: Current CJ3 AVN, RC(S) HQ, 4th Infantry Division

Q1: Briefly describe your professional, educational and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

Q2: What is your current MOS and duty position? What unit are you currently assigned to and how long have you been serving in that unit and position?

A2: My current mode of service is in the Australian Regular Army deployed as the Current Operations Aviation OIC since 05 Oct 2013. I am currently deployed to Afghanistan as Division Staff, 4th INF Division within RC(S) HQ. My role here is to coordinate aviation support within the current operations space in support of the Division Chief of Operations (CHOPS) priorities.

Q3: What types of mission have you flown and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/ destroy repeater stations?

A3: The majority of my flight hours experience has been flying Blackhawks in air mobility type missions in Australia. The units I have been assigned do not engage or destroy repeaters, nor operate in Afghanistan.

Q4: What type of mission briefing did you receive? Were the briefings verbal, written or both?

A4: I did not receive any mission briefing however, the following indicates the information I tracked for the mission. I received the concept of operations in the form of an approved Request for Forces (RFF) for on the 13th Dec via email from the DIV CJ35 section. The night of the 15th Dec I spoke with Demon FUOPS at RC (S) HQ who informed me that the mission would be amended to ensure the aircraft remain in the MEDEVAC ring coverage this would include the GALAN MEDEVAC ring. On the 17th Dec I received an email from who was flying the mission that the CONOPs were approved with a reduced number of repeaters to "keep the aircraft in the APH MEDEVAC Med ring and not in RC (E)".

Q5: What was the mission you received?

A5: N/A

Q6: After you received the mission, what preparation did you conduct for yourself and for personnel/equipment in your care?

A6: N/A

Q7: Describe the events of the mission, leading up to the aircraft going down. Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual or significant in any way?

A7: From the CJOC I observed the following events in relation to the (b)(1)1.4a mission prior to the downed aircraft event. During execution the CJOC received a call from DUKE requesting the aircraft operating in the area at the time to conduct a BDA on a recent strike of a HME site. I then phoned the DEMON CHOPS to make him aware of the TF DUKE request. The DIV CHOPS (b)(3), (b)(6) then phoned the DEMON CHOPS to confirm that the Black Hawks were operating inside MEDEVAC rings. DEMON CHOPS confirmed that they were. Later, approximately one hour, I received a phone a call from DEMON FUOPS informing me that the GALAN MEDEVAC ring was utilized for this mission. I do not have all the facts to know if the unit's objective changed during the mission. I am not aware of the reports made by the unit during the conduct of the mission.

Q8: Describe what happened on the objective.

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom?

A9: The CJOC received notification from DUKE TOC of a possible downed aircraft. The Apache ARF and QRF were notified of an impending task. The CJOC Battle drill was enacted. Communication was over Ventrilo by all participants including the CJOC, the BSO and TF Demon. Once a grid was passed by DUKE TOC over Ventrilo the aircraft were launched for the downed aircraft location.

Q 10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A 10: I have no experience in this type of mission flown.

Q11: In your assessment, was the loss of the aircraft preventable?

A11: I do not have all the facts on the mission, TTPS or experience to make an assessment.

Q 12: Is there anything else that would be useful for me to know regarding this incident?

A12: No

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KAF, Afghanistan	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 1325	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS HQ/2-1 GSAB, 1 CAB, 1 ID			

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(1)1.4a

10. EXHIBIT	11. INITIALS JRS (b)(3), (b)(6)	ON MAKING STATEMENT	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1325 DATED 2013/12/28

9. STATEMENT (Continued)

--- NOT USED ---

Approved for Release

INITIALS OF PERSON MAKING STATEMENT
JRS

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1325 DATED 2013/12/28

9. STATEMENT (Continued)
---- NOT USED ----

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITH THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)

OF EACH PAGE
AND, WITHOUT
Statement)

WITNESSES.

Subsc...son authorized by law to administer oaths, this ___ day of

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating officer
Administering Oaths

Article 13b (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON

(b)(3), (b)(6) STATEMENT

PAGE 3 OF 3 PAGES

DA FORM 2823, NO

APD PE V1 01ES

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION RC-S, KANDAHAR AIRFIELD, AFG, APO AE 09355	2. DATE (YYYYMMDD) 2013/12/27	3. TIME 1736	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HQ, RC-S, B Co, CJ2, HHBN, 4ID, APO AE 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank: (b)(3), (b)(6)

Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: HQ, RC-South, B CO, CJ2, HHBN, 4 ID, APO AE 09355

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

A2: Director of Intelligence, CJ2, 4ID. Time at position 6 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: N/A

-----NOTHING FOLLOWS-----

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT RC-S, APO AE 09355 DATED 2013/12/27

9. STATEMENT (Continued)

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: N/A

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: N/A

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: N/A

On 17 DEC 2013 at approximately 1500 hrs, I was notified by CJ2 Operations that a Fallen Angel incident occurred. The Fallen Angel was identified as a UH60 on an (b)(1)1.4a mission to find and destroy repeaters. The UH60 which did not crash had the (b)(1)1.4a collection asset on board. We immediately identified available ISR assets to leverage in order to maintain coverage over the crash for an extended period of time. The ISR coverage incorporated FMV, GMTI and SI. Simultaneously, we determined possible OBJ names and networks with possible association to the incident. Our initial SI collect was GSM and focused on post-crash communications between known OBJ and the believed personnel associated with the crash. Post reflections GIST were congratulatory in nature and alluded to a possible detonation of an IED. We received one HUMINT report identifying a male who claimed he brought down an aircraft with an IED. Once the (b)(1)1.4a HELLO landed, the data from the (b)(1)1.4a collection asset was exploited. The VHF intercepts were then characterized and provided information prior to the crash. The GIST from the VHF intercepts revealed enemy reporting tracking the aircraft while in flight. The pilot de-brief identified a dark circle the size of a manhole cover which caused the aircraft to take notice. The aircraft went back to mark the dark circle when the aircraft mishap occurred. The CJ2 GEOINT obtained pictures of the crash site and the dark circle and exploited the imagery to determine the identity of the dark circle and other noticeable features in the vicinity of the crash site. Current analysis of the crash site is inclusive. The collected intelligence cannot confirm the cause of the crash. Any conclusion at this point is speculation.

-----NOTHING FOLLOWS-----

~~SECRET//REL TO USA, FVEY~~

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT RC-S, APO AE 09355 DATED 2013/12/27

9. STATEMENT (Continued)

-----NOTHING FOLLOWS-----
~~SECRET//REL TO USA, FVEY~~

I, PATRICK X. SCHREIBER

AFFIDAVIT

, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL

(b)(3), (b)(6)

ant)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____,

at Kandahar Airfield

HQ, RC-S, B Co, CJ2

MHEN, 41D, APO AE 09355

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(b)(3), (b)(6)

Investigating Officer
(Administering Oath)

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER N/A
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
---------------------------------------	--------------------------	-----------------

8. ORGANIZATION OR ADDRESS
CJTF-4

9. I, _____ (b)(3), (b)(6) _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(3), (b)(6)

My MOS is 19A, CJTF-4 J3. Assigned to G3/A/HHBN/4ID. I have been in this position since 3 JUN 13.

(b)(1)1.4a

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
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STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

(b)(1)1.4a

5. Understanding of threat in Zabul. The summer fighting season in Zabul typically persists longer than it does in other parts of RC(S); however, we assessed that the majority of the senior leaders in Zabul relocated to Pakistan in early December, and that Zabul was firmly in the winter fighting season by this time. Duke has conducted a series of operations along the Highway 1 corridor that has significantly disrupted INS activity. Additionally, they have conducted operations both north and south of the Highway with the same effects. In mid September, DUKE executed (b)(1)1.4a (b)(1)1.4a with 2/205th ANA Corps and conducted a ground assault from FOB EAGLE to vicinity the Now Bahar District Center. The ground assault was proceeded by an air assault to insert blocking and overwatch positions along the ground route. No contact was made during the air assault. The ground force did take sporadic small arms fire and encountered numerous pressure plate IEDs along the route. TF 954 (NZSOF) has targeted INS leadership along the Zabul/Ghazni seam for the last four months, and noted the significant drop off in enemy activity from the beginning of DEC on. While there have been two reports of SAFIRE during air assaults within the last 60 days (one in Tangli Valley, Zharay District, Kandahar Province, and the other north of Highway 1 in Zabul), both occurred during infiltration through restrictive terrain. Prior to 17 DEC, no (b)(1)1.4a mission reported SAFIRE

Nothing Follows

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND _____ CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITH THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) T. W. H. [Signature]
on Administering Oaths
Article 131(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

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PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Air Field, Afghanistan	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 2200	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS Chief, Space & Special Programs, CJTF-4, RC(S)			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

~~SECRET//REL FVEY~~

Q1: (U//~~FOUO~~) Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: (U//~~FOUO~~) What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: (U//~~FOUO~~) I am a Functional Area 40, Space Operations Officer assigned as the Chief of Space and Special Programs for CJTF-4. I was originally assigned as the Deputy in June of 2012 and became the deploying chief in March of 2013.

Q3: N/A, Q4: N/A, Q5: N/A, Q6: N/A, Q7: N/A, Q8: N/A

Q9: (U//~~FOUO~~) Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: (S//~~REL FVEY~~) At approximately 1530 my office was notified by (b)(3), (b)(6) that there was a FALLEN ANGEL. I was in a planning meeting with the CJ5 and others. My deputy, (b)(3), (b)(6) and my NCOIC, (b)(3), (b)(6), initiated appropriate actions within our cell to ensure SPEX support was rendered to the mission. I was personally made aware of the incident at approximately 1600. At that point in time I directed my deputy to contact the CAOC to file a DLOG request. We received the results the following morning - the results were negative. This is not an indication that there was not an explosion, rather it is a reflection that the satellites did not detect an IR energy source at the incident location at the time in question. I have elaborated further in my answer to Q12.

Q10: N/A, Q11: N/A

Q12: (U//~~FOUO~~) Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

(b)(1)1.4a

~~SECRET//REL FVEY~~

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT 2200

DATED 2013/12/26

9. STATEMENT (Continued)

~~SECRET//REL FVEY~~

(b)(1)1.4a

NOTHING FOLLOWS

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE,

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating officer
Administering Oath

Article 13b/b)(4), DCMT

(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951, E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB Apache, AFG	2. DATE (YYYYMMDD) 2013/12/29	3. TIME 1925	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
---	--------------------------	-----------------

8. ORGANIZATION OR ADDRESS

2-2 Infantry, 3rd BDE, 1st ID

9.

I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Current unit of assignment and location of that unit: 2-2 Infantry, FOB Apache, AFG

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: (b)(3), (b)(6) of 2-2 IN for 20 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: NA

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: When I was alerted about the fallen angel, I went to the FOC for about 15 minutes and gained situation awareness by listening and talking with the CHOPs. I asked (b)(3), (b)(6) if he wanted to go to the crash site and take over as the ground force commander. He said "yes." I then went and grabbed my gear. At the airfield, I pulled the QRF into the aviation TOC and got another update from the aviation battle NCO. We then received 1x50,000 maps of the area, and I gathered the leaders and came up with a quick plan before we were picked up.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: The mission I received was to move to crash site and take over as the ground force commander. (b)(3), (b)(6) intent was for me ensure the crash site was secure and gain situational awareness from the two forces that were already on the ground and pass this situational awareness back to the Duke TOC. The endstate was to remove all the fallen heroes from the battlefield and secure the crash site until the DART team arrived to look at the crash site.

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

10. EXHIBIT

11. INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 1 OF 3 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/30

9 STATEMENT (Continued)

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: See question #4.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA. I was not aware that this mission was taking place.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: We tried to land the CH-47 three times, but we could not land. We went to FOB Bullard and reorganized into UH-60 chinks and waited for pickup. Meanwhile, the UH-60s picked up the fallen heroes. Finally, the UH-60s picked up the first two chinks, but only my chink was able to land. Over the next few hours, two more UH-60 chinks were able to land. I met with the ODA team leader and talked to the ARF JTAC and began reporting everything to Duke TOC. Throughout the night, we maintained security of the crash site. We also oversaw the exfil of 7 cold weather casualties, exfil of the ARF, and the replacement of the ODA team with another ODA team. In the morning, we oversaw the infil and exfil of the DART team until it was time for us to exfil.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: See question #4.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Everything I know about the crash is based on hearsay. If the aircraft had set a pattern and had returned to destroy the same repeater a few times and hovered 50 feet from the repeater each time, the enemy in this area is more than capable of shooting down a UH-60 with an RPG. On the other hand, if the Taliban really caused this crash with an IED or by shooting it down, I think they would have really exploited it in the media.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I am not familiar enough with the mission of the aircraft to comment on this.

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6)

TAKEN AT FOB Apache

DATED 2013/12/30

9. STATEMENT (Continued)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE.

(b)(3), (b)(6)

(Signature)

person authorized by law to

WITNESSES:

(b)(3), (b)(6)

OR

(b)(3), (b)(6)

Subscribed and sworn to before me this day of

at Kandiwar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6)

Investigating officer
Administering Oath

Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT
(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Kandahar, Afghanistan	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1500	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HQ, CJTF4

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

o Current unit of assignment and location of that unit:
HHBN, CJTF4, Kandahar, Afghanistan

(b)(3), (b)(6)

o Current MOS and duty position, unit currently assigned to, how long serving in that unit and position:
FA30 MOS; C17 Duty Position; A CO, HHBN, CJTF4; Signed in to HHBN on 29 FEB, 2012; have served as G7 since

N/A for remaining witness questions.

As part of the investigation into the Fallen Angel event on 17 DEC 2013, BG Lewis had a meeting with the RC(S) CJ3 and me, the RC(S) CJ7, to gather facts. The mission that the aircraft involved in the Fallen Angel event was performing was part of OP (b)(1)1.4a, an IO-specific operation from the Shorabak area to the RC(S)/RC(E) seam designed to amplify effects of ISAF and ANSF operations to mitigate lethal aid facilitation by the Chaman Border Facilitation Network, a priority targeted network. The overarching CONOP for (b)(1)1.4a was provided to the investigation team (b)(1)1.4began in early DEC and will last until mid-JAN.

As one of the ten specific executions included in the (b)(1)1.4a CONOP, CJ7 determined that physical attack by rotary wing aircraft against enemy repeater sites would demonstrate ISAF's ability to reach ungoverned areas such as the seam between the RCs. CJ7, through CJ3, coordinated with TF Demon with the intent that TF Demon develops a supporting CONOP to strike identified repeaters. TF Duke concurred on striking the specific repeaters to mitigate potential intel gain/loss. TF Demon developed the CONOP; resources were aligned through the RC(S) OPSYNC process.

During the meeting with BG Lewis, I detailed the task and purpose of GNR and how the repeater destruction supported the overall intent of the (b)(1)1.4a CONOP. The CJ3 and I detailed the CONOP approval process, which in the case of (b)(1)1.4a culminated in approval by the RC(S) Commanding General. I also explained that CJ7 had developed and executed a similar IO-specific CONOP in the seam between RC(S)/RC(SW) in OCT and NOV.

CONTINUED ON NEXT PAGE

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1500 HRS, KAF DATED 2013/12/26

9. STATEMENT (Continued)

Every execution of (b)(1)(1), 4 was planned based on coordination with intel and ops representatives to ensure that it would meet the intent of stemming lethal aid flow via the Chaman Border Facilitation Network. To the best of my knowledge, we did not possess intel that any of the identified enemy repeater sites posed a threat to ISAF forces, including rotary wing. While CJ7 develops the overall plan for (b)(1)(1), 4 and coordinates specific executions, CJ7 does not determine the weaponing to complete an execution, if applicable. From my understanding, TF Demon had previously conducted repeater destruction using door gunners on UH-60s due to the difficulty in engaging such a small target with other platforms.

A COMCAM soldier, on loan from IJC COMCAM to RC(S) CJ7, was on the sister ship during the Fallen Angel event and captured images immediately after the helicopter went down. (b)(3), (b)(6)

//NOTHING FOLLOWS/ (b)(3), (b)(6)

Approved for Release

INITIALS OF (b)(3), (b)(6) KING STATEMENT

PAGE 2 OF 3 PAGES

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT 1500 HRS, KAF

DATED 2013/12/24

9. STATEMENT (Continued)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)

statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating officer
Administering Oath

ORGANIZATION OR ADDRESS

Article 131e(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON

(b)(3), (b)(6)

STATEMENT

PAGE 3 OF 3 PAGES

DA FORM 2823, NOV 1990

APD PE v1.01E8

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER N/A
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			

8. ORGANIZATION OR ADDRESS
HQ, 1-1 ARB, TF Gunfighter, KAF

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

Approved for Release

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

10. EXHIBIT	11. INITIAL	(b)(3), (b)(6)	MAKING STATEMENT	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

A2: (b)(3), (b)(6) 1-1 ARB, HHC, 1-1 ARB. 8 1/2 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown numerous CM2RI, CAB-T, Convoy Escort, TST, DSRW, Border Screen, Kinetic Strike, AASLT, nearly every type of attack mission. We did train TTPs to react to enemy contact. We also brief it during every team brief. We do not typically do walk through rehearsals that include react to contact for each mission.

(b)(1)1.4a

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Specifically for repeater missions, we received both verbal and written briefings.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: I do not have the CONOP with me nor the notes from the mission to answer this.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Although it was some time ago, I can tell you what I always do as AMC. We sit down as a team and conduct a team brief, which includes a map walkthrough if the mission. We then get our gear together, check the log books, SPINS, NOTAMS and preflight the aircraft, after which we complete a crew brief and then execute IAW the briefed timeline.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 4 PAGES

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT

Kandahar Airfield

DATED

9. STATEMENT (Continued)

A9. I cannot speak to events prior to my entrance to the TOC at about 1543. I had been at the DIV HQ with (b)(3), (b)(6) prior to that time. After entry into the TOC, I asked for a status update, then immediately ordered FUOPS to plan a 48 hour continuous AH-64 coverage matrix and requested an intel update for the area. We requested an additional ISR platform (one was on station -

(b)(1)1.4a

to conduct surveillance of an area from which there was significant ICOM chatter about an impending attack. We briefed the AH-64s enroute that there was significant potential threat. I also told them that if individuals not positively identified as hostile began to approach the area they were authorized to conduct warning shots to deter their approach prior to utilizing lethal fires. I also told them to BPT to conduct DFE to disrupt IAW ROE 421 if ICOM chatter identified imminent threat to the crash crew members. I then directed we request CAS, requested the aircraft manifest, and ordered the sister ship to Apache to refuel after the BHO with the ARF AH-64s from Apache. After that aircraft arrived at Apache, I denied their request to return to the crash location and ordered 2x OH-58 to fly to Apache to escort that aircraft and crew back to KAF. At some point both the additional ISR element, a SIGINT platform and CAS arrived on station. We directed sensor taskings for both the CAS and the additional ISR element based both on historical threat and, to a greater degree, SIGINT intercepts of potential threat. Once the ground ARF was on station and secured the survivor, we ordered the MEDEVAC aircraft that were holding off station to come in and pick up the wounded Soldier. They executed that through hoist operations and returned to Apache, accompanied by the ARF UH-60s. The ground ARF called up a status of the additional crew and passengers that did not coincide with the ACL we believed on the aircraft. I requested TF GF TAC to contact the sister ship and confirm the ACL of the crash aircraft. We received that information and immediately confirmed the count of the ground ARF. Shortly thereafter our ARF UH-60s brought in the SOTF QRF and they linked up with the ARF. SOTF took up external security positions while the ARF continued the recovery operation. Once the ARF recovered all the fallen, we directed the MEDEVAC aircraft to BPT to hoist out the dead after the ARF completed recovery operations and set conditions for the hoist. We were then told that 2x CH-47 would bring in the TF DUKE QRF (RAMROD) and exfil the ARF and our dead, so the MEDEVAC would not be used. Someone directed the launch of the MEDEVAC aircraft anyway (we believe it was a call from TF DUKE to the TF GF TAC) and they launched to the site. Once on station they were ordered to RTB by the AMC

(b)(3), (b)(6) in the AH-64. I decided that we should relinquish mission command of the operation as soon as DUKE QRF conducted a BHO with our ARF. The CH-47s were unable to find a suitable LZ and flew to FOB Bullard with the DUKE ARF. TF DEMON dispatched D12 (from TF Fighting Eagle) to FOB Bullard to start the ferry missions for the RAMROD personnel. Simultaneously I requested the MEDEVAC be used to recover our fallen and they were released to the scene. At about that time, maybe 1920, (b)(3), (b)(6) came to Gunfighter HQ and requested I go to the office and give him an update. I began going through what we had done to that point when he stopped me and told me that we were not directing anything and that I was not in charge. He told me that TF DUKE had mission command. He also said that he thought he had had mission command, but that BG Rainey told him it was TF DUKE. I relayed to him that DUKE may have had de jure mission command, but that we were exercising de facto mission command, in that nearly all the maneuver assets involved (AH, UH, MEDEVAC, ARF) were part of TF GF and we were directing their employment. He reiterated that DUKE had mission command at which time (1935) I went to the TOC, and requested the S3 get DUKE's SATCOM frequencies. We passed those frequencies to the ARF and directed they contact TF DUKE for further instructions. From that point forward, we simply provided requested assets, with one exception. Sometime late in the evening (2200?) we were instructed to infil the JCAT team to the crash site at 0400 the following morning. I had heard from (b)(3), (b)(6) (b)(3), (b)(6) at the landing to the crash site was a single wheel pinnacle landing in dusty conditions with gusty winds. He felt it was a very high risk landing and they had done so on numerous occasions only to infil the ARF and additional security forces (SOTF). I asked why the determination was made to infil the JCAT during the hours of darkness and was told that the threat was too high to bring them in during the day. I determined that infiling the JCAT at 0400 was needlessly risky. Given that we had almost 80 personnel on the ground, an AWT, armed ISR and CAS overhead and HIMARS available, the accidental risk seemed higher than the threat. I requested specific information regarding the threat and no more information was forthcoming. At that time I called the BDE CDR to discuss the mission. He was not available so I spoke to (b)(3), (b)(6) and informed him that I was not willing to underwrite the

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 4 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

risk for the NVG infil. After approximately 30 minutes he called me back and informed me that the infil would be done at 0700. TF DEMON also determined at that time to reduce the assessment team from 16 personnel to five. We briefed the assessment team at 0400, provided them with CONOPS, EXCHECK and mission products and then we executed the infil at 0702.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I believe the aircraft was targeted by an IED and crashed due to the blast effects.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Yes. Greatest way to prevent the accident is to not execute these missions. If the missions are executed, utilize AH-64s for destruction and dictate that no aircraft go within 500 meters of the repeaters, understanding that the fire rate of the repeaters will be significantly lower. Do not require pre and post destruction photos.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: If actions post incident are pertinent to the investigation I would STRONGLY recommend talking to (b)(3), (b)(6) (TF S3), (b)(3), (b)(6) (TF XC) and (b)(3), (b)(6) (TF BTI, CPT)

---NOTHING FOLLOWS---

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1 AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT FEAR OF REPRISALS, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE,

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

(b)(3), (b)(6) (b)(3), (b)(6)
Subscribed and sworn to before me, I, _____, a _____ law to
administer oaths, this _____ day of _____
at Kandahar Airfield

(b)(3), (b)(6) th

(b)(3), (b)(6)

Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

PAGE 1 OF 1 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2014/01/08	3. TIME 1945	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 17 December 2013, I was serving as the Regional Command South (b)(3), (b)(6) when a UH-60 conducting a (b)(1)1.4a mission was reported down. The initial report was that the aircraft had conducted a hard landing, which we later learned resulted in 6 of 7 Soldiers on the aircraft dead, and a complete loss of the aircraft.

The (b)(1)1.4a mission consists of aircraft electronically locating insurgent repeaters and destroying them. On 17 December 2013, this mission was to engage targets along the Regional Command South and Regional Command East seam. There was a second mission going on in the vicinity where the TF Duke (3rd Brigade, 1st Infantry Division) was destroying an cache of explosives near the boundary. The crew conducting the (b)(1)1.4a mission also observed the destruction, although I do not know where the order for that came from.

Both the (b)(1)1.4a mission and the destruction of the explosives had been briefed during the daily operations battle rhythm events.

XX NOTHING FOLLOWS

Approved for Release

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (g)(q) (c)(q) TAKEN AT KAF Afghanistan DATED 2 JAN 14

9. STATEMENT (Continued)

[The main body of the page is crossed out with a large 'X' and contains the watermark 'Approved for Release' written diagonally across it.]

INITIALS OF PERSON MAKING STATEMENT

(g)(q) (c)(q)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF Afghanistan DATED 8 JAN 14

STATEMENT (Continued)

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AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1. AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
(Signature of Person Making Statement)

WIT: (b)(3), (b)(6)
H. D. R. Smith, Kandahar
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 10th day of JANUARY, 2014 at KANDAHAR AIRFIELD, Afghanistan

(b)(3), (b)(6)
(Authority To Administer Oaths)

(b)(3), (b)(6) Investigating officer
(Administering Oath)
Article 135 (b) (4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2013/12/27	3. TIME 2315	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN 000-00-9444	7. GRADE/STATUS LTC	
8. ORGANIZATION OR ADDRESS CJTF-4 / Regional Command South			

I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: Military Intelligence Officer (35D). I have been serving as the 4th Infantry Division since Nov 2011(24 months) and as the CJTF-4 / Regional Command CJ2 since July 2013 (5 months)

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Not Applicable

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Not Applicable

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: Not Applicable

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Not Applicable

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: Not Applicable

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: Not Applicable

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: Not Applicable (b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>2</u> PAGES (b)(3), (b)(6)
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

~~SECRET//REL TO USA, FVEY~~

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: The intelligence associated with the aircraft mishap indicates that enemy activity was a possible contributing factor or cause of the aircraft mishap.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Based on the intelligence and information available to me at this time, I am unable to make an assessment as to whether or not the loss of the aircraft was preventable. I defer to the results of the investigation.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Not applicable

On 17 December, an UH 60 crashed in Shah Joy District, Zabul Province, Afghanistan, while conducting an (b)(1)1.4a (SIGINT collection device) mission to destroy enemy repeater towers. I do not know the pre-mission flight or target selection details. From what I understand, two UH 60s (one of which later crashed) departed FOB Apache, after refueling, on the second leg of their mission, to locate and destroy an enemy repeater tower in Shah Joy.

Through post incident intelligence analysis, it was determined that there were possible pre and post enemy reflections, possibly associated with the (b)(1)1.4a mission.

According to intelligence derived from the (b)(1)1.4a, the enemy appeared to be observing the movement and activity of ISAF rotary wing aircraft and was preparing a possible large IED for an unspecified target. From what I understand, the (b)(1)1.4a is capable of collecting on 24 frequencies, able to record only 16 frequencies and can monitor in real time one frequency at a time. Post enemy reflections were obtained from the (b)(1)1.4a, a TF-954 MQ-9 Reaper (redirected post crash), special technical means, and through one HUMINT source. Intelligence derived from above indicated that the enemy had observed the UH-60 crash, claimed credit, congratulated each other and communicated intent to exploit the crash site (which did not occur).

At the present time and with the available intelligence, it is not possible to definitively conclude that enemy activity was the cause of the UH-60 crash; however, the intelligence indicates that it may have been a contributing factor.

~~SECRET//REL TO USA, FVEY~~

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6) (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE OR UNLAWFUL BUSINESS.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27th day of December, 2013 at Kandahar Airfield, Afghanistan

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating Office
Administering Oath

Article 106(b)(4) HUMINT
(Authority To Administer)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

(b)(3), (b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KAF	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 1323	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
1 CAB

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH.

Name and Rank: (b)(3), (b)(6)
Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: 466th AES @ KAF
Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?
A1:

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2:
Primary AFSC: 61C- Chemist
Secondary AFSC: 62E- Engineer
Assigned to the Air Force Research Lab, Materials and Manufacturing Directorate, Structural Materials Division, Composites Branch, Wright-Patterson AFB, OH
Since Dec 2010

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3:
N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4:
N/A

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1323 DATED 2013/12/28

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5:
N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6:
N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7:
N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8:
N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9:
I went to the TOC to monitor the events and wait for a determination on if I was going to go to the site.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10:
Enemy actions caused the aircraft to go down.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11:
I do not have the background or training to comment on this unit's TTPs.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12:
No

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6) NT

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

Comment

I am the forward deployed member for the Joint Combat Assessment Team assigned to investigate all battle damage in RC-S and RC-W. I am an Air Force member with a science and engineering background and received specialized training by Army ASDAT prior to deployment. Though I work alongside the ICAB members and report findings on aircraft battle damage to ICAB CO I am not assigned to ICAB. Upon hearing news of the Fallen Angel I monitored the event from inside the ICAB TOC and waited for the determination to be made if I would have access to the Fallen Angel site. On 18 Dec I accompanied the DART to the Fallen Angel site in order to document/investigate the damage. The conversations I have had with BG Lewis included two discussions about what I found at the Fallen Angel site.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR U

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Person Administering Oath
Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

FLIGHT Lieutenant (OF-2)

(b)(3), (b)(6)

PMKEYS: 8547540

Current unit of assignment and location of that unit: Australian EMBED - RC(S) CIMED OC PECC Afghanistan.

I, (b)(3), (b)(6) want to make the following statement under oath.

On Sunday night 20 Dec 13 at approximately 2340 I was requested to attend a board room on the ground floor of the RC(S) Regional Headquarters to provide an account and have a conversation on the recent aircraft incident on 17 Dec 13. Here I was met by (b)(3), (b)(6), BG Lewis and 2 other gentlemen all from US Army. (b)(3), (b)(6) from the RC(S) PECC were also in attendance.

The following is my account of the conversation.

BG Lewis began proceedings by introducing himself and stating that he was the lead in the investigation of the aircraft incident that occurred on 17 December 13 in the ZABUL Province.

I stated that I was the Officer Commanding the Patient Evacuation Coordination Cell (PECC) at RC(S) and that (b)(3), (b)(6) and myself were all on shift when the incident occurred. In the lead up to the incident all PECC officers were just completing a MEDEVAC mission, x3 CATA/x1CATB ANSF patients were MEDEVAC to Kandahar Regional Medical Hospital. This mission was complete 171459LDEC13.

At approximately 171500LDEC13 the RC(S) CJOC Shift Director announced that there was a possible 'Fallen Angel' or Aircraft Hard Landing in the ZABUL Province. Immediate actions of the PECC were to advise DEMON of the occurrence and that there were Air Weapons Teams AWT preparing to move to the location of the reported incident. The PECC advised DEMON to send a MEDEVAC Aircraft along with the AWT to MEDEVAC any wounded for treatment. The PECC also advised all Medical Treatment Facilities (MTFs) in the region (APACHE FST, GELAN FST, TK FSE (FOB EBERT) and KAFR3) to be on standby for a possibility of an unknown number of wounded post aircraft hard landing and to stand by for further updates. The aircraft and number of pax was unknown at this stage.

At approximately 171525LDEC13 the PECC were advised the AWT and MEDEVAC were onsite and confirm x1 UH-60 had executed a hard landing. It was reported in the RC(S) CJOC that there were 4 to 5 pax on board a UH-60 operating in the area of the hard landing. The PECC contacted DEMON and suggested moving additional MEDEVAC aircraft to FOB APACHE to assist due to Hard Landing location, fuel, time on site, and unknown number of WIA. No action taken by DEMON at this point in time. The PECC were advised by CTF DUKE 3-1 MEDO that there was x1 casualty walking around the incident site and this report was later confirmed by ISR live feed within the RC(S) CJOC.

At this stage of the conversation I was questions as to how close the person was in relation to the downed aircraft. I answered that the casualty walking near the aircraft was in close location and difficult to put a range but I could see both the casualty and the aircraft and I would say approximately 10 meters from the aircraft. In addition to this I could see the outline of a casualty not moving on the ground near the aircraft.

MEDEVAC aircraft performed an initial assessment of the scene and execute hoist operations by lowering x1 medic. Initial assessment was: 1 WIA, 4 KIA, 2 MIA. PECC discussion with APACHE FST and GALAN FSE to advise reported wounded. Approx 171626LDEC13 1 WIA was winched aboard the MEDEVAC aircraft and en route to GELAN FST as this was the closest MTF.

A few moments later TF DEMON advised that the MEDEVAC had changed route to APACHE FST; possible due to refueling requirements as CAMP PEPPER (GELAN) has no Forward Armament Refueling Platform (FARP) and casualty was identified as 1x CAT B. At approximately 171646LDEC13 the MEDEVAC arrived at FOB APACHE R2 and the patient was assessed. Initial assessment was diagnosed as back and leg pain, however, required further investigation at a higher level treatment facility. Initial diagnosis was a suspected spinus process and hip.

During this MEDEVAC mission x2 CAT A (Gun Shot Wounds to the head) ANSF patients were accommodated and coordinated by the PECC from RC (SW) to KAFR3 for trauma management.

A Patient Movement Request (PMR) was received by the PECC at approximately 171800LDEC13 from APACHE R2, At 1805 the PECC issues a 9 line request for patient transfer CAT URGENT APACHE R2 to KAF R3. TF DEMON Wheels Up (WU) [REDACTED] (b)(1)1.4a

At approximately [REDACTED] (b)(1)1.4a to incident site and was utilized to hoist the 6 fallen warriors on board. At approximately [REDACTED] (b)(1)1.4a hoisting was completed with the MEDEVAC aircraft returning to FOB APACHE [REDACTED] (b)(1)1.4a A CH-47 was utilized to move the fallen warriors to KAF under the guidance of Mortuary Affairs.

Q1: Briefly describe you professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

A1:

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2014/01/06	3. TIME 1300	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS HHC 1st CAB TF Demons			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

I have been directed to provide the following statement. On 17 December I was notified while working in my office that a Fallen Angel had occurred. I immediately went to the BDE TOC and began assisting with the Fallen Angel drill by watching in detail the UAS footage and updating the TOC of the situation on the ground. I have extensive experience utilizing and interpreting FLIR imagery. Approximately 15 minutes into the Drill I notified the Battle Major and staff of a survivor in the wreckage on the right side of the aircraft. I was able to see a hand moving in the air from a body lying down. I assisted in this manner through the ARF infiltration and the subsequent evacuation of our wounded and dead. As the morning approached I assisted (b)(3), (b)(6) our JCAT rep and (b)(3), (b)(6) get ready for their insertion into the crash site providing transportation for them to and from the aircraft. Once this was complete I was notified by (b)(3), (b)(6) the BDE XO that I was tasked to be the conduit of information and products for collection. I began collecting all documents and video in the SIPR Share folder under the restricted name and got help from (b)(3), (b)(6) the S6 administrator to restrict access to the data to a select few such as (b)(3), (b)(6) and myself. I have worked to collect data and analyze the information along with our BDE S2 analysts. Data collected included Audio from the shoot down taken from the data recorder, IVHUMS data from aircraft systems, UAS footage from the crash site both immediately after the Shoot down and subsequent days, satellite imagery, historical analysis, PAO photos of the crew before launch, Combat camera pictures from the wingman, Aerial photos of the blast crater and the heat signature within one hour of the blast that remained, and the JCAT photos taken on the ground. I continued collecting data until the 15-6 began at which time I was present and contributed to the briefing to BG Lewis and his staff to run through the data. During this briefing I was asked to give my opinion on if this was a shoot down or a crash. I gave my opinion which still holds today based on all data listed that this was a shoot down. After this meeting, I let the ASDAT and 15-6 investigation which seemed to be one in the same for command structure investigate further. I have received additional questions which I have been directed to answer. Not all of these questions are relevant to me however I will do my best.

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am currently the TF Demon BDE (b)(3), (b)(6) assigned to HHC and have been serving in this position for almost two years, before that I was the Attack BN 1-1 ARB Standardization Instructor and Chief Warrant Officer (b)(3), (b)(6)

10. EXHIBIT	11. INITIALS (b)(3), (b)(6)	TAKING STATEMENT	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield AF DATED 2014/01/06

9. STATEMENT (Continued)

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown most of the missions assigned to the attack aircraft both here and in Iraq more times than I can count. The BDE does train and rehearse TTPs to react to enemy threats/contact as well as other mission's sets. Our unit destroys repeater towers based on the situation presented by the target. Sometimes the UH-60 is the best asset; other times the AH-64. This also depends on the availability of assets as we have dealt with an FML reduction sending the OH squadron Headquarters home and their staff with no loss in capabilities expected. This has reduced the amount of pilots available to fly and forced the AH-64s to pick up more of the BSZ mission thereby cutting availability for missions such as the repeater destruction mission.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I was not on the mission that lost (b)(1)1.4a to enemy fire but when I fly I receive both written and verbal briefings.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

Q5: I was not on the mission that lost (b)(1)1.4a to enemy fire.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I was not on the mission that lost (b)(1)1.4a to enemy fire.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I was not on the mission that lost (b)(1)1.4a to enemy fire.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: I was not on the mission that lost (b)(1)1.4a to enemy fire.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I already listed these actions previously in my statement for when I was notified of the fallen angel.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Based on my experience, we are asked to do this mission with fewer assets which was the driving force behind not having AH coverage on the mission. The enemy most likely saw a pattern as we as a BDE destroyed that same repeater the month before and the month before that. After watching our TTP's and the requirement to take photos and ID the repeater equipment before engaging the enemy exploited our TTPs and set explosives directed toward where the aircraft would be in an effort to strike back at the ISAF forces.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: All losses are preventable when looking at them with the benefit of hindsight. We had not seen this tactic used previously nor had we any intelligence reports indicating enemy activity. The crews did what they were trained to do and the enemy adapted. That is part of war. We now have to adapt our TTPs to prevent this from happening again while still accomplishing the mission assigned to us.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I think the evidence collected paints a good picture on what has occurred and why it occurred. The staff and I came to the conclusion of the shoot down by viewing the overwhelming data toward a blast skeptically at first to ensure we did not jump to conclusions but the evidence clearly shows a shoot down from an enemy that adapted to our TTP's (b)(3), (b)(6)

****Nothing Follows****

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield AF DATED 2014/01/06

9. STATEMENT (Continued)
****Nothing Follows**** (b)(3), (b)(6)



AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFL

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____, _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
(Oath)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Administering Oath
Article 13(b)(4) N L M T
(Authority To Administer Oaths)

INITIALS OF PERSON (b)(3), (b)(6)

~~SECRET//REL TO USA, ISAF, NATO~~

From: [redacted]
To: [redacted]
Subject: RE: (S) Sworn Statement
Date: Friday, December 27, 2013 2:21:54 PM

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Sir,

Your sworn statement is locking up my computer. See attached

Respectfully,

[redacted]

KAF, Afghanistan

NIPR [redacted]
SIPR [redacted]

-----Original Message-----

From: [redacted] USA CJTF-101 JUDGE ADVOCATE
Sent: December 25, 2013 9:08 PM
To: [redacted] USA TF DEMON
Subject: (S) Sworn Statement

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

[redacted]

Good evening. My name is [redacted] a member of BG Lewis's investigative team. BG Lewis has requested a sworn statement [redacted] the substance of your conversation. If you could, please capture your conversation in the attached sworn statement and return to me. In doing so, please also view the attachment labeled "witness questions" and answer all that apply in your sworn statement.

When you are done, please digitally-initially the bottom of each page, digitally-sign the last page, and return to me. Your signature will also indicate acknowledgment of the oath; "Do you swear or affirm that the information contained in this document is the truth to the best of your knowledge and belief (so help you God)?" For the administrative data, please provide only the last four digits of your social security number.

If the sworn statement does not allow enough room to capture your conversation and answer the attached questions, please attach a word document labeled "continuation page." On the last page of your sworn statement annotate "see continuation page," and return both the signed sworn statement and the continuation page to me.

Thank you very much for your assistance.

[redacted]

Chief, Administrative Law
CJTF-101, Bagram Airfield
APO AE 09354

DSN: [redacted]
SVOIP: [redacted]

NIPR: [redacted]@afghan.swa.army.mil
SIPR: (b)(3), (b)(6)@afghan.swa.army.smil.mil
CX-I: [redacted]@afgn.centcom.isaf.cmil.mil

NOTICE: The information contained in this communication is intended for the sole use of the named addresses/recipients to whom it is addressed, in their conduct of official business of the United States Government. This communication may contain information that is exempt from disclosure under the Freedom of Information Act, 5 U.S.C. 552 and the Privacy Act, 5 U.S.C. 552a. Addressees/recipients are not to disseminate this communication to individuals other than those who have an official need to know the information in the course of their official government duties. If you received this communication in error please do not examine, review, print, copy, forward, disseminate or otherwise use the information. Please immediately notify the sender and delete the copy received.

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

CLASSIFICATION: ~~SECRET//REL TO USA, ISAF, NATO~~

Approved for Release

Sir,

I walked General Lewis through the IVHMS data. Generally, the data is not abnormal. It seems to be moving along through the mission profile and then abruptly ends. There was a decrease and double the decrease increase on the collective at the end of the data. A yaw rate of approx 15 degrees per second was indicated. No audio alarms, cautions, or warnings appeared. Rotor RPM maintained approx 100 %

Photos showed the main rotor blade tip caps still in place and generally undamaged. This would seem to indicate that the aircraft did not fly into the mountain. Rotor blade impact with significant RPM would have torn the tip caps off at a minimum. Instead it appears that the aircraft landed rather flat and with little rotor inertia.

Respectfully

(b)(3), (b)(6)

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to [redacted] (b)(3), (b)(6) @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

[redacted] (b)(3), (b)(6)

Last four of SSN [redacted] (b)(3), (b)(6)

Current unit of assignment and location of that unit: HHC 1 ID CAB

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

[redacted] (b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 153A Brigade Aviation Material Officer. HHC 1ID CAB, 10 months in current position.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Currency and training. N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Both

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: Dart team assembled in TF Guardian TOC. Talked the basics and began preparation to pull the aircraft from the mountain in the morning. Entire TF Guardian staff briefed there piece of the mission.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

(b)(5)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

(b)(5)

Approved for Release

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar, Afghanistan	2. DATE (YYYYMMDD) 2014/01/06	3. TIME 118:25	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
11HC 1st ID CAB TF DEMON APO AE, 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Full Name and Rank: (b)(3), (b)(6)
 Last four of SSN: (b)(3), (b)(6)
 Current unit of assignment and location of that unit: HHC CAB, 1 ID Located at Kandahar, Afghanistan
 Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 153ADB, 1 CAB Brigade (b)(3), (b)(6) Special Staff, HHC CAB, 1 ID. 6 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown almost every mission that one can perform with a UH-1 or UH-60 to include: Air Assault, VIP transport, FRIES, SPIES, STABO, Para-drop, Rappel, Helo-cast, Door Gunnery, internal and external load operations. I have flown in day, night, night vision goggle and IMC conditions.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: NA
SEE NEXT PAGE

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
 THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

CONTINUED FROM PAGE 1.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: NA.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: NA.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: NA.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: Upon notification, the Brigade staff worked through the Fallen Angel Battle Drill.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I suspect that the enemy detonated an IED at the repeater site which caused catastrophic damage to the aircraft or incapacitation to the crew, causing the crash.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Given the intelligence and situation, I suspect that the enemy had observed the engagement TTP and developed a plan to attack the aircraft as it prosecuted the target. There are many potential alternatives to TTPs that might be incorporated into any potential future engagements. Thorough evaluation of the suitability, feasibility and acceptability of any potential modification to the TTP and deliberate risk management should continue to be conducted on the mission.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Nothing further.

/////////////////////////////////Nothing Else Follows/////////////////////////////////

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENC

(b)(3), (b)(6) (Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this ___ day of ___ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) (Date)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer Administering Oath
Article 13b(b)(4), UCMJ (Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER N/A
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
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8. ORGANIZATION OR ADDRESS
2-1 GSAB, Kandahar, Afghanistan

9. I, _____ (b)(3), (b)(6) _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 153DH Battalion Standardization Pilot. Arrived and severed in this position sin 1 September 2012

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Types of mission: MEDEVAC 3 missions, General Support (FOB to FOB) approx 10, training flights approx 25. TTPs include: Thorough S2 Briefing on threat during the O&I along with a daily e-mail to AMC's of current S2 assessments for AO. Also actions on contact or evasive maneuvers are within the current guidelines of the ATM. Our current Standsgram will be attached in the e-mail it discusses our TTPs with altitude for small arms. Our unit has never done repeater station destruction and I have not done it in the past.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

A4: I was not involved with the incident aircraft, but our Task Force Fighting Eagles, IAW with our mission briefer designation memorandum briefers are suppose to be face to face. Telephonically is authorized for remote sites.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: NA

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: NA

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: NA

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: NA

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: When I was notified of a fallen angel I proceed to our Task Force TOC and was there to provide any guidance to the Battle Captain or S3 even though it was not our Task Force aircraft, but I knew that we were going to be called on to assist.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I am not aware of all the details, but I could see how a repeater station could be turned into a command detonated IED.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED _____

9. STATEMENT (Continued)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: None

---NOTHING FOLLOWS---

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Administering Oath

Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD) 20131228	3. TIME 1200	4. FILE NUMBER N/A
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
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8. ORGANIZATION OR ADDRESS
Task Force Gunfighter, Kandahar, Afghanistan

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 152HF AH64D Instructor Pilot/Instrument Examiner 1-1 ARB Battalion Standardization Pilot. Since January 2010 to present.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131228

9. STATEMENT (Continued)

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A (I was not on this mission.)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A (I was not on this mission)

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A (I was not on this mission)

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A (I was not on this mission)

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A (I was not on this mission)

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: N/A (I was not on this mission)

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: It is my opinion that the aircraft was struck by an IED that was emplaced by the enemy at the location of the repeater station. This resulted in the aircrew being killed or incapacitated by the IED which further resulted in the loss of the aircraft and its crew.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131228

9. STATEMENT (Continued)

(b)(5)

~~NOTHING FOLLOWS~~

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) _____
Authorized by law to
administer oaths, this _____ day of _____
at Kandahar Airfield

(b)(3), (b)(6) _____
(b)(3), (b)(6) Investigating Officer
Administering Oath
Article 130 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar, Afghanistan	2. DATE (YYYYMMDD) 2013/12/29	3. TIME 1200	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HHC, 2-1 GSAB

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH.

Full Name and Rank: (b)(3), (b)(6)

Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: HHC, 2-1 GSAB, Kandahar, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 154FH, (b)(3), (b)(6) of the Battalion, CH-47 Standardization Officer, HHC, 2-1 GSAB, 1 year in position.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: As a CH-47 pilot, current mission sets consist of deliberate air assaults, air movements, ring routes, and VIP support. React to contact is a base task in the CH-47 Aircrew Training Manual. This task is trained and evaluated as part of standard aviator progression, and annual evaluations. I am not familiar with the mission of identifying and destroying repeater stations.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT <u>(b)(3), (b)(6)</u>	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar, Afghanistan DATED 2012/12/29

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: Unknown

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: Unknown

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: Immediately after the accident, 2-1 GSAB began coordinating CH-47 support for ARF insertion and flight personnel extraction. Due to the rugged nature of the terrain, the decision was made to utilize UH-60 support to infill personnel. Later that evening, a team of CH-47s were able to insert a team. The following day, an investigation and equipment recovery crew was inserted to retrieve parts from the aircraft and to conduct an on the ground assessment.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Unfortunately, I've only received second hand information pertaining to the accident.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: If the initial reports were accurate, (b)(5) provided a standoff was enforced between repeater tower and aircraft.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: No

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar, Afghanistan DATED 2013/12/29

9 STATEMENT (Continued)

Not Used.

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6) Statement

WITNESSES

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Administering Oath
Article 36 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
BLDG 8889C KAF	2013/12/27	1930	
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
	(b)(3), (b)(6)		
8. ORGANIZATION OR ADDRESS			
B. Co. 601st ASB			
9.			

I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The DART team received a call around 1530 17 Dec 13 that there was an aircraft that had experienced a hard landing near FOB Apache. The day DART team assembled, prepared their gear, and waited for more information as the situation developed. Once it was determined that the aircraft was too damaged to fly, TF Guardian, B Company, and DART leadership began developing a plan to recover the aircraft at about 2000 and finished the plan at 2100. At 2200, the DART team was sent to rest until the planned mission brief at 0000. At 2300, a new course of action was approved to send the DART immediately before first light instead of at 0330. When reports were verified that the aircraft was resting on an angle in a difficult position to sling, the final course of action was approved to send only an assessment team instead of the DART. That team was to evaluate the stability of the aircraft on the slope and the possibility of recovery and to determine the cause of the crash. At 0500 on the 18th of December 2013, the assessment team was briefed by TF Gunfighter, which was the task force supplying the aircraft for the assessment mission. At 0600, the two aircraft from TF Gunfighter took off from KAF direct to the crash site. Upon arrival at the site of the downed aircraft, (b)(3), (b)(6) and I exited the UH-60 and made contact with the operators on the site. We then proceeded up the ridgeline and across to where the aircraft was resting on the side of the mountain. (b)(3), (b)(6) started to inspect the crash site while (b)(3), (b)(6) began recovery of the sensitive items. I got our fills in our radios reloaded the frequencies for the people in the area and made my first call back to (b)(3), (b)(6) in our TOC. I told him I would start assisting in recovering the sensitive items and assess if the aircraft would be recoverable or if I would recommend destruction of the airframe. While recovering the sensitive items (b)(3), (b)(6) and I discussed and determined that the aircraft was not going to be recoverable without more risk to personnel and other aircraft. I then called (b)(3), (b)(6) and told him that we recommended the destruction of the aircraft. We then placed the APR-39 processor, two ARC-201, CMWS card, IVHMNS Card, Flight Data Recorder and a few other items into a SKEDCO and prepared to move down the mountain to the PZ for extraction. Once at the PZ we waited for about 10 minutes for the blackhawk to come in and pick us up. During this time I contacted (b)(3), (b)(6) and informed him we were at the PZ and preparing to come back to KAF. We arrived back at KAF at 1100 and off loaded the sensitive items directly to (b)(3), (b)(6) for them to secure and arrange shipment to the safety center. We then moved to the B. Co. 601st ASB PC office for a debrief and to turn in all items we took out of the compound. -----

-----NOTHING FOLLOWS-----

10. EXHIBIT	11. INITIALS OF KING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

-----NOTHING FOLLOWS-----

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigative Officer
Person Administering Oath

ORGANIZATION OR ADDRESS

Article 13b (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SECRET//REL TO USA, ISAF, NATO

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD) 20131228	3. TIME 1200	4. FILE NUMBER N/A
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS
(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
Task Force Gunfighter, Kandahar, Afghanistan

9. I, _____ (b)(3), (b)(6) _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: My current MOS is 152HF as a Standardization Pilot and Instrument Flight Examiner. I am currently the Task Force Gunfighter Master Gunner and have been in this position since Jan 13, 2013. I am assigned to 1-1 ARB Headquarters and Headquarters Command, S-3 Section, Master Gunner.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown all missions associated with DSRW, QRF, ARF, BSZ and AMR Support Missions with the exception of the repeater mission. In respect to the other mission sets flown the average would be 3-4times a week. Currently the mission set that I have been involved with is the QRF/ARF and BSZ/AMR for the last 30 days. We conduct Team Mission briefs prior to mission execution where contingencies and ROE are discussed, while the MOST LIKELY and MOST DANGEROUS enemy course of actions are decided on and discussed for "react to enemy threats/contact."

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131228

9. STATEMENT (Continued)

When looking at the missions involving repeater stations our current TTP is based on the mission requirements of acquiring Photos PRE and POST engagement, as well as other intelligence based operations involving jamming. The UH-60 will locate the area of the repeater antenna with (b)(1)1.4a and then the UH-60 without (b)(1)1.4a will recon the area of interest and locate the repeater. After the repeater has been located the UH-60 will fly as close as terrain will allow and take pictures prior to engagement. The UH-60 will then pull to a distance as determined by the crew to engage and destroy the target. If an AH-64 is on mission the repeater will be located by talk on from UH-60 or smoke mark and then engaged with 30mm. After destruction of repeater UH-60 will then return to sight and perform POST engagement recon, photo ops and drop jammers as required.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: At the beginning of my Quick Reaction Force was briefed for current ops ongoing in the AO, weather, and an S-2 threat brief of the last 24/48hrs for RC-S. All briefings were verbal and written as they involve a briefer and power point presentation. The handouts received for the mission were a ROZ tracker, Mission Execution Forecast and Kneeboard Card of operational information (individual team comms for TF, SPINS, TAC Charts, weather data, and TOC/TAC contact information).

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: See above (A4) for mission received. N/A for second part of question.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: As I was returning from a Troops-in-Contact mission in Wolfpack's AO I had just returned to parking at F1 Pad and assumed Redcon 3. I informed my team that I was going to go to the TOC to perform some work in my office. I stepped in the TOC and saw a UAV feed of a downed aircraft and asked (b)(3), (b)(6) what the situation was.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 4 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131228

9. STATEMENT (Continued)

He informed me that the UH-60 on (b)(1), 4a Mission had crashed and ARF from Apache was enroute to secure the sight. I then talked to the S-2 (b)(3), (b)(6) about the situation at the site and the valley to get a layout of enemy activity involvement. Upon talking to him I initiated coordination with the 3A, (b)(3), (b)(6) on the mission for my QRF team and the replacement for continued security as the team enroute had approximately 2hrs of station time at site and we were 40 minutes (enroute time without FARP delay). With no other teams positioned to react to this mission, I informed (b)(3), (b)(6) that we would be cranking aircraft and assume Redcon 1 and then contact them for any updates but planned on taking off immediately for FOB Apache. We achieved Redcon 1 fifteen minutes after leaving the TOC, refueled at MUSTANG FARP (due to just returning from mission) and launched for Security Support, 20 minutes later, with information to refuel at FOB Apache and contact Gunfighter Mike for further guidance.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Looking at the crash site and the state of the aircraft from our aircraft TADS video (as we arrived at sunset) it appeared that the aircraft impacted the ground with little power applied as the rotors were not twisted just bent. Based on the S-2 information before we took off my initial thoughts were, mechanical failure of engines or a loss of power which was unrecoverable due to some sort of damage caused by enemy activity. However I was unsure on exactly what had happened and with the crew mix thought that it was unusual it would be unrecoverable unless the crew was incapacitated. With the terrain available the aircraft rolled down the hill which caused most of the damage. After mission I was able to look at video from the initial team on site and had received some information on the wingman's debrief. It shows on the video a large hole with a piece of metal, which I thought looked like the door sill portion of the UH-60 in it. The whole was approximately 40-60ft from the antenna and based on our current TTP's for this mission, I came to the conclusion that it was an IED detonation that occurred and a rather large detonation, to incapacitate the crew and damage the aircraft to a non-flyable condition.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

INITIALS OF PERSON MAKING STATEMENT

CAA

PAGE 3 OF 4 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 20131228

9 STATEMENT (Continued)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: N/A

---NOTHING FOLLOWS---

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE.

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6) *Investigating Officer*
Administering Oath
Article 13(a) (b)(4), DCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 4 OF 4 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KANDAHAR AIR FIELD, AFGHANISTAN	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1216	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS B CO 3-1 AHB, 1ST CAB, 1ST ID. TF GUNFIGHTER KANDAHAR AF, APO AE 09355			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

SEE ATTACHED CONTINUATION SHEET

(b)(3), (b)(6)

10. EXHIBIT	11. INITIALS (b)(3), (b)(6)	MAKING STATEMENT	PAGE 1 OF 11 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 2016 DATED 2013/12/26

9. STATEMENT (Continued)

SEE ATTACHED CONTINUATION SHEET

(b)(3), (b)(6)

Approved for Release

INITIALS OF PERSON (b)(3), (b)(6) STATEMENT

PAGE 2 OF 11 PAGES

STATEMENT OF

(b)(3), (b)(6)

TAKEN AT 2016

DATED 2014/12/26

9. STATEMENT (Continued)

SEE ATTACHED CONTINUATION SHEET

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 11. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating Officer
(Administering Oath)

ORGANIZATION OR ADDRESS

Article 131 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 11 PAGES

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to @afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

STATEMENT OF TAKEN AT 1216 DATED 2013/12/26

Full Name and Rank:

Last four of SSN:

Current unit of assignment and location of that unit: B Co 3-1 AHB, TF Gunfighter, Kandahar AB, Afghanistan

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 153MI Company Aviation Mission Survivability Officer in 1st Flight - B Co 3-1 AHB, TF Gunfighter, 1st CAB, 1st ID. I've been the AMSO for 9 months and with the unit (B Co) for 4 years and 6 months.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?



Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: We received a digital/paper CONOP which detailed the mission. We also received a verbal O&I brief from the Battle Captain, a S-2 representative, and the SWO at 0540 on the 17th. The Battle Captain told us to expect a possible mission change on arrival at Apache. We then received a verbal brief of the mission change from Duke 3 at a TOC at Apache, with a printed product with grids/CONOP.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(3), (b)(6)

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

(b)(1)1.4a

(b)(3), (b)(6)

(b)(1)1.4a

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: In addition to the repeater tower mission we moved PAX from Mustang ramp to Apache, a group with the chaplain and some E Co Soldiers. They were, as usual, late so we delayed our commo check until 0810. We loaded the PAX chalk 1 couldn't fit and started the aircraft then completed our HIT checks. Afterward we repositioned to the western FLS for departure and hover power checks as a flight. We departed from (b)(1)1.4a enroute to North Test Fire. I called (b)(1)1.4a and confirmed there were no active ranges or ROZs that affected our route of flight. I additionally made a CTAF call to advise any other aircraft in the area of our departure from (b)(1)1.4a. Just prior to arrival I called (b)(1)1.4a and notified them of (b)(1)1.4a going HOT for test fire for the next 10 minutes and that we would call the range cold after completion. As a flight, we did a clearing pass and then circled to the right after both chawks called the range clear. The next pass, we slowed to 80 KIAS and 300' AGL and both chawks conducted a 25 rounds test fire from each 240H. After all weapons systems were called clear we continued as a flight east toward Apache. We called (b)(1)1.4a to inform them that the range was cold, and we made a CTAF call with our location and intentions. Once entering DUKE's airspace we tried to call them on their air freq but were unable to get in touch with them until about 15 miles west of Apache. Because of this, we avoided any known ROZs and made several other BSO calls in the blind to DUKE AIR. (b)(1)1.4a called Apache tower

(b)(3), (b)(6)

STATEMENT OF [REDACTED] (b)(3), (b)(6) TAKEN AT 1216 DATED 2013/12/26

and received the altimeter setting and the clearance to expect for landing. DUKE AIR advised of no active ranges or ROZs in our flight path. We landed to the Apache HLZ and took positions [REDACTED] (b)(1)1.4a. They requested we shut down for a brief for the retasking the battle captain warned us about. We shutdown the aircraft and [REDACTED] (b)(3), (b)(6) and I went with a CPT to the DUKE TOC. We waited for about 10 minutes then Duke 3 briefed us on our mission to fly in the vicinity of a HME cache and repeater tower pair and collect in that area while CAS was called in. We were told that we would be carrying 2 medics due to the mission being outside of the golden hour, and that they were still trying to get approval for 2 AH-64s to go out afterward and destroy the 2 repeater towers IVO the HME cache. We were then returned to our aircraft and started them, while our BDE PAO was taking pictures from in front of [REDACTED] (b)(1)1.4a. We repositioned to the FARP to top off on gas, and continued to wait for the medics. Now past our original take off time discussed in the brief with [REDACTED] (b)(1)1.4a we repositioned back to the HLZ and continued to make calls to [REDACTED] (b)(1)1.4a and DUKE X-ray on the CAN we received during the brief. Finally after a 20 minute due to the medics then due to the CAS mission not even receiving approval yet we loaded the Medics (1 in each aircraft) and took off to the south east. For this portion of the flight, we chose to do a lead change prior to take off to ensure the [REDACTED] (b)(1)1.4a (on my aircraft) was closer to the objective. We called DUKE Air for updates to any ROZ information, no updates. It was a [REDACTED] (b)(1)1.4a flight enroute while enroute we were instructed to increase our standoff (1KM was the plan) to 1 mile. I plotted a point 1 NM north of the HME cache and flew toward that. We arrived and notified Duke X of such and entered into a Max Endurance holding pattern at 1500' AGL and 64 KIAS, left turns using the 1 mile north point as our FIX. We also had the ABN (a UHF secure FREQ) up at this point and heard the JTAC talking to the CAS aircraft (although I never saw them). After a lengthy CAS 9-line process there aircraft were finally authorized to drop 1 500# bomb each. Each aircraft made a 20 second splash call and we were able to witness the impact. The first bomb created a large fire ball and dust cloud. The second create only a smaller dust cloud. We were then asked to take BDA pictures then return to Apache to continue our previous mission. There was ICOM chatter by persons on the ground noting our arrival in the vicinity of the cache, but after the 1st bomb was dropped, all ICOM chatter ceased. Returning to Apache was uneventful and we dropped off the medics and proceeded to refuel. After refuel at 1328 we executed another lead change to go back to our original flight profile and took off from Apache to the east to find and engage repeaters in RC-E (TF SPARTAN) airspace. [REDACTED] (b)(1)1.4a

[REDACTED] (b)(3), (b)(6)

PAGE 8 OF 11

[REDACTED] (b)(1)1.4a Enroute I tried 5-10 times to call [REDACTED] (b)(1)1.4a on the SATCOM frequencies and FH provided by [REDACTED] (b)(3), (b)(6) the day before. We called in the blind after finding the 0015 tower and proceeded to engage and destroy the tower after determining collateral damage was zero. We destroyed the Solar panel with 200 rds 7.62mm then destroyed each repeater tower with another 200rds each in a total of 6 passes. The 4 shooting passes were at a slow forward hover about 60 ft slant range from the targets, while the 2 camera passes were at about a 20 knot left racetrack pattern. We then continued on to tower 0024 where [REDACTED] (b)(1)1.4a set itself in a high (1000-1500' agl) cap while chalk 1 looked for the tower system. After about 10-15 minutes of searching [REDACTED] (b)(1)1.4a was unable to locate the tower system. I had them push up to about 1000' agl while we took a look for the tower system and were informed by the [REDACTED] (b)(1)1.4a operators that this tower was previously designated as inactive so not too unusual that we couldn't find it. [REDACTED] (b)(1)1.4a

[REDACTED] (b)(1)1.4a

[REDACTED] (b)(1)1.4a. About 5 minutes prior to arrival, [REDACTED] (b)(1)1.4a asked to be the search aircraft again because we didn't find the previous tower and I said yes. Once on station we again set up a high cap and allowed [REDACTED] (b)(1)1.4a one freedom to maneuver in search of the tower. It was not at the provided grid so [REDACTED] (b)(1)1.4a began to search up and down that portion of the ridge. After about 10 minutes they said they couldn't find it so I suggested they start working their way up to [REDACTED] (b)(1)1.4a with was only a few kilometers away up the ridgeline and that [REDACTED] (b)(1)1.4a would start their search from the beginning of the ridge to the southwest. As we were on our way to the SW corner of the ridge [REDACTED] (b)(1)1.4a announced that they found the tower system. We turned back and took two turns over head and saw the system they were talking about. I was two towers along the ridgeline with a large dark area in-between that I assumed was the solar panel/radio. [REDACTED] (b)(1)1.4a told us they were going to drop smoke to help mark the system while we positioned ourselves to make our camera passes.

[REDACTED] (b)(3), (b)(6)

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: After hearing that (b)(1)1.4a was going to drop smoke, we started our descent to the south west so we could then head inbound to take pictures. We were heading south west and turned left back in the direction of the repeater site when we saw (b)(1)1.4a in front of a large dust plume. The aircraft seemed intact and doing a pedal turn to the left. They then started moving away from the dust plume to the south east. The aircraft pitched nose down as if to gain airspeed down the draw. Next the aircraft returned to almost level pitch and began to drop quickly. We lost sight of them behind a spur that was between us.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: After losing sight of the aircraft we knew something was wrong. We continued to the east to see what we know was going to be the crash site. Once we had eyes on the downed aircraft we started a climb and began to make radio calls to get other aircraft on station. We continued to circle until the two AH-64s arrived and had eyes on the downed aircraft. During the whole time over the aircraft we saw no movement from either the aircraft or the surrounding villages.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Initially I thought the aircraft had browned out and was trying to fly away from the dust cloud. After further review I think one or both of the pilots were incapacitated by an explosion at the repeater site. If it was one of the pilots, the other pilot tried to recover and was unable to. It is possible that one or both of the engines flamed out due to the starvation of oxygen from the explosion. There was no obvious structural damage from our vantage point prior to the crash.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(3), (b)(6)

(b)(1)1.4a, (b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I believe all the right people are being talked to.

Approved for Release

(b)(3), (b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION CTF Duke TOC	2. DATE (YYYYMMDD) 2013/12/27	3. TIME 2000	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
---------------------------------------	--------------------------	-----------------

8. ORGANIZATION OR ADDRESS
FOB Apache, APO AE 09383

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following are my responses to the investigating officer's specific inquiries:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am a Field Artillery officer (13A) and serve as the Brigade Fire Support Officer (FSO) for Combined Task Force (CTF) Duke at FOB Apache, AFG. I am assigned to HHHC, 3-1 Special Troops Battalion. I arrived at FOB Apache on 08 July 2013. I have been serving in my current position for six months on Temporary Change of Station (TCS) orders from Fort Riley, KS to Fort Knox, KY to deploy forward with 3rd Brigade, 1st Infantry Division.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache, AFG DATED 2013/12/27

9. STATEMENT (Continued)

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: At around 0930L, the morning of 17 DEC 2013, CTF Duke provided a 429 Strike brief to an (b)(1)1.4a crew on (b)(1)1.4a (b)(1)1.4a in Terwa District, Paktika Province where CTF Duke had identified an HME site. As the FSO, I was the primary briefer on the details of (b)(1)1.4a. Since (b)(1)1.4a was conducting repeater missions in Shah Joy and Nawa Districts, the CTF Duke S3 had coordinated that (b)(1)1.4a temporarily divert to provide post-strike photography on the strike site, which they graciously provided. Although the two repeaters in the vicinity ((b)(1)1.4a) were initially targeted and photographed in the weeks leading up to the prosecution of (b)(1)1.4a, neither repeater was authorized to be engaged on 17 DEC 2013.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

3. STATEMENT (Continued)

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: At 1457, the aircraft was reported as a Fallen Angel, and CTF Duke initiated Code Black. On receipt of the grid location, we identified that the crash site was outside of M777A2 range from FOB Apache but was within the range of HIMARS. Therefore, we contacted the Base Defense Operations Cell (BDOC) and A Battery, I-158 FA (HIMARS) to transition the HIMARS to REDCON 2 status (on standby at an external firing point) to provide Fire Support as the developing situation would dictate. The BDOC advised us that the primary QRF (A, 2-2 IN) was transitioning to PZ posture and that QRF duties would be assumed by the alternate QRF (MSF). Once the alternate QRF had transitioned, they cleared Firing Point 2 north of FOB Apache and provided security for the HIMARS element there until approximately 2200 that night when CAS coverage was locked in for the duration the remaining recovery. Simultaneously, the FSE drafted an ROE 333 speedtool, which was sent to RC(S) at 1639 for the contingent destruction of the crash site. At approximately 2230, the submitted grid was revised upon receipt of a CAT 1 grid from an A-10 platform, which was the grid authorized for the ROE 333 Strike the following day in the Joint Targeting Message (JTM) that resulted in the destruction of the crash site.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: N/A.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: N/A.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: N/A.

NOTHING FOLLOWS

(b)(3), (b)(6) (b)(3), (b)(6)
(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27 day of December, 2013 at FOB Apache, APO AE 09383

ORGANIZATION OR ADDRESS

ORGANIZATION OF ADDRESS

(b)(3), (b)(6)
(b)(3), (b)(6) Investigating Officer
in Administering Oaths
Article 36(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION HQ, RC-SOUTH KAF	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 1615	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)		6. SSN (b)(3), (b)(6)	7. GRADE/STATUS

8. ORGANIZATION OR ADDRESS
HQ, RC-South, A Co, HHBN CJ7, 4th Infantry Division APO AE 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: See above. Currently an HQ, RC-S Information Operations Planner responsible for CJ7 (IO) CUOPS and FUOPS. Assigned to A Co, HHBN, 4ID CJ7. I have been with HQ, RC-South in a IO capacity since December 2011.///

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: N/A

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: The CG directed that the IO Main Effort would be against the Chaman Border Facilitation Network during the late OCT or early NOV Targeting Decision Board for the QUAS Targeting Cycle. I was given a directive by the CJ7 to be the lead planner. As a result, I brainstormed effects in support of what would become an IO CONOP ((b)(1)1.4a) against this network which included a repeater destruction/communications disruption task. The intent was to have physical, informational, and cognitive effects against this network particularly in areas otherwise or largely void of ISAF/ANSF.///////NEXT PAGE////////

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT HQ, RC-SOUTH DATED 2013/12/28

9. STATEMENT (Continued)

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: N/A

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: N/A - I was not there. I believe I am not qualified to answer this question nor do I have a professional opinion at this time.///

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: N/A - I was not there. I believe I am not qualified to answer this question nor do I have a professional opinion at this time.///

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: (b)(3), (b)(6), our COMCAM Soldier, was manifested for this mission (meaning we were tracking him on this mission) by our CJ7 Cell. It was communicated R/W task force that he would be traveling on the repeater mission. In fact, I requested the aircraft pick him up from Lima Ramp on KAF. Nothing additional follows at this time. To the best of my knowledge, I have disclosed pertinent documentation as requested and remain available for further information.///////NOTHING FOLLOWS//////////

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

////////////////////////////////////NOT USED////////////////////////////////////

Approved for Release

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3, I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF REWARD OR PUNISHMENT, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UN

WITNESSES:

(b)(3), (b)(6)
Subscribed and administered to
at Kanabair Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
on Administering Oath
Article 136(b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
KANDAHAR AIRFIELD, AFGHANISTAN	2013/12/28	1723	
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
	(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
 HHT, REGIMENTAL SUPPORT SQUADRON, 2D CAVALRY REGIMENT

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

STAFF SERGEANT JESSE LEE WILLIAMS WAS ASSIGNED TO HEADQUARTERS AND HEADQUARTERS TROOP, REGIMENTAL SUPPORT SQUADRON AS THE 29E ELECTRONICS WARFARE NONCOMMISSIONED OFFICER. HE DEPLOYED TO AFGHANISTAN IN JULY OF 2013. HIS JOB WITHIN THE SQUADRON WAS TO COORDINATE ELECTRONIC WARFARE ASSETS TO SUPPORT COMBINED ARMS BREACH TEAMS (CABT) / CONVOY SECURITY TEAMS (CST) AND ANY OTHER MOVEMENT REQUIRED BY TASK FORCE MULESKINNER. IN MY PROFESSIONAL OPINION, HE WAS THE BEST ELECTRONICS WARFARE NONCOMMISSIONED OFFICER THAT I HAVE WORKED WITH.

SSG WILLIAMS REQUESTED 72 HOURS PRIOR TO THE 17TH OF DECEMBER TO TAKE PART IN AN (b)(1)1.4a MISSION WITH TASK FORCE DEMON. HE DEVELOPED A CONCEPT OF OPERATIONS TO BE APPROVED BY THE TASK FORCE S-3 OPERATIONS OFFICER AND THE SQUADRON COMMANDER. AFTER FINAL COORDINATION, HE WAS APPROVED TO EXECUTE THIS MISSION AS IT WAS A BENEFIT TO HIS CAREER AND AN OPPORTUNITY TO WORK FIFTH HAND WITH ASSETS THAT COULD PROVIDE ADDITIONAL BENEFITS TO TASK FORCE MULESKINNER IN FUTURE OPERATIONS.

ON THE 17TH OF DECEMBER, SSG WILLIAMS SIGNED OUT OF THE TROOP ORDERLY ROOM FOR ACCOUNTABILITY PURPOSES AND REPORTED TO TASK FORCE DEMON. HIS UNIFORM FOR THE FLIGHT WAS ACH, IOTV, OCP UNIFORM, PUGS / POGS / TACTICAL ASSAULT PANEL, KNEE PADS, EYE PROTECTION, GLOVES, CAMEL BACK AND WHATEVER OTHER PERSONAL GEAR SSG WILLIAMS PREFERRED. HE HAD HIS ASSIGNED WEAPON WHICH WAS AN M4 SERIAL NUMBER W441279 AND HIS M68 CCO SERIAL NUMBER K2100126. HE WAS ONLY ISSUED 210 ROUNDS OF 5.56MM AMMUNITION AS HIS UBL. THE QUESTION WAS ASKED DURING THE MEETING ON THE 23RD OF DECEMBER WITH BG LEWIS IF SSG WILLIAMS HAD A M203 OR GRENADES ISSUED TO HIM. NEITHER THE WEAPON SYSTEM OR THE GRENADES WERE ISSUED TO SSG WILLIAMS AS THOSE ARE NOT AVAILABLE TO HHT.

ON OR ABOUT 1645, I WAS CALLED BY MY SQUADRON COMMANDER TO REPORT TO HIS OFFICE. UPON REPORTING, I WAS INFORMED THAT THERE WAS A HELICOPTER CRASH AND THAT THE INITIAL REPORT WAS THAT SSG WILLIAMS WAS KILLED IN THE CRASH. LATER THAT NIGHT, MY SQUADRON COMMANDER CONFIRMED IT WITH ME AND I NOTIFIED HHT OF THE EVENT AND THE PROCEDURES FOR CASUALTY NOTIFICATION. I ORDERED MY TROOP TO WITHHOLD ALL COMMUNICATION OUTSIDE OF THE UNIT UNTIL OTHERWISE TOLD.

ON OR ABOUT 0930 ON 19 DECEMBER, I RECEIVED A CALL FROM MY SQUADRON COMMANDER THAT THE NOTIFICATION CHAIN TO THE PRIMARY NEXT OF KIN HAD BEEN COMPLETED AND THAT WE WERE ABLE TO TALK TO OUR FAMILIES ABOUT THE EVENT.

10. EXHIBIT	11. INITIALS OF <u>(b)(3), (b)(6)</u> MAKING STATEMENT	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
 THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 2013/12/28

9. STATEMENT (Continued)

I WAS ASKED DURING THE MEETING WITH BG LEWIS WHAT THE CASUALTY NOTIFICATION OFFICER SAID TO THE FAMILY. I RESPONDED THAT I DID NOT KNOW THAT ANSWER. THE UNIT TALKING POINTS THAT I BRIEFED TO BG LEWIS WAS THAT THE REGIMENTAL MESSAGE WAS THAT IT WAS A HELICOPTER ACCIDENT. AFTER THE MEETING WITH BG LEWIS ON THE 23RD OF DECEMBER, I REVIEWED THE MESSAGE THAT THE UNIT DISTRIBUTED AND IT REFERENCED THE INCIDENT AS A HELICOPTER CRASH.

SSG WILLIAMS HAS BEEN ON PREVIOUS MISSIONS FOR ELECTRONIC WARFARE. HE HAS BEEN ON TWO FIXED WING ELECTRONICS WARFARE MISSIONS THAT HE REFERENCED AS "GROWLERS". TO MY KNOWLEDGE, HE HAD BEEN ON AN (b)(1)1.4a AIRCRAFT BEFORE WHEN HE WAS PART OF 101ST AIRBORNE DIVISION. I DO NOT KNOW IF HE WAS TRAINED ON THE SPECIFIC AIRCRAFT ((b)(1)1.4a).

I WAS ASKED IF I KNEW HOW SSG WILLIAMS FOUND OUT ABOUT THE MISSION AND I RESPONDED THAT I DID NOT KNOW.

ON 28DE1C13 AT APPROXIMATELY 1545, I WAS CALLED BY (b)(3), (b)(6) REFERENCING THE SWORN STATEMENT. A LTC THAT I DO NOT RECALL THE NAME OF ASKED ME IF I KNEW IF (b)(3), (b)(6) HAD BEEN MANIFESTED THROUGH TASK FORCE DEMON ONTO THE AIRCRAFT. I TOLD HIM ON THE PHONE THAT I DID NOT KNOW.

THERE ARE ADDITIONAL QUESTIONS THAT I WILL ANSWER THROUGH AN EMAIL TO (b)(3), (b)(6) AS AN ANNEX.

-----END OF STATEMENT-----

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

- Investigating officer
in Administering Oath

Article 1(b)(5)(4), UCMJ

(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 3 PAGES

SWORN STATEMENT

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PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB Apache / Zabul Province, Afghanistan	2. DATE (YYYYMMDD) 2013/12/27	3. TIME 1050	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS
---	--------------------------	-----------------

8. ORGANIZATION OR ADDRESS
HHC BDE / 3IBCT / IID

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 16 DEC 13 I was informed that the (b)(1)1.4a had been briefed to RC(S) and was pending approval based on CDE guidance from LIC. I discussed the operation with the CTF Duke FSO, (b)(3), (b)(6) and read the (b)(1)1.4a CONOP for my own situational awareness with an emphasis on asset synchronization. I understood the (b)(1)1.4a mission to be a HIMARS strike to destroy 1x HME cache and repeater towers in the area. When I reported for duty at 17 0845 DEC 13 I was informed verbally of the revised plan to strike the HME cache with CAS opposed to HIMARS. I was also informed that the repeater towers would not be engaged. My counterpart for night shift (b)(3), (b)(6), briefed me on the revised plan prior to his shift departure and I went to the asset managers in the TOC and discussed the plan with them individually to ensure everyone knew what their role was and to ensure everyone was on the same page. Due to the change of plan that occurred overnight, when I was not on shift, I wanted to ensure I understood the plan, which at this time was in progress.

The (b)(1)1.4a crew arrived at FOB Apache at approximately 17 0930 DEC 13 and were escorted by (b)(3), (b)(6), CTF Duke BAO, to the Duke Conference Room. These personnel walked by my station in the TOC en route to the conference room for a mission brief with (b)(1)1.4a. These are the only details of the actual brief that I know of. During the brief, (b)(1)1.4a came to the TOC floor and directed myself and CHOPS, (b)(3), (b)(6), to coordinate for 1x MEDIC and 1x Guardian Angel to accompany the (b)(1)1.4a crew onboard during the mission. This was in response to the mission being executed outside the (b)(1)1.4a. This, I believe, was coordinated through RC(S), CTF Duke, and TF Gunfighter OIC, (b)(3), (b)(6). After the (b)(1)1.4a crew brief in the Duke Conference Room all aircraft were launched and the mission was being executed as expected.

The CTF Duke JTC, (b)(3), (b)(6) was waiting for the Joint Targeting Message (JTM) to be approved so that the strike could occur. It is my understanding that the (b)(1)1.4a crew had reached their position which was standoff north of the objective to de-conflict air for CAS during this time. At 17 1218 DEC 13 the JTM was approved for CTF Duke to conduct a kinetic strike on 1x HME cache. At 17 1230 DEC 13 Vengeance 41 released 1x GBU54v.2 on (b)(1)1.4a with positive effects and Vengeance 42 released 1x GBU 54v.4 on (b)(1)1.4a with positive effects at 17 1235 DEC 13. The mission was deemed a success at this point. I have little knowledge of what the (b)(1)1.4a crew's task and purpose were at this point. I can only speculate that it was to exploit the repeater towers in the area following the strike. I was not aware of a refuel mission for the (b)(1)1.4a crew after the strike as we had minimal visibility on them other than that they were operating in our AO. The day then proceeded as a "normal" day in that the TOC was monitoring the patrols in the area and conducting pattern of life scans with ISR assets.

10. EXHIBIT	11. INITIALS (b)(3), (b)(6)	STATEMENT	PAGE 1 OF 3 PAGES
ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT"		DATED	

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/27

9. STATEMENT (Continued)

I was notified by the JTAC on shift, (b)(3), (b)(6), that we might have a possible Fallen Angel at 17 1450 DEC 13. At this point we did not have a complete grid or type of aircraft that went down. I directed the Battle NCO to post the Fallen Angel Battle Drill and I immediately informed (b)(1)1.4a, (b)(3), (b)(6) asked what type of aircraft and I did not have that knowledge at that time. (b)(1)1.4a came on the TOC floor and began to redirect assets and instructed asset managers to begin requesting additional asset (CAS/ISR) support. During this time, I requested that (b)(1)1.4a be called over the "Big Voice". This requires all key personnel to report to the TOC immediately. I did not request (b)(1)1.4a be called as we had little information at the time. (b)(1)1.4a require the same personnel report to the TOC. I then alerted the ARF and called the QRF commander, (b)(3), (b)(6) to brief him on the situation. This happened within minutes of the first initial notification of the possible Fallen Angel.

At approximately 17 1510 DEC 13 we had (b)(1)1.4a over the crash site. Shortly after this time we had received a report from (b)(1)1.4a, sister ship, that (b)(1)1.4a had possibly been attacked by an IED and that they had 7 PAX, 4 Crew and 3 Passengers, onboard. This confirmed that the Fallen Angel was a UH60 with personnel onboard. I relayed this information to (b)(3), (b)(6) along with an updated grid of (b)(1)1.4a. At this time I began answering phone calls and discussing possible COA's for security on the site. The initial plan for site security was to infil the ARF followed by the Apache QRF led by (b)(3), (b)(6). CTF Duke had contacted SOTF-S, particularly (b)(1)1.4a at VSP Bullard, to gain any information that we could from them. It was at this point that the decision was made to insert (b)(1)1.4a after the ARF to the site. At this time, approximately 1605, the assessment on the ground was 4x KIA, 2x MIA and 1x WIA.

The 2-2 IN BN Commander had made it into the CTF Duke TOC and discussed a third COA of inserting himself, as a TAC, along with Comanche 2-2 and the ANSF to the site. CTF Duke was notified that 2 x CH-47's were enroute to FOB Apache for support. This drove the decision to stand down the Apache QRF and insert 2-2 IN and the ANSF into the site. (b)(1)1.4a had completed insertion into the site and at that point (b)(1)1.4a, (b)(3), (b)(6) was the Ground Force Commander on the site. The assessment at this point was 5x KIA, 1x WIA, and 1x MIA. CTF Duke did not have a manifest of the (b)(1)1.4a mission, so much of this time was consumed with phone calls to identify who was or was not on the aircraft. At approximately 1620 the 2-2 IN TAC and ANSF had left FOB Apache en route to the crash site but were unable to complete infil with CH-47's due to terrain. These PAX were then diverted to Bullard to conduct insertion via UH-60's.

At approximately 1650 (b)(1)1.4a assesses the BDA at this point to be 6x KIA and 1x WIA. The 1x MIA was located under the aircraft. At approximately 1705 all casualties had been secured. At this point, the MEDEVAC of the 1x WIA was conducted and transferred to FOB Apache with follow on to KAF. MEDEVAC of all casualties was completed at approximately 17 2015 DEC 13.

The details of this timeframe are somewhat vague for me as I was continuing to answer phones and assist as I could. The sequence was to resupply the ARF with cold weather gear, insert 2-2 IN with the ANSF, and (b)(1)1.4a conduct a battle handover with (b)(1)1.4a as the Ground Force Commander. Communications were an issue with the ground forces as well as confirming an actual count of personnel on the ground. The MEDEVAC of 6x Cold Weather injuries added to the confusion.

(b)(1)1.4a, (b)(3), (b)(6) made it on the ground at approximately 17 2100 DEC 13 and took command as the GFC. Once all MEDEVAC's were complete, resupply missions, consisting of cold weather gear speedballs, continued. (b)(1)1.4a did not feel the need to insert his remaining force of approximately 25 PAX at Bullard to the site. He felt the site was secure and no additional forces were needed, despite the exfil of the ARF. The AOB commander, (b)(3), (b)(6), coordinated for (b)(1)1.4a to be replaced by (b)(1)1.4a for security through the night at the site. This transfer of ODA personnel was in the planning process prior to my departure for the evening at approximately 18 0130 DEC 13.

When I arrived on shift at 18 0845 DEC 13 the DART team had been inserted and conducted the assessment of the aircraft. Exfil plans for all PAX on the ground had been put into motion and the DART exfil was complete at approximately 18 0930 DEC 13. For the next hour exfil operations were conducted at the site and all personnel had been returned to their respective bases at approximately 18 1040 DEC 13. The destruction of the aircraft with CAS and AWT began at approximately 18 1100 DEC 13. At 18 1245 DEC 13 (b)(1)1.4a called Mission Complete and final count of ordnance expended was 7x GBU31, 3x GBU38, 17x HE rockets, 5x Hellfire and 470x 30mm.

IN (b)(3), (b)(6) G STATEMENT

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 11A (Infantry Officer) / CTF Duke Battle Captain (Day). I am currently assigned to Brigade Staff / Headquarters & Headquarters Company / Special Troops Battalion / 3rd Infantry Brigade Combat Team / 1st Infantry Division. I have been in this unit for 5 months and have been in my current duty position for 1 month.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

(b)(1)1.4a

(b)(1)1.4a *****SEE CONTINUATION PAGE*****

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE,

(b)(3), (b)(6)

WITNESSES

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27 day of December, 2013 at FOB Apache, Zabul Province, Afghanistan

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating Officer
in Administering Oaths

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

STATEMENT

PAGE 3 OF 3 PAGES

Full Name and Rank: (b)(3), (b)(6)

Last four of SSN: (b)(3), (b)(6)

Current unit of assignment and location of that unit: HHC BDE / 3IBCT / 11D FOB Apache, Zabul Province, Afghanistan

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Prior to the (b)(1)1.4a mission I read the (b)(1)1.4a CONOP for my own situational awareness. At this time it was to be engaged with HIMARS assets. I also discussed the operation with the CTF Duke FSO, (b)(3), (b)(6). I did not sit in on the approval briefs to (b)(1)1.4a or RC(S). When I reported for duty on 17 DEC 13 I was verbally informed that this engagement would be executed using CAS opposed to HIMARS. I then received the updated CONOP for review and my own situational awareness.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: I understood the (b)(1)1.4a mission to be a HIMARS strike to destroy 1x HME cache and repeater towers in the area. The mission was then changed to engage the 1x HME cache only. The repeater towers would not be engaged. I have no knowledge of the reasoning behind not engaging the repeater towers.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Once I received the mission I began to review the CONOP, with an emphasis on asset synchronization. My counterpart for night shift (b)(3), (b)(6) briefed me on the plan as well prior to his departure. I went to the asset managers in the TOC and discussed the plan with them individually to ensure everyone knew what their role was and to ensure everyone was on the same page. Due to the change of plan that occurred overnight, when I was not on shift, I wanted to ensure I understood the plan, which at this time was in progress.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: As stated previously, the only changes that I was aware of during this mission were the decisions to strike with CAS and that the repeaters were not going to be engaged. The (b)(1)1.4a crew arrived at FOB Apache at approximately 17 0930 DEC 13 and were escorted by (b)(3), (b)(6) CTF Duke BAO, to the Duke Conference Room. These personnel walked by my station in the TOC en route to the conference room for a mission brief with (b)(1)1.4a. These are the only details of the actual brief that I know of. During the brief (b)(1)1.4a came to the TOC floor and directed myself and CHOPS (b)(3), (b)(6) (b)(3), (b)(6) to coordinate for 1x MEDIC and 1x Guardian Angel to accompany the (b)(1)1.4a (b)(1)1.4a crew onboard during the mission. This was in response to the mission being executed outside the (b)(1)1.4a. This, I believe, was coordinated through RC(S), CTF Duke, and TF Gunfighter OIC, (b)(3), (b)(6)

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: After the (b)(1)1.4a crew brief in the Duke Conference Room all aircraft were launched and the mission was being executed as expected. The CTF Duke JTC, (b)(3), (b)(6) (b)(3), (b)(6) was waiting for the Joint Targeting Message (JTM) to be approved so that the strike could occur. It is my understanding that the (b)(1)1.4a crew had reached their position which was standoff north of the objective to de-conflict air for CAS. At 17 1218 DEC 13 the JTM was approved for CTF Duke to conduct a kinetic strike on 1x HME cache. At 17 1230 DEC 13 (b)(1)1.4a released 1x GBU54v.2 on (b)(1)1.4a with positive effects and (b)(1)1.4a released 1x GBU 54v.4 on (b)(1)1.4a with positive effects at 17 1235 DEC 13. The mission was deemed a success at this point. I have no knowledge of what the (b)(1)1.4a crew's task and purpose were at this point. I can only speculate that it was to exploit the repeater towers in the area following the strike. The day then proceeded as a "normal" day in that the TOC was monitoring the patrols in the area and conducting pattern of life scans with ISR assets.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I was notified by the JTAC on shift, (b)(3), (b)(6) that we might have a possible Fallen Angel at 17 1450 DEC 13. At this point we did not have a complete grid or type of aircraft that went down. I directed the Battle NCO to post the Fallen Angel Battle Drill and I immediately informed (b)(1)1.4a, (b)(3), (b)(6) asked what type of aircraft and I did not have that knowledge at that time. (b)(1)1.4a came on the TOC

floor and began to redirect assets and instructed asset managers to begin requesting additional asset (CAS/ISR) support. During this time, I requested that (b)(1)1.4a be called over the "Big Voice". This requires all key personnel to report to the TOC immediately. I did not request (b)(1)1.4a be called as we had little information at the time. (b)(1)1.4a require the same personnel report to the TOC. I then alerted the ARF and called the QRF commander, (b)(3), (b)(6) to brief him on the situation. This happened within minutes of the first initial notification of the possible Fallen Angel.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I can only speculate that it went down by enemy fire through S2 and HUMINT reporting.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: I can only offer that repeater towers be exploited with an AWT escort at all times. I am not familiar enough with (b)(1)1.4a TTP's to offer any other recommendations at this point.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: None

~~SECRET//NOFORN~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
FOB Apache, Afghanistan, 09383	2013/12/26	1600	
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	

(b)(3), (b)(6)

8. ORGANIZATION OR ADDRESS
BRIGADE AVIATION OFFICER, 3/1 IBCT

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Approx 1420: Received a phone-call from the BAE CUOPS that a Fallen Angel has taken place. I immediately reported to the Duke TOC floor. In an effort to gain SA, I personally manned the CAN (30.050 SC/CT, via SVOIP through BACN). I established comms with Aerosmith (AS) 43 (b)(3), (b)(6) and confirmed that his sister-ship crashed. I then tried to develop the situation by asking the following questions:

- Confirm tail-number of sister-ship.
- How many PAX were on the a/c?
- Is there any enemy activity in the area?
- Describe the event.
- What is your station time remaining?
- Did you receive / are you receiving any hostile chatter?

Meanwhile, I instructed the BAE CUOPS to push through CHAT that we were utilizing 30.050 SC/CT as the BDE CAN for the recovery operation. We also began to develop potential HLZs and BHO requirements for AWT to maintain constant coverage over the site. We attempted to join the TF DEMON SATCOM frequency, but we were unable to (identified in the AAR as an improvement).

From this point through the Extraction, I attempted to limit my traffic and listen as intently as possible to provide further SA to the DUKE TOC. I stood next to (b)(1)1.4a, (b)(3), (b)(6), he was manning the GRD CMD Freq, throughout the night.

- I manned the CAN for the following events:
- INFIL of ARF
 - INFIL of SOTF
 - MED-EVAC of 1 US
 - EXFIL of HEROs
 - INFIL of 2-2IN
 - EXFIL/INFIL SOTF (team swap)
 - EXFIL of ARF - ANSF

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF 3 PAGES
	(b)(3), (b)(6)	

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT" TAKEN AT _____ DATED _____

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB APACHE DATED 2013/12/26

9 STATEMENT (Continued)

(b)(3), (b)(6)

Q3:

My last combat mission I piloted was 01/2012. I have flown (CP, jumpseat CH-47) 15-20 AASLT missions ISO CTF DUKE operations.

I submit repeater tower missions I receive, either from CTF Duke Fires, or 163rd MI BN, through RC(S) in the form of an RFE.

Q4/5:

17DEC, TF GF was tasked to execute (b)(1)1.4a IVO Zabul Province, Afghanistan. 16DEC, CTF Duke requested through RC(S) to change the (b)(1)1.4a mission set to support the strike of (b)(1)1.4a. 17DEC, approx. 1030, CTF Duke staff (BDE S3, BAO, BDE FSO) conduct a face-to-face update brief with the pilots ISO (b)(1)1.4a. The CTF Duke intent was for the UH-60 package to support the destruction of (b)(1)1.4a then return to their original mission ((b)(1)1.4a).

Q10:

Based on the ENY reports, I believe thier was an IED IVO the repeater location. Given AS35's flight profile (low, slow, tailwind), the repeated visit of this site with (b)(1)1.4a, I believe the IED disrupted the pilots and potentially caused the engine to lose power (possibly surge).

Q11:

Yes. Anytime an aircraft flies below bucket-speed, recovery from an incident is nearly impossible. I recommend a/c either maintain bucket speed, or increase ALT above potential blast/small arms range.

NOTHING FOLLOWS

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6)

TAKEN AT FOB APACHE

DATED 2013/12/26

9 STATEMENT (Continued)

NOTHING FOLLOWS

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT AND WITHOUT COERCION, UNLAWFUL INFLUENCE.

WITNESSES:

(b)(3), (b)(6) Subj law to administer oaths, this 26th day of December, 2013 at FOB Apache, Zabul Province, Afghanistan (b)(3), (b)(6) (h)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating Officer Administering Oath Article 136 (b)(4), VCMJ (Authority To Administer Oaths)

INITIALS OF PERSON SIGNING

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2014/01/07	3. TIME 1800	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
HHC, 1st CAB, 1st ID, Kandahar Airfield, APO AE 09355

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: See above answer.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: Since deploying to Afghanistan in AUG2013, I have mostly participated in BFC and training missions. From 3-1, we definitely discussed academically and studied react to contact and preach "suppress, bypass, and report" in every crew brief. I have not rehearsed any of this or it has been a long time. I have not done any repeater missions.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I received the CONOP from CJ7 and CJ35 from RC(S) and assigned it to the D14 line (UH-60M) as part of TF Gunfighter.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: It was a pretty typical repeater mission in Zabul. 5 targets to be destroyed and RC(S) was supposed to coordinate for the 2 in RC(E) to be destroyed.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I tasked the mission to TF Gunfighter about 72-96 hours out (as normal) and received a two slide CONOP from TF Gunfighter's UH planner (b)(3), (b)(6) two days before on 15DEC13. I reviewed the CONOP (including crews), saw no issues, and took it to (b)(3), (b)(6) ...I cannot remember which) to review at their leisure. They never came back with any issues.

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 2014/01/07

9. STATEMENT (Continued)

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I am not part of CUOPS and not usually in the TOC, but I heard the BTL CPT (CAB level) say something about the targets in RC(E) not being approved and that D14 was refueling at FOB Apache and then would be RTB to KAF. I was in the office over, and the next thing I knew they were announcing Fallen Angel.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: I do not know. My buddy on the sister aircraft said they were taking turns firing at it and when they were in a circling turn (b)(1)14a went rolling down the mountain after hearing a boom.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: From what I heard, the sister ship went into an orbit overhead until (b)(1)14a (about 25 minutes later), while calling mayday and fallen angel to the TOC.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I think it was a big bomb from the enemy.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: No.

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL

(b)(3), (b)(6)

(Signature) Statement

WITNESSES:

(b)(3), (b)(6)

HSL, OAH 55 ASB, 1st CAB 1st ID

KANDAHAR AIRFIELD, AFGHANISTAN
ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 7th day of January, 2014 at Kandahar Airfield

(b)(3), (b)(6)

(Signature of Person Administering Oath)

(b)(3), (b)(6)

(Typed Name of Person Administering Oath)

US Army Officer

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KAF Afghanistan	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)		6. SSN (b)(3), (b)(6)	7. GRADE/STATUS

8. ORGANIZATION OR ADDRESS
TF Gunfighter, KAF Afghanistan

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 15A MOS, working as the TF Gunfighter S2 OIC since SEP2012. Assigned to HHC/1-1ARB/1CAB/1ID.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown mostly QRF and deliberate operations such as convoy escorts and some Sara Tofan missions while in RC-South. I have rehearsed react to contact drills, mostly with company level Instructor Pilots and some senior level warrant officers. Currently our unit uses multiple techniques to destroy repeaters. We have engaged with 30mm with AH-64s only (when not using (b)(1)1.4a) as well as using purple teams (UH/AH with (b)(1)1.4a). We have also, on a few occasions, used UH-60's only (7.62mm).

Q4: What type of mission briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 5 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF Afghanistan DATED _____

9. STATEMENT (Continued)

A4: I have received (and created) both oral and written mission briefings while in country. Depending on the time we have to create a mission, and the mission complexity, I will direct my shop (S2 section) on whether or not to create power point intelligence "1 sliders" to brief the crews on the mission they are performing. However, we always brief the crews the last 24 hours of SIGACTS and the areas they will be flying into regardless of the complexity of the mission. This will always include a SAFIRE assessment if the crews are going somewhere outside of the normal flight area (i.e. in the KAF area). The day of the accident we did not have a product made on a slide, as we usually would, due to some confusion within my shop as to what the actual CONOP to be executed was. The same name for a mission has traditionally been used for a PSYOPS mission that we conduct in the southern registan desert in which we observe some glowing rocks and act as a deterrent for enemy forces.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: The mission, as I remember seeing it, was that the UH aircraft would travel out into the NE Zabul area to conduct the reconnaissance and destruction of repeater towers in order to degrade the INS ability to communicate freely in the province (as well as in portions of RC-East). The only means to do this, given the assigned aircraft to the mission, was to use 7.62mm M240B's fired from UH-60s.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I personally did not create the briefing product for this mission. As mentioned above, there was some confusion on the name of the operation and the analyst who generally makes the products did not create one for this mission (explained to me as reading the wrong CONOP). However, he informed me (that day prior to the accident when I asked him) that he had briefed the crews verbally on the threat in the area and the general intelligence overview of the area in which they would be traveling to conduct these missions. He was instructed to always build an intel "1-slider" at that point (still pre-accident) to which he replied that he would, but that it was an honest mistake and the crews were still briefed with the information that they needed.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I did not fly on this mission and was not tracking this particular mission that day in the TOC (as we had multiple lines out and I was busy conducting plans in another office).

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: I did not fly this mission and was not tracking the actions that they took on the objective, minus what was said when I debriefed the sister ship following the accident.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 5 PAGES

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF Afghanistan DATED _____

ii. STATEMENT (Continued)

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I was in the TMC receiving treatment for a back injury at the time when the fallen angel was first announced. The analyst (who had walked with me to the TMC) received a phone call over Roshan stating that a fallen angel had occurred and he needed to report to the TOC. I received an injection from the flight doctor and then headed back into the TOC. Once I had arrived in the TOC, the AS2 briefed me on what had occurred (reported fallen angel) and the area in which it occurred. I immediately asked if the sister ship was ok and still on station or if they had conducted a self extraction. He informed me that the sister ship was on station and had reported that the fallen angel had taken significant damage. Knowing the area, I immediately informed the AS2 to start working on getting ISR in the area, have the analyst search for SIGACTs in the last 90 days in the area (to get a feel on the atmospheric on that particular grid) as well as get Imagery from the BDE S2 GEOINT cell for the insertion of the ARF. At that point the battle drill was well underway. I provided the TF CDR with a hasty threat assessment of the area (which we both believed to now be "HIGH") given the isolated personnel and the reports we had from the sister ship of the aircraft taking damage. This was in contrast to a report that the BTL CPT had received from the CAB stating that this area was a LOW threat permissive environment. From that point forward we continued to develop the situation to include gaining the ISR and MiRC chat feeds and reacting to the needs of the CDR and S3 in the TOC.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Approximately 4-5 months prior to our deployment to OEF, (b)(3), (b)(6) (TACOPS) and I found out about (b)(1)1.4a (b)(1)1.4a through a DES visit with (b)(3), (b)(6). Given the fact that (b)(3), (b)(6) informed us that his unit had used (b)(1)1.4a successfully in RC-E to kill over 100 INS, we were both interested in developing this opportunity to exploit INS use of ICOMS and potentially have our own SIGINT capability within the CAB. After multiple meetings with (b)(1)1.4a (then (b)(3), (b)(6) and (b)(1)1.4a, (b)(3), (b)(6)), we were told to move forward with trying to acquire the asset. Approximately two weeks prior to the BDE CTE, we found out, through contact with the unit we would be RIP'ing out with that they only thing they were using (b)(1)1.4a for was to target repeater sites. We both believed that this was a waste of an asset, and furthermore that the TTP we were being told was being used in theatre (targeting with a UH-60 that would hover near/over the repeater) would result in a baited ambush using IEDs or INS IVO the repeater.

Knowing that we had a new CDR coming in, the BN XO requested that all staff officer sit down with the CDR and discuss what we were doing within our shops. I decided that this would be a good opportunity to talk with (b)(3), (b)(6) about the capabilities of (b)(1)1.4a and how it was being used in RC-South and how the TACOPS officer and I would like to use the system. At this point I informed him that was concerned about the manner in which the system was being used to destroy repeaters and that the risk to aircraft coming to a hover was high because of the threat of an ambush. He agreed and that is all I remember from that conversation.

Based on this as well as the reporting surrounding the investigation (SIGINT intercepts, blast crater, etc) this was likely a CW or RC IED that was placed in this area and targeted the aircraft based on patterns that we have set (both at every repeater and in this case by targeting this one more than once).

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 3 OF 5 PAGES

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF Afghanistan DATED _____

9. STATEMENT (Continued)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(1)1.4a, (b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: I think that one other person who would be useful to interview is the TF TACOPS officer (b)(3), (b)(6). He had much of the same views that I had since the first day of hearing about how (b)(1)1.4a was being used to target repeaters with UH-60s. As the TACOPS guy he is also worth interviewing in order to come up with TTPs to determine how to use the system in the future.

Another person worth interviewing is (b)(3), (b)(6) and I had discussed the risk associated with this mission on multiple occasions as well as the need for the S2, not the FUOPS guys, to assess the "threat" risk on all missions. I think interviewing (b)(3), (b)(6) will show the amount of emphasis that I put on how risky this was as well as get the perspective of a Jr. PI who himself told me that he came back from the repeater mission on the 14th of December with some concerns as to how they were targeting these repeaters.

Lastly, I do have a document from the 14th of December that was used for the brief to (b)(1)1.4a prior to the conduct of the last (b)(1)1.4a mission before this one. On that document, of which I still have the original, it is highlighted in red the following recommendation for their mission that day "UH60's at a hover in either location (Ghorak or Panjwai) present a significant threat to aircraft. Highest threat will be (b)(1)1.4a due to concentration of enemy in this area and known IEDs along river bed to protect caches." This brief, as well as my threat assessment to (b)(1)1.4a were highlighted that day concerning how UH aircraft were hovering IVO repeaters. I feel that is something that needs to be highlighted in the future if Intel is indeed driving operations.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 4 OF 5 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF Afghanistan DATED _____

9. STATEMENT (Continued)

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1 AND ENDS ON PAGE 2 (FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

WITNESSES: _____

_____ (b)(3), (b)(6) Statement

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at KAF Afghanistan

_____ (b)(3), (b)(6)

_____ (b)(3), (b)(6) Investigating Officer
Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT _____ PAGE 1 OF 1 PAGES

Approved for Release

Page 111 redacted for the following reason:

(b)(1).4a

Approved for Release

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KAF	2. DATE (YYYYMMDD) 20131230	3. TIME 1030	4. FILE NUMBER
5. LAST NAME, FIRST NAME MIDDLE NAME (b)(3), (b)(6)	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
2-1 GSAB, 1CAB, KAF

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: 35D, Battalion S2, HHC, 2-1 GSAB, 1 CAB, 1ID. Currently serving as the BN S2 and have been in the position since JAN 2012.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: N/A

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: S2 section provides threat briefings for all missions. AMR briefs are briefed by S2 personnel in the operations center before each flight also known as go/no go briefs. Deliberate operations threat assessments are briefed during the Mission Air Crew Brief.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 30 DEC 13

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: N/A

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: N/A

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: N/A

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: On 17 December 2013, I was conducting change of command inventories at FOB Apache. Upon completion of inventories I was in the 1-1 TOC at Apache waiting for transportation back to KAF. When the initial call of a "Fallen Angel" came over the net, (b)(3), (b)(6) the TOC NCOIC immediately called attention in the TOC, reported Fallen Angel, pulled up the Fallen Angel Battle Drill and started the battle drill. (b)(3), (b)(6) the OIC who had step out of the TOC was notified and immediately returned. Radio operators tried to gather more information on whether it was a precautionary landing or hard landing. At the same time (b)(3), (b)(6) the S2 NCO on duty was requesting ISR for the scene. There was an immediate movement to get AWT support out to the site and simultaneous passing of information to TF Gunfighter, TF Duke, and TF Demon of known information. As the situation developed there were numerous radio calls and telephone calls to ensure assets were allocated for MEDEVAC, Personnel Recovery, Site Security and overall security. From my perspective, (b)(3), (b)(6) were extremely professional, quick to develop the situation, passing information as soon as it became available and making appropriate decisions. The TOC overall was professional and extremely focused through the entire event from first call of Fallen Angel to the recovery of the remains and transfer of remains. I left the TOC when the MEDEVAC aircraft returned with the fallen six Soldiers, I help to collect the fallen Soldiers sensitive items from the MEDEVAC aircraft and then returned to KAF on the CH-47 sister ship that accompanied the fallen six Soldiers to KAF and then reported back to the Fighting Eagle TOC where operations continued in support of the ground forces securing the crash site.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

INITIALS OF (b)(3), (b)(6) MAKING STATEMENT

PAGE 1 OF 1 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT KAF DATED 30 Dec 13

9. STATEMENT (Continued)

A10: From initial reports surrounding the crash this looks to be an IED either set off by some type of proximity or RC device.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(5)

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: N/A

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUEN

(b)(3), (b)(6) (ment)
Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at KAF

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) (h)
(b)(3), (b)(6) Investigating officer
Administering Oath
Article 12b (b)(4), VCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT
(b)(3), (b)(6)

PAGE 3 OF 3 PAGES

~~SECRET//REL TO USA, FVEY~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE, Afghanistan	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 0730	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			
8. ORGANIZATION OR ADDRESS 1-1 ARB TF Gunfighter, TF DEMON, Afghanistan.			

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
 (b)(3), (b)(6)
 Last Four (b)(3), (b)(6)
 Current Unit/Location: TF Gunfighter TAC at FOB Apache.

This sworn statement contains responses to the Questions for the 15-6 ref a 17DEC Fallen Angel incident. Question text is available from the 15-6 team. Response follow:

(b)(3), (b)(6)

Q2: Answered above.
 Q3: I have flown over 75 missions since arriving in country, these include 6 Air Assault Security, over 50 Convoy/Route Clearance Security, and several recon missions. We've also executed 6x Call For Fire/JTAC training missions. I've executed these both on the ground and from the air.
 We train and rehearse react to contact, Close Combat Attack (air delivery of munitions), and various other battle drills. Typically

(b)(1)1.4a

Q4: With respect to the day of 17DEC, I understood that (b)(1)1.4a
 (b)(1)1.4a I was the BTL CPT for TF (b)(1)1.4a (Apache) from 0100-1300 that day. I offered our AWI as an asset to participate, but was turned down both by TF Duke and the (b)(1)1.4a coordinator, TF Gunfighter at KAF. I therefore believed they didn't intend to conduct destruction of repeaters. The (b)(1)1.4a products were digital and I received an updated scheme of maneuver verbally from DUKE CHOPS (b)(3), (b)(6) I coordinated for MEDEVAC to remain REDCON2 from 1230-1330 to extend our 60min ring, per a request from TF Duke to allow the CAS Strike on (b)(1)1.4a After that was complete I believed the (b)(1)1.4a mission would continue to exploit repeaters in the Shah Joy District.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
 THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/28

9. STATEMENT (Continued)

I tracked the (b)(1)1.4a mission, but did not provide Mission Command for that element.

Q5: Answered above.

Q6: I coordinated for the (b)(1)1.4a crew to move to TF Duke around 0900 when they arrived. Otherwise, I only have general Situational Awareness of the mission.

Q7: No unusual reports. I only understood that after refuel following (b)(1)1.4a was going north for a follow-on repeater mission north of FOB Apache in Shah Joy.

Q8: I don't know what happened at the (b)(1)1.4a.

Q9: I had gone to my tent after shift change at 1300 and was alerted to the Fallen Angel at 1500 by (b)(3), (b)(6). For specific times see the (b)(1)1.4a. I immediately moved to the TAC and began the process of alerting our AWT, ARF, and MEDEVAC. Initially we assessed, based on the call from TF Demon, that the aircraft had a hard landing. I gave the ARF platoon leader, (b)(3), (b)(6) an area orientation, told him to get his (b)(1)1.4a available and that his task was to secure the aircraft. IOT allow for follow-on DART forces to relieve him. I told him to have his DART equipment (body bags, jaws of life, etc.) ready and that this should last approximately (b)(1)1.4a. I got the AWT off the ground with (b)(1)1.4a and alerted TF GF FOUPS (b)(3), (b)(6) at KAF that we needed an AWT coverage plan for at least (b)(1)1.4a. I then gave a similar briefing the MED and ARF pilots, told the MED to launch (b)(1)1.4a behind the ARF to extract any wounded. We had no idea of the KIA/WIA/MIA at this point. I assessed that area security was more important than a deliberate briefing. I've been involved in two Fallen Angel incidents prior to this, 1 as ground security (OIF 06-08) and 1 as an Aviator (OIF 10-11). Given only 1x UH was on-station and the assumption that follow-on forces would follow, I made this decision to launch immediately. ARF/MED were off within (b)(1)1.4a of the event notification. The site was secure within (b)(1)1.4a. During this, we got the UAS feed from (b)(1)1.4a allowing us to see that the A/C was destroyed. After the site security, the ARF reported 3KIA, 1WIA, 2MIA. The WIA was recovered the FOB Apache via hoist. After the MED returned I had them posture for the HERO evac.

Follow-on actions are detailed on the (b)(1)1.4a, (b)(3), (b)(6) statement. I coordinated external assets from TF GF, TF DEMON, and TF DUKE throughout the night. I remained in the TOC until 0100L and the HEROES and ARF were extracted. At that point it became a deliberate recovery mission.

(b)(1)1.4g, (b)(3), (b)(6)

Q12: (b)(1)1.4a

Nothing Follow (b)(3), (b)(6)

INITIALS OF PERSON MAKING STATEMENT

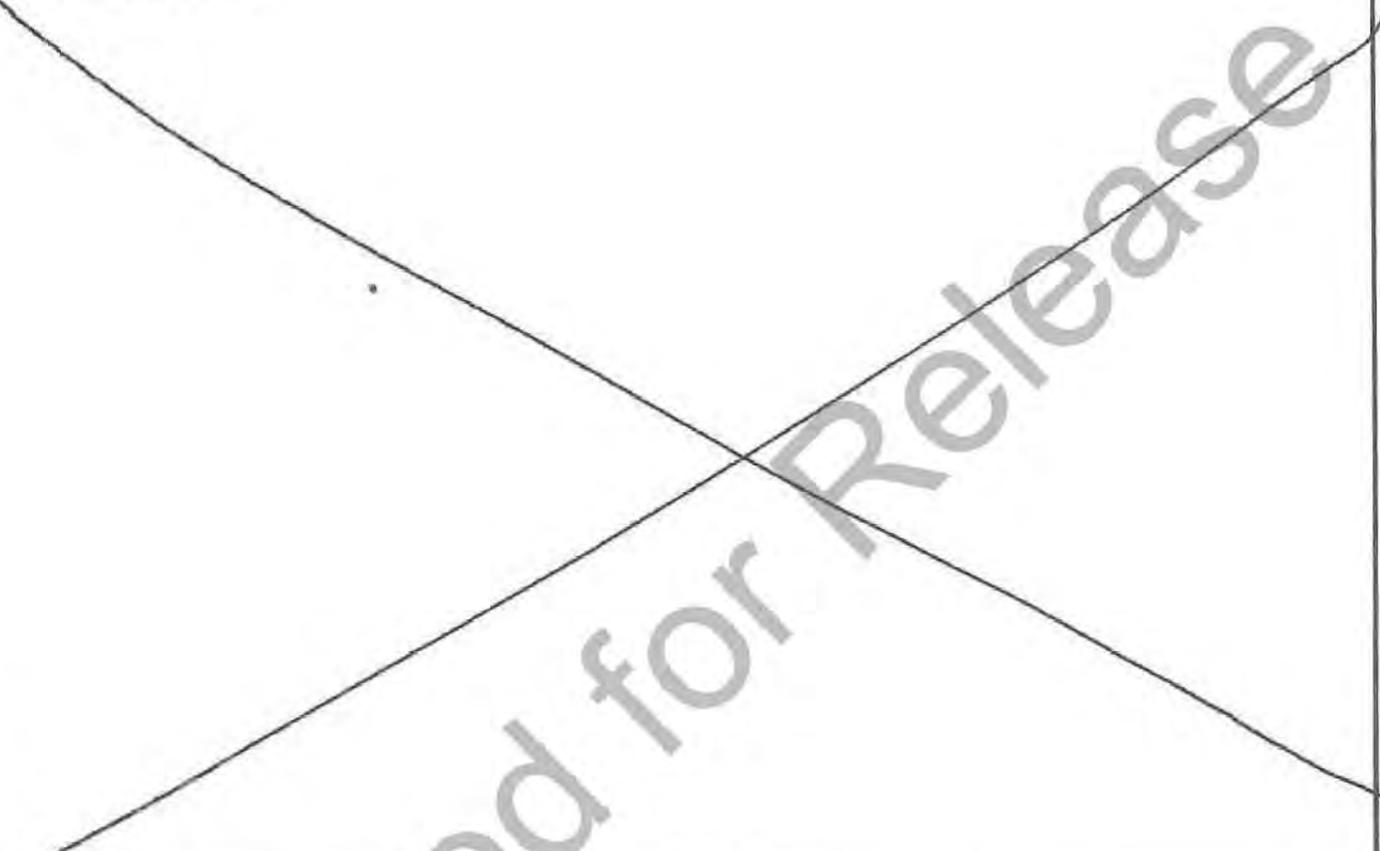
(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT FOB Apache DATED 2013/12/28

9. STATEMENT (Continued)

NOTHING ELSE FOLLOWS



AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION UNLAWFUL

(b)(3), (b)(6)

(Signature)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 28 day of December 2013 at FOB Apache

(b)(3), (b)(6)

136C 1F Gunfighter, FOB Apache, RC-5
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(Signature of person administering oath)

(b)(3), (b)(6)

136C 1F Gunfighter, FOB Apache, RC-5
ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Mustang Ramp, Kandahar Air Field	2. DATE (YYYYMMDD) 2014/01/06	3. TIME 0900	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
(b)(3), (b)(6)			

8. ORGANIZATION OR ADDRESS
HQ, Combat Aviation Brigade, 11D

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?
 A2: My MOS is 15B and I am currently serving as the Brigade Commander (HQ, HHC, CAB, 11D). I took command of the Aviation Brigade at Fort Riley, KS on May 2, 2013 and assumed command of Task Force Demon in Regional Command South on September 3, 2013 from 3rd CAB.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?
 A3: I am currently RL1 in both the AH64D and UH60 A/L. I have also flown as an OR in the OH58D and CH47F. I have flown a number of route and area security missions in the past five months (approximately 15-20) and air movements with our command aviation company (about 10). I have also trained with our medevac company on hoist operations. Yes, our unit trains and rehearses TTP on react to enemy contact as a part of each mission brief. The TTP for (b)(1)1.4a was adopted as a part of the RIP with 3rd CAB. We receive the mission from the CJ7 channels through the Bde EW section. The BSO prioritized the repeaters and tactical effects. (b)(1)1.4a

(b)(1)1.4a

depending on the strength of the battery and model/type of the pet rock. The major threat we had been briefed was small arms from insurgents as a target of opportunity so, (b)(1)1.4a

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT <u>(b)(3), (b)(6)</u>	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
 THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 0900 DATED 2014/01/06

9. STATEMENT (Continued)

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: I did not fly this mission this day, but had flown the mission a few days earlier. Mission are generally both written and verbal.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I do not believe this applies to me. I did not fly this particular on this day.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: I do not believe this applies to me. I did not fly this particular on this day. The audio may answer this question.

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: I do not believe this applies to me. I did not fly this particular on this day. The audio may answer this question.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I was in the RC(S) HQ with the Cdr of TF Gunfighter ((b)(3), (b)(6)) attending a meeting on the lessons learned on the Tarin Kowt closure when at 1500 someone from the JOC notified me that we had a Fallen Angel. We have had aircraft that have had to make a precautionary landing on TI before so when I went into the JOC to receive the initial report and watched the UAV feed, I quickly realized that this was indeed more serious. I left the RC(S) CP, dropped off (b)(3), (b)(6) at his CP, and then arrived in the Brigade TOC at Mustang Ramp. The TOC had already set in motion our Fallen Angel battle drill and the DCO was in the TOC. My first concern was to get an AWT overhead and secure the site and determine if we had any survivors. We deployed the ARF from FOB Apache to the crash and also began moving an ODA team from FOB Bullard to secure the crash site. The next priority was to determine if there were any survivors and ensure we had a good crew and passenger manifest. We had a report that we saw at least one survivor moving in wreckage and were able to extract him from the scene by our Medevac hoist then moved him to medical care at FOB Apache. We then were able to remove the six Soldiers who were KIA.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Based on my experience and the following:

- the interviews from the eyewitnesses on the second UH60 who were orbiting overhead and reported seeing smoke and dust cloud;
 - interview with (b)(3), (b)(6), the survivor in the crash who reported hearing an explosion;
 - ICOM chatter before and after the aircraft crashed;
 - the aerial observation of a crater;
 - audio that said, "Let's get out of here" seconds before the crash while they were observing something that they described look like a man-hole cover (pilots that experience a maintenance issue do not say things like that),
- I conclude that the crash was as a result of a hostile enemy attack.

INITIALS OF PERSON GIVING STATEMENT
(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: We are in combat against a determined enemy. Every mission we do has inherent tactical risk and we calculate risk prior to every mission and look at our tactics based on the threat. The residual risk based on the information we knew to be true and risk due to crew selection and experience I believe was assessed to be low. We, and the aviation brigades before us, had been conducting this mission successfully for a long time. We had not had any reports of this type of threat and would have adjusted our tactics. I believe that we have been effective over the past five months at disrupting the enemy's communication network and that they were determined to stop our attacks by generating this tactic. Since this event, we have stopped conducting the (b)(1)1.4a mission until a thorough review with the DCG-M. I believe that there is still value in attacking these repeaters when we can find them with the AH64 aircraft assisted by the UH60 EW device. (b)(1)1.4g

(b)(1)1.4g

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Not at this time but I am available to clarify any aspect of the events.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT

WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
nt)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)
th)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
on Administering Oath)

ORGANIZATION OR ADDRESS

Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF (b)(3), (b)(6) KING STATEMENT

PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
Kandahar Airfield Afghanistan	2013/12/28	1824	
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
	(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
HHT, Task Force Muleskinner, 2D Cavalry Regiment

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 23 December at approximately 1100 hours i was interviewed by BG Lewis in reference to SSG Jesse L. Williams, (b)(3), (b)(6) that died in a helicopter crash. i was asked by BG Lewis if the chain of command was aware of the mission that SSG W going on and if he was properly trained and sufficient in his MOS as a EWO in which we were aware of the mission that he was going on and he had proper training. i also informed BG Lewis that SSG Williams really enjoyed doing his job and he was very excited about going out on the mission. i was also asked by a LTC if SSG Williams was assigned a M203 or if he carried any grenades when he went out, in which i informed the LTC that SSG Williams was not assigned a M203 and he was not issued any grenades before going out on the mission.////end of statement/////

10. EXHIBIT	11. INITIALS OF <u>(b)(3), (b)(6)</u> KING STATEMENT	PAGE 1 OF	PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

(b)(3), (b)(6)

Investigating officer
Administering Oaths

ORGANIZATION OR ADDRESS

Article 135(b)(4), VCMT
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN)

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1315	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS
(b)(3), (b)(6)		

8. ORGANIZATION OR ADDRESS
AERIAL REACTION FORCE, ZABUL PROVINCE, FOB APACHE

9. I, , WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

A2) My current MOS is 13A, my duty position is PL for 2nd PLT, A BTRY 1-6 FA, 3-1 IBCT. I have been serving in this unit since March 2013. I assumed Platoon Leader duties in May 2013.

A3) Our unit trains and rehearses TTPs to react to enemy threats and contact. Besides refresher training, we executed a culminating FTX at Fort Campbell with 101st Pathfinders prior to deployment and were validated by the 3-1 BDE CSM. The ARF has not engaged or destroyed any repeater stations.

A4) The ARF was alerted to the fallen angel by a call over the FOB big voice. We received an oral warno/sitrep prior to departure and I was also fed more information en route to the objective. Considering the time sensitive nature of the event it is my opinion that TF GF gave us as much information as available at the time and allowed us to accomplish actions on the objective.

A5) The ARF was tasked to secure a fallen UH-60 carrying 7 pax that had suffered a hard landing. The commander's intent was to secure the objective, MEDEVAC survivors, and account for all personnel and sensitive items. The end state was to have accomplished actions on objective and deny the enemy access to the objective. I have nothing relevant to add concerning the repeater mission or the means in which it was to be accomplished.

A9) After the aircraft went down TF GF alerted the ARF of a fallen angel. I assume they did this immediately upon notification. The entire ARF assembled on the flight line, secured mission essential equipment (extraction tools, SATCOM, medical kits, etc.), organized chocks, and then immediately loaded onto the ARF aircraft. Upon insertion we executed our battle drill and accomplished actions on the objective.

A10) Based on my experience in the unit I would guess that some kind of complex attack caused the aircraft to go down. My time on the objective was spent adjacent to the aircraft. I did not get eyes on any repeaters or craters. My initial assessment was a hard landing/crash. I will note that I have the utmost respect for the pilots and crew of this unit and doubt they would crash due to negligence or faulty maintenance.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1315 DATED 2013/12/26

9. STATEMENT (Continued)

A11) I do not believe I have the frame of experience or depth of knowledge to form an opinion about the loss of the aircraft being preventable. (b)(1)1.4g
(b)(1)1.4g However, prior to this event I would have thought it unlikely that enemy forces would spend the time and resources required to execute such a complex operation considering the terrain and coordination required.

A12) I will now readdress the substance of my conversation with BG Lewis. We discussed how we were alerted and the general flow of events on ground. My chalk was the first ARF element on ground. (b)(3), (b)(6) on site, followed shortly by the ARF Medic (b)(3), (b)(6). We came upon one WIA, performed aid, and also began to account for all personnel. The WIA was found next to the aircraft and was communicative. I personally did not hear him say anything about RPGs/IEDs/SAFIRE, just general disorientation. The aircraft was crunched into the side of the mountain with the nose facing upslope. The windshield/glass was smashed, chairs were broken and in disarray, and there was only one survivor. I believe the Heros died either upon impact or quickly after due to trauma from the crash. I have difficulty remembering where each casualty was position/located relative to each other and the aircraft. (b)(3), (b)(6) located one KIA upslope outside of the aircraft. The total ARF package was 18 pax. AWT was on station the entirety of our time on ground. A SOTF element also arrived to assist in security and AGI. The ARF was eventually instructed to hand security over to SOTF and prepare for exfil while (b)(1)1.4a elements began to infil on the objective. TF GF has an explicit list of relevant event times.

//NOTHING FOLLOWS//

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT 1315 DATED 2013/12/26

STATEMENT (Continued)

~~_____~~

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
(Signature of Person Making Statement)

WITNESSES

(b)(3), (b)(6)
RCB ARF Job Apr in
ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
1st Lt. Brett J. Gunfighter, FOS Apr in
ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

(b)(3), (b)(6)

(b)(3), (b)(6) Investigative officer
(Person Administering Oath)
Article 136(b)(4), UCMJ
(Authority to Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT: NRW PAGE 3 OF 3 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield, Afghanistan	2. DATE (YYYYMMDD) 2013/12/26	3. TIME 1530	4. FILE NUMBER
5. LAST NAME, FIRST NAME -MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS HHC, CAB (TF Demon), Kandahar Airfield, APO AE 09355			

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am currently serving as the CAB LNO to RC(S) Headquarters and the OIC of the Commander's Action Group. I am a 15A and am currently part of HHC, CAB, 1st ID. My Aircrew Training Program is B Co 3-1 AHB. I have been serving in this position since May 2013 and have been in the CAB since December 2011.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown in all of the mission sets that we have on our Commander's Task List as well as all mission sets supported by our D14/DSRW Line. This includes: Vehicle Interdiction, (b)(1)1 4a repeater destruction, battlefield circulations, aerial recons, Door gunner progression, and my normal APART and Instrument evaluation check ride.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: We received a Verbal (with Powerpoint Presentation) briefing at 0545 the morning of execution. This briefing included a weather brief from the TF Gunfighter SWO, a mission brief from the TF Gunfighter Battle Captain, and an S2 brief for our area of operations that day. The SWO provided a printed weather forecast for us and I already had the CONOP for the Air Mission printed from the night prior.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

Continued on next page.

10. EXHIBIT	11. INITIAL TJR	PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 2013/12/26

9. STATEMENT (Continued)

(b)(1)1.4a

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: I showed at 0525 and our crew chiefs were already inventorying our sensitive items for the day. I went to flight ops with my PC and I signed for our crews CSEL radios. Immediately following the 0545 briefing (detailed in Question 4), all of the pilots met together for a multi-ship briefing which is a verbal briefing from the Air Mission Commander (AMC) based of an SOP briefing. This brief is tailored by the AMC to be mission specific. It covers items such as flight routes, time on target, flight formation, contingencies (to include a fallen angel), and composite risk management. Upon completing the multi-ship briefing, I completed a performance planning card that is aircraft specific based off of the temperatures and assigned altitudes for the mission. Then I proceeded out to the aircraft and, with (b)(3), (b)(6), conducted a preflight inspection of our aircraft. The crew chiefs reviewed the digital logbook and we found no discrepancies. Additionally before takeoff we got an updated weather briefing and did a crew and passenger brief specific to our aircraft. Our sister ship did the exact same thing.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: Leading up to the crash, we had already completed the collections and BDA photos for (b)(1)1.4a strike, went to APH and refueled and found and engaged 1 of 2 repeaters in RC(E). The second repeater was not present and deemed inactive by the air hammer crew. We then had about 1600lbs of fuel remaining and decided to proceed on to the 3rd and 4th repeaters which were approximately 40-50KM NNW of us. (b)(1)1.4a

(b)(1)1.4a

ready". Our crew then talked through it and assumed it was in reference to an RPG. We then relayed what we heard to our sister-ship and told all crew members to be on the lookout for any movement and anything suspicious. Our sister-ship was chalk lead and established a wide and high recon around the suspected repeater tower. We circled above. They then came in for a low recon and didn't find the repeater at the known grid. They made a second pass and still didn't see it. The AMC then directed them to start pushing NE up the ridgeline towards our next repeater site. Upon doing that they almost immediately noticed the repeaters at the next peak over to the NE. (b)(1)1.4a then mentioned they also saw a 'man-hole' cover of some sort. I remember as they were transmitting this I was flying a circular pattern above them and looked down and saw what they were referring to. Being that we can the camera on our aircraft the next thing to do was for my aircraft to come in and take pre-engagement photos. I came around to the SW of (b)(1)1.4a (approximately 1/4 to 1/3 of a mile from them) and dropped altitude to come in for a low recon. As I was turning inbound for a low-recon (b)(1)1.4a

(b)(1)1.4a). That was the last transmission that chalk one made. Less than 5 seconds after that radio call I turned inbound and got a visual on the peak. There was a large cloud of dust coming up which confused me. At first my AMC and I thought (b)(1)1.4a had dusted out and about 1-2 seconds later I got a visual of the aircraft which was level and appeared stable moving slowly next to the peak. I remember specifically thinking nothing was wrong because I was about to call them on the radio and tease them about flying too close and dusting themselves out. However, one second later I saw (b)(1)1.4a start to rotate and its nose turn left towards the peak which I thought was strange. Then the tail kicked back the opposite direction for a brief second. Before the aircraft started going into what started as a slow spin and slowly accelerated to a moderate to fast spin. This was the first moment when I realized something was wrong. The aircraft then started falling rapidly and just before impact fell out of our line of site behind a draw. See question 9 for continuation.

Continued on next page.

INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6) (b)(3), (b)(6) PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

(b)(1)1.4a

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: I was on the flight controls and immediately pushed towards the downed aircraft's position while also establishing a climb so as not to put ourselves further in harm's way. Initially, due to pure shock, we were not sure exactly what happened. I also started assigning scan sectors for my crew chiefs to look for the aircraft itself and any movement in it, and any other movement in the area, especially anyone moving towards the aircraft. (b)(3), (b)(6) did a fantastic job of virtually instantly calling everyone he could on the radio. He called Duke Air, CTAF, Guard, and TF Gunfighter (via SATCOM) all within minutes. At this point I had already established an air loiter around the fallen aircraft and was scanning for signs of life in the aircraft and enemy movement. Simultaneously I kept trying to call (b)(1)1.4a on our internal frequency. (b)(3), (b)(6) also attempted to call the downed crew members via their CSEL radios in the event they were trying to use them instead of the damaged aircraft radios. Every time I tried to fly a little bit lower to get a better view of the aircraft to look for movement our radios would start to break up so I would have to climb back up to (b)(1)1.4a feet IOT maintain radio contact with inbound CCA, CAS, ARF/QRF and MEDEVAC. (b)(1)1.4a

(b)(1)1.4a We stayed on station until we were absolutely fuel critical. An AWT arrived on station just in time and we stayed on site until they had PID on the downed aircraft. Our crew never saw any movement in the downed aircraft, however we did hear the AWT report movement about 5-10 minutes after we broke station for refuel. One important notes in this is that while in the air loiter I did notice a second crater or hole on the ridgeline that was not there prior to the crash. That's when I was fairly confident it had been a type of explosive device used. (b)(3), (b)(6), who was on the right side with me, confirmed what I saw.

See continuation page (x1) on Microsoft Word document.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3, I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE

(b)(3), (b)(6)
Subscribed and sworn to before me, a person authorized by law to

WITNESSES:

administer oaths, this _____ day of _____ at Kandahar Airfield

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6) Investigating officer
Administering Oath
Article 136 (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT
(b)(3), (b)(6) (b)(3), (b)(6)

(b)(3), (b)(6)

26DEC13

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: I am 99% sure that the aircraft went down because of an IED or some other explosive device. Based off the radio chatter before and after the event, the dust cloud I saw (which did not look rotary induced), the aircraft's reaction, the concurrence from my crew members, the secondary crater on the ridgeline, and the sole survivor saying he felt as if they got hit by something all point towards an IED. I don't think it was a tail rotor malfunction as the aircraft would have spun the opposite direction. I don't think it was due to a single engine failure because we were not so power limited that it would have been unrecoverable. CW2 Billings and CW2 Silverman were both PCs and CW2 Billings was a seasoned MTP. It would be highly unlikely that a mechanical failure would have brought them down the way I witnessed it. I am fully confident this was enemy action.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(1)1.4g

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: To the best of my knowledge, I believe I have included all relevant information.

(b)(3), (b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION FOB APACHE	2. DATE (YYYYMMDD) 2013/12/28	3. TIME 0740	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN (b)(3), (b)(6)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS C CO 2-1 GSAB, TF GUNFIGHTER, FOB APACHE			

9. I, (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
SEE ATTACHED WORD DOCUMENT. STATEMENTS REGARDING THIS INVESTIGATION WOULD NOT FIT THE ALLOTTED SPACE.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING *STATEMENT OF _____ TAKEN AT _____ DATED _____

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

Please type your answers below each question. Take as much space as you need to reply. If a question is not applicable to you, please write "N/A". Once complete, please return to (b)(3), (b)(6)@afghan.swa.army.smil.mil). Your answers will be copied onto a DA Form 2823 Sworn Statement and returned to you for final review and signature. We may have some follow-up questions based on your answers. Thank you.

Full Name and Rank:

Last four of SSN:

Current unit of assignment and location of that unit:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: I am a 67J serving as a Platoon Leader for C Co 2-1 GSAB. I arrived to the unit 09 April 2012 where I served as a section leader for 8 months. In December of 2012, I took over 3rd Platoon and have remained a Platoon Leader since.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: As a MEDEVAC Platoon, we only fly MEDEVAC missions. We have flown 31 MEDEVAC missions since our Arrival to FOB Apache on 17 August 2013 moving a total of 57 patients. We do have TTP's to react to enemy contact. We maneuver and depart the area. We have only had to deal with SAF in the past. We do not participate in (b)(1)1.4a (b)(1)1.4a missions.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: Our mission brief was verbal. We heard that there was a Fallen Angel call and had been previously briefed on an (b)(1)1.4a mission occurring in that area earlier in the day. The only information I can remember having, was that one of the (b)(1)1.4a aircraft had gone down from a possible IED and a grid. We were already on the APU before the (b)(1)1.4a (big voice fallen angel) call went out.

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: Our mission was simple, rescue the survivors and recover the Heroes. All we needed was a grid. We have an extremely close working relationship with the ARF and our (b)(1)1.4a chase elements.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: Our brief was simple. There was an aircraft that had gone down to a possible IED in the vicinity of "this" grid. At FOB Apache, we only maintain a single line of MEDEVAC coverage. I alerted the off duty crew immediately and they ran out to their aircraft. The AH-64's had conveniently been running up to head out for a mission. Their launch time was extremely quick as a result. The Fallen Angel execution is very similar to how we respond to an un-partnered MEDEVAC. We gave the AH-64's a ten minute head start to provide a Cherry/Ice call and establish over watch. In the mean time, Dustoff, chase (b)(1)1.4a, and ARF elements made some final coordination and departed. The blackhawks generally catch up to the Apache's so a ten minute lead turns into about five minutes depending on distance. (b)(1)1.4a and Dustoff elements took off as a flight of four at (b)(1)1.4a to arrive at the crash site at (b)(1)1.4a. We heard the Apaches arrive on scene several minutes before our arrival and begin reporting their observations. It took them a couple minutes to find the crash site.

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

A7: N/A

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: When the Apache's found the crash site, I remember them reporting "Jesus, it's a debris field." The Ice call was given and the (b)(1)1.4a chase elements inserted the

ARF. I did not witness the insertion because Dustoff elements were orbiting several Kilometers away. (b)(1)1.4a reported insertion complete and minutes later the ARF began reporting details on the CAN. The Dustoff elements moved in closer to the crash site grid when (b)(1)1.4a departed the scene. As we were moving in for a closer orbit, the ARF reported a survivor. (b)(1)1.4a (my aircraft), moved in first to hoist down our flight medic. Initially we could not find the crash site and asked the Apache's to guide us on. At one point one of the Torch elements said, "(b)(1)1.4a you're directly over us now".

We circled around to hoist (b)(3), (b)(6) our flight medic to the POI. We established a hover approximately 15-20 meters down slope of the crash site. We did not want to throw debris around with our down wash as the ARF soldiers were treating the casualty. Our hovering direction was southwest ward and the crash site was off the aircrafts right side. I remember the scene vividly as it was what I used as my reference point while hovering. The tail rotor and vertical stabilizer were upslope, off the nose, about 10-15 meters. One of the pilots, a white male, was outside the aircraft in a semi-fetal position, his back facing upslope, and face down slope. He was 2-3 meters off the nose of the aircraft. He had all his gear on but was missing his helmet. There was a pool of blood by his head. He appeared deceased. There was a pair of boots sticking out from under the left side of the aircraft, and the ARF soldiers were surrounding and treating the (b)(3), (b)(6) (b)(3), (b)(6), the survivor. I was amazed anyone survived and had little hope for any other survivors after seeing the shape of the aircraft.

After (b)(3), (b)(6) was on the ground, we peeled off and (b)(1)1.4a, our sister ship inserted (b)(3), (b)(6), a flight paramedic. When the (b)(3), (b)(6) was secured in a SKEDCO, DO66 returned to extract the patient. We hoisted (b)(3), (b)(6) (b)(3), (b)(6) simultaneously. By this time the ARF had found 5 KIA, 1 survivor and were searching for the last missing soldier. (b)(1)1.4a orbited while (b)(1)1.4a recovered their flight paramedic, (b)(3), (b)(6) was not in critical condition and was stable, so we waited for (b)(1)1.4a to return as a flight to Apache. Duke MEDOPS wanted us to fly to Gelan FST with (b)(3), (b)(6). Gelan FST is at FOB Warrior. I declined Gelan and requested Apache FST since (b)(3), (b)(6) was stable and logistically, for his transfer to KAF later that night, FOB Apache would be significantly easier and quicker. It was approved and we returned to FOB Apache with the survivor.

At FOB Apache after dropping the patient off and fueling, I got out of the Aircraft to do a face to face update with our Battle Captain, (b)(3), (b)(6) (TF Gunfighter) I told him that we would like to go recover the heroes. He asked if a hoist was the only way to get them out. I said it was unless the ARF moved the bodies over a Kilometer. The ARF

(b)(1)1.4a, (b)(1)1.4g

(b)(1)1.4g

At the time, they were still the only boots on the ground. I got the go ahead and DO elements departed FOB

Apache with speedballs for [redacted] (b)(1)1.4a over night stay, and [redacted] (b)(3), (b)(6), the TF Gunfighter Chaplain.

Approximately 10 minutes from the crash site, [redacted] (b)(1)1.4a reached us on the radio and stated that the Chinooks would pick up the Heroes, to RTB after dropping off the speed balls. I urged [redacted] (b)(1)1.4a to relay to the ground force commander that there was no way they would be able to get a Chinook anywhere near the Heroes by the crash site. [redacted] (b)(1)1.4a acknowledged and stated that they had already tried to persuade them that it was not a viable option. We dropped off the speed balls for 2-2 at the crash site, the ARF secured the speed balls and we returned to FOB Apache. After refueling, [redacted] (b)(1)1.4a called DO on the radio and stated that the Chinooks could not recover the Heroes. We were less than surprised and returned to the crash site to recover the Heroes. We dropped off five SKEDCO's (they already had one on the ground) so that the ARF could package the Heroes in the SKEDCO for a hoist extraction.

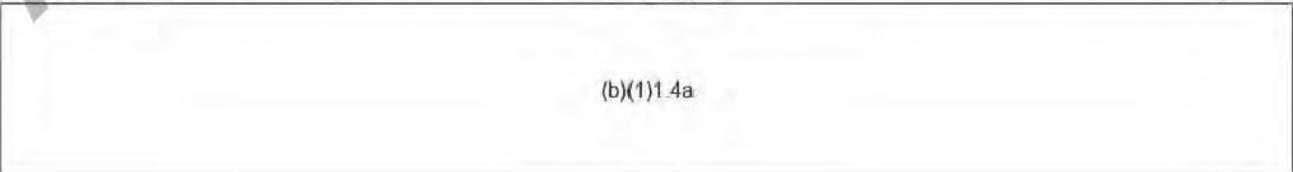
[redacted] (b)(1)1.4a loitered for approximately 45 minutes, several kilometers east of the crash site waiting for the Heroes to be ready for extraction. Fuel, became a concern and we asked the Torch element how close they were to ready. They had only packaged 1 Hero. The terrain and cold weather was making the process extremely difficult. One of my experienced Warrant Officers, [redacted] (b)(3), (b)(6) made the suggestion to try a very deliberate recon to see if we could extract the heroes other than via hoist. [redacted] (b)(1)1.4a went in first and found the only suitable area that was anywhere near the crash site. It was approximately 150 meters down slope and in an extremely confined area due to steep terrain in front of and behind the aircraft. A landing was not possible but a low hover would allow for ARF soldiers to lift the Heroes 5-6ft into our cabin. [redacted] (b)(1)1.4a recovered the first three heroes. They instructed [redacted] (b)(1)1.4a soldiers to kneel next to the Heroes at the pickup site, and that they would land with them inside the rotor disc. The terrain was such that once a low hover was established; walking down slope would have put a soldier in serious risk of walking into a rotor blade. This seemingly difficult recovery was made simple with the working relationship DO and ARF soldiers have. We have had trained with them extensively and just days prior, on 14 December 2013, had even conducted a large hoist training exercise in the mountains which mimicked this day's events eerily. Once [redacted] (b)(1)1.4a recovered the first three heroes, [redacted] (b)(1)1.4a performed the same maneuver. [redacted] (b)(3), (b)(6) was on our aircraft and blessed each Hero as they were loaded and covered them with American Flags (they were already in body bags). [redacted] (b)(1)1.4a loaded the last three Hero's as well as sensitive items (SI was in a body bag) and DO elements returned to FOB Apache.

At FOB Apache, two Chinooks were awaiting the arrival of the Heroes for a transfer to KAF. The Heroes and SI was transferred, DO refueled, and shut down. Approximately 45 minutes later, we received word of another possible 9 line coming down with 4



(b)(1)1.4a

The communication was chaotic and the task saturation was high during the entire event. Generally MEDEVAC crews document all their wheels up and wheels down times, but for this event, that was overlooked. I do not have an accurate timeline of all the actions on the objective. I do know that we were wheels up at (b)(1)1.4a and initially arrived at (b)(1)1.4a



(b)(1)1.4a

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: See previous question.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: By looking at the scene, it was hard to tell. The initial assessment was an IED and I assume that to be true. It definitely did not look like a CFIT (controlled flight into terrain.) Judging by the shape of the aircraft, position of the tail rotor and vertical stabilizer, the breaking point on the main rotor blades, and the vertical crushing, rather than the horizontal crushing of the aircraft, I would guess that the impact was more vertical then horizontal. After seeing the Apache gun tapes of the repeater post accident, the two large craters are indicative of an IED. I have picked up multiple patients from IED sites and the craters from the tape are consistent with an IED.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to any tactics, techniques, procedures, or publications, to prevent this type of incident?

A11: Hind sight is 20/20. Individuals with greater experience in the (b)(1)1.4a mission are better qualified to answer this question.

Q12: Is there anything else that would be useful for me to know regarding this incident? Do you recommend any individual(s) or document(s) I should address in this investigation?

A12: Negative.

Nothing follows

(b)(3), (b)(6)

~~SECRET//REL TO USA, ISAF, NATO~~

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION KANDAHAR AFGHANISTAN	2. DATE (YYYYMMDD) 2013/12/29	3. TIME 0017	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME <input type="text" value="(b)(3), (b)(6)"/>	6. SSN	7. GRADE/STATUS <input type="text" value="(b)(3), (b)(6)"/>	

8. ORGANIZATION OR ADDRESS
B/3-1 AHB, TF GUNFIGHTER FUOPS

9. I, , WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

(b)(3), (b)(6)

I am a 15A currently assigned to B/3-1 AHB serving as Lift Plans/UH-60 LNO for TF Gunfighter. I have been conducting Lift Plans for FUOPS since I arrived in country in mid August 2013.

I have flown numerous training flights, battle field circulations and aerial recons, 4 deliberate air assaults/KLE insertions, 1 TST Vehicle interdiction mission, and 4-5 Repeater destruction missions on this tour. I have conducted multiple training flights with company PCs in which we have discussed react to contact drills and how to best maneuver and use our aircrafts capabilities to defeat enemy threat.

(b)(1)1.4a

As the primary battalion level planner I received numerous written and verbal briefings. See the TF Gunfighter FUOPS Summary Memorandum for Record and attachments for details.

(b)(1)1.4a

SEE CONTINUATION PAGE

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT <input type="text" value="(b)(3), (b)(6)"/>	PAGE 1 OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT 0017 DATED 2013/12/29

9. STATEMENT (Continued)

The plan was for the aircraft to depart Kandahar and conduct a TF internal pax movement to facilitate change of command inventories at APH. After refuel at APH the aircrew would depart and travel to and engage repeaters returning to APH as necessary to refuel. (b)(1)1.4a After completion of the mission the aircraft would return to APH and load pax returning to Kandahar.

(b)(1)1.4a

Please reference TF Gunfighter FUOPS Gharoo No Rana III Summary Memorandum for Record and attachments for detailed account of the battalion level planning process.

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____

at Kandahar Airfield

(b)(3), (b)(6)

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)

Investigating officer
Person Administering Oaths

ORGANIZATION OR ADDRESS

Article 135e (b)(4), UCMJ
(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Kandahar Airfield	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER N/A
----------------------------------	--------------------	---------	-----------------------

5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6)
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8. ORGANIZATION OR ADDRESS
Br Co, 163rd MI Bn

9. I, (b)(3), (b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q1: Briefly describe your professional, educational, and military background. What units have you served with, and in what positions? What additional skill identifiers do you hold?

(b)(3), (b)(6)

Q2: What is your current MOS and duty position? What unit are you currently assigned to (down to platoon/section level), and how long have you been serving in that unit and position?

A2: As 35S I'm serving as (b)(1)1.4a operator for Bravo Co, Task Force Blue Watch for about a year, and in country since September 2013.

Q3: What types of missions have you flown, and how many of each type? Does your unit train and rehearse TTPs to react to enemy threats/contact? How does your unit engage/destroy repeater stations?

A3: I have flown reconnaissance mission, repeater destruction and collection. We would normally follow the TF Demon's TTPs in case the aircraft goes down given by the pilots and crew chiefs.

Q4: What type of mission-briefing(s) did you receive? Were the briefing(s) verbal, written, or both?

A4: both, it comes from the CONOPs and we also discuss with the pilots and crew chiefs any late change or recommendation base on fuel and distances.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 28 Dec 13

9. STATEMENT (Continued)

Q5: What was the mission you received, the commander's intent, and the end-state? What was your understanding of the plan that would be used to accomplish the mission and achieve the end-state, to include engaging/destroying repeater stations?

A5: to engage repeaters supporting (b)(1)1.4a there was a mission changed and we got briefed at FOB Apache to collect before and after weapon cache destruction.

Q6: After you received the mission, what preparations did you conduct for yourself and for personnel/equipment in your care (briefings, rehearsals, PCIs/PCCs, etc.)?

A6: As soon as we receive or prepare a mission we gather all information necessary that the mission would required such as:

(b)(1)1.4a

Q7: Describe the events of the mission leading up to the aircraft going down (objective). Did the unit's objective change during the mission? What reports did the unit make from the time the mission began to the objective, and were any unusual, or significant in any way?

(b)(1)1.4a

Q8: Describe what happened on the objective. Did the unit accomplish the mission? If not, why not? What reports did the unit make while on the objective?

A8: (b)(1)1.4a

(b)(1)1.4a

(b)(1)1.4a The repeater was not found right away. Aircraft began orbits around the area in order to identify any threat. Nothing seems out of the ordinary and aircrafts continued looking for the repeater. The other chopper reported spotting two antennas and what looked like a manhole. Next thing I heard was the pilots talking about a huge amount of dust in the air and how that couldn't be a brown out. I personally did not see the dust as I was in the middle seat working on the collection box. The collection system requires an incredible amount of attention in order to be effective and try to tune on real time chatter. After the big cloud of dust was

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3), (b)(6) TAKEN AT Kandahar Airfield DATED 28 Dec 13

B. STATEMENT (Continued)

noticed and realized that the aircraft went down pilots began reporting it back to higher. I do remember spotting two holes in the ground one big and one smaller on top of the ridge. I also heard pilots discussing where could've been good place to land in order to provide security and first aid but there was no place nearby to do so. At that point pilots began to circle around the crash site in order to pull security and stop anyone getting near the crashed aircraft. (b)(1)1.4a

(b)(1)1.4a
(b)(1)1.4a After the first couple helicopters arrived, we immediately took off due to aircraft being fuel critical at that point.

Q9: Describe what actions were taken immediately after the aircraft went down, and by whom.

A9: Pilots began their procedures for fallen angel, looked for any survivor or movement from/to the aircraft, pulled security around and collection continued for force protection and early warning.

Q10: Based on your experience, and service in the unit, what are your thoughts on what caused the aircraft to go down?

A10: Unfortunately I didn't see the event in order to collaborate about the big cloud of dust, I just heard the pilots and the afterward. I did see the two holes in the ground. I can say that after hearing the collection cuts in the post analysis, and other collections from other sources, something facilitated the aircraft to go down.

Q11: In your assessment, was the loss of the aircraft preventable? What changes/improvements do you recommend to our tactics, techniques, procedures, or publications, to prevent this type of incident?

(b)(1)1.4g

---NOTHING FOLLOWS---

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE,

(b)(3), (b)(6) (Signature)
Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at Kandahar Airfield

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3), (b)(6)
(b)(3), (b)(6) Investigating Officer
(Authority To Administer Oaths)
Article 136 (b)(4), DUMJ
(Authority To Administer Oaths)

INITIALS OF (b)(3), (b)(6) MAKING STATEMENT PAGE 3 OF 3 PAGES

~~SECRET//REL TO USA, FVEY~~

Pages 6 through 28 redacted for the following reasons:

(b)(1).4a

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B/3-1 AHB AIR MOVEMENT TABLE

SUPPORTING MSN LINE	D14	UH-60M	2	CREW SHOW TIME	(b)(1)1.4a
SUPPORTED UNIT	TF GUNFIGHTER			CREW BRIEF TIME	(b)(1)1.4a
				T/O TIME	
				EOM TIME	

PPR/ MISSION REMARKS

PAX REMARKS/ SPECIAL REQUESTS PAX WILL NEED TO REPORT TO B/3-1 CP NLT 0730.

FLIGHT ITINERARY										
LEG	DEPARTURE POINT	P/U	ETD	ATD	ARRIVAL POINT	ETA	ATA	D/O	DELAY	REMARKS
1	KAF-MUSTANG				APH-APACHE					
2	APH-APACHE		(b)(1)1.4a		APH-APACHE	(b)(1)1.4a				RPTR MSN
3	APH-APACHE				KAF-MUSTANG					

PASSENGER INFORMATION																	
MANIFESTED PERSONNEL				LEG INFORMATION													
RANK	NAME (Last, First)	NATIONALITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	AIR HAMMER PAX	US/AUS															
1		US															
2		US															
3		US															
4		US															
5		US															
6		US															
7		US															
8		US															
9		US															
10		US															
11		US															
12		US															
13		US															
			TOTALS														

SUMMARY OF CHANGES		REVIEWED BY
CHANGE #	CHANGE DESCRIPTION	

7-8600-3

B/3-1 AHB AIR MOVEMENT TABLE

SUPPORTING MSN LINE	D14	UH-60M	2	CREW SHOW TIME	(b)(1)1.4a
SUPPORTED UNIT	TF GUNFIGHTER			CREW BRIEF TIME	(b)(1)1.4a
				T/O TIME	
				EOM TIME	

PPR/ MISSION REMARKS

PAX REMARKS/ SPECIAL REQUESTS PAX WILL NEED TO REPORT TO B/3-1 CP NLT 0730.

FLIGHT ITINERARY

LEG	DEPARTURE POINT	P/U	ETD	ATD	ARRIVAL POINT	ETA	ATA	D/O	DELAY	REMARKS
1	KAF- MUSTANG	19			KAF- LIMA			0		
2	KAF- LIMA	1			APH- APACHE			14		
3	APH-APACHE	0	(b)(1)1.4a		APH-APACHE	(b)(1)1.4a		0		RPTR MSN
4	APH-APACHE	12			KAF- LIMA			1		
5	KAF- LIMA	0			KAF- MUSTANG			17		

PASSENGER INFORMATION

MANIFESTED PERSONNEL				LEG INFORMATION														
RANK	NAME (Last, First)	NATIONALITY		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	COMCAM PAX	US																
2	AIR HAMMER PAX (5 pax)	US/AUS																
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10			(b)(3) (b)(6)															
11																		
12																		
13																		
14																		
15																		
16																		
			TOTALS	19	20	6	18	17										

SUMMARY OF CHANGES

CHANGE #	CHANGE DESCRIPTION	REVIEWED BY
1	LIMA RAMP AND ADDITIONAL PAX ADDED	(b)(3), (b)(6)



DEPARTMENT OF THE ARMY
HEADQUARTERS, TASK FORCE GUNFIGHTER
1ST COMBAT AVIATION BRIGADE
REGIONAL COMMAND SOUTH
KANDAHAR AIRFIELD, AFGHANISTAN APO AE, 09355

USFOR-A-S-AV-GF

27 December 2013

MEMORANDUM FOR RECORD

SUBJECT: TF Gunfighter FUOPS (b)(1)1.4a Summary

1. The following is a chronological sequence of (b)(3) (b)(6) Task Gunfighter FUOPS, planning that took place prior to the execution of Operation Gharoo No Rana III.

a. 050727DEC13: Receipt of initial (b)(1)1.4a CONOP referencing repeater destruction mission with date windows. (Attachment 1; Slides 19 and 20).

b. 12DEC13: CDO 14-073 published referencing TF FE conducting (b)(1)1.4a Recon (Attachment 2).

c. 13DEC13: CDO 14-074 published referencing (b)(1)1.4a (Attachment 3).

d. 130739DEC13: Email sent to BDE FUOPS asking to confirm TF Gunfighter's Participation in (b)(1)1.4a (Attachment 7).

e. 14DEC13: (b)(1)1.4a destruction took place. (Attachment 4).

f. (b)(1)1.4a

g. (b)(1)1.4a

h. 161420DEC13: Email from (b)(3) (b)(6) (CJ7 IO) to BDE FUOPS cc'ed TF GF FUOPS confirming 1x additional COMCAM PAX onto mission. TF GF FUOPS did not confirm pax information with (b)(3) (b)(6) (Attachment 8).

USFOR-A-S-AV-GF

SUBJECT: TF Gunfighter FUOPS Gharoo No Rana III Summary

i. 161424DEC13: Email from (b)(3) (b)(6) asking to confirm rock jammer insertion post repeater destruction (Attachment 9).

j.

(b)(1)1.4a

k. 16DEC13: Email conversation between TF GF FUOPS and (b)(3) (b)(6) referencing BDA photos and BDA photo database of previous repeaters (Attachment 10). Of note, at no point did TF GF FUOPS confirm (b)(1)1.4a (b)(1)1.4a pax information with (b)(3) (b)(6) during this conversation.

l. 16DEC13 (Afternoon/Evening): Emails received from (b)(3) (b)(6) (b)(3) (b)(6) discussing airspace deconfliction between (b)(1)1.4a (Attachment 11, 12, 13).

m. 16DEC13 (Afternoon/Evening): TF GF FUOPS completes air movement table for TF internal admin movement of 14x PAX to APH and 12x PAX from APH (Attachment 5).

2. Additionally, an accurate manifest of mission passengers on (b)(1)1.4a (b)(1)1.4a was not on file. An opportunity to verify the mission manifest with all parties involved presented itself as noted in the planning sequence. However, at no point was a final manifest requested from TF Gunfighter FUOPS or provided to TF Gunfighter FUOPS.

(b)(3) (b)(6)

TF Gunfighter, FUOPS

Pages 33 through 167 redacted for the following reasons:

(b)(1)1.4a

(b)(1)1.4a, (b)(3) 10 USC 130b, (b)(6)

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UNCLASSIFIED//FOR OFFICIAL USE ONLY

(b)(3), (b)(6)

(b)(3) (b)(6)

(b)(3) (b)(6)

(b)(3), (b)(6)

UNCLASSIFIED//FOR OFFICIAL USE ONLY

(b)(3) (b)(6)

(b)(3), (b)(6)

UNCLASSIFIED//FOR OFFICIAL USE ONLY



(b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3) (b)(6)

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(b)(3), (b)(6)

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Pages 1 through 122, et al. ed fo the following reasons:

(b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

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Pages 1 through 68 redacted for the following reasons:

(b)(1).4a

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Pages 1 through 170 redacted for the following reasons:

(b)(1).4a

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Pages 1 through 26 redacted for the following reasons:

(b)(1), 4a

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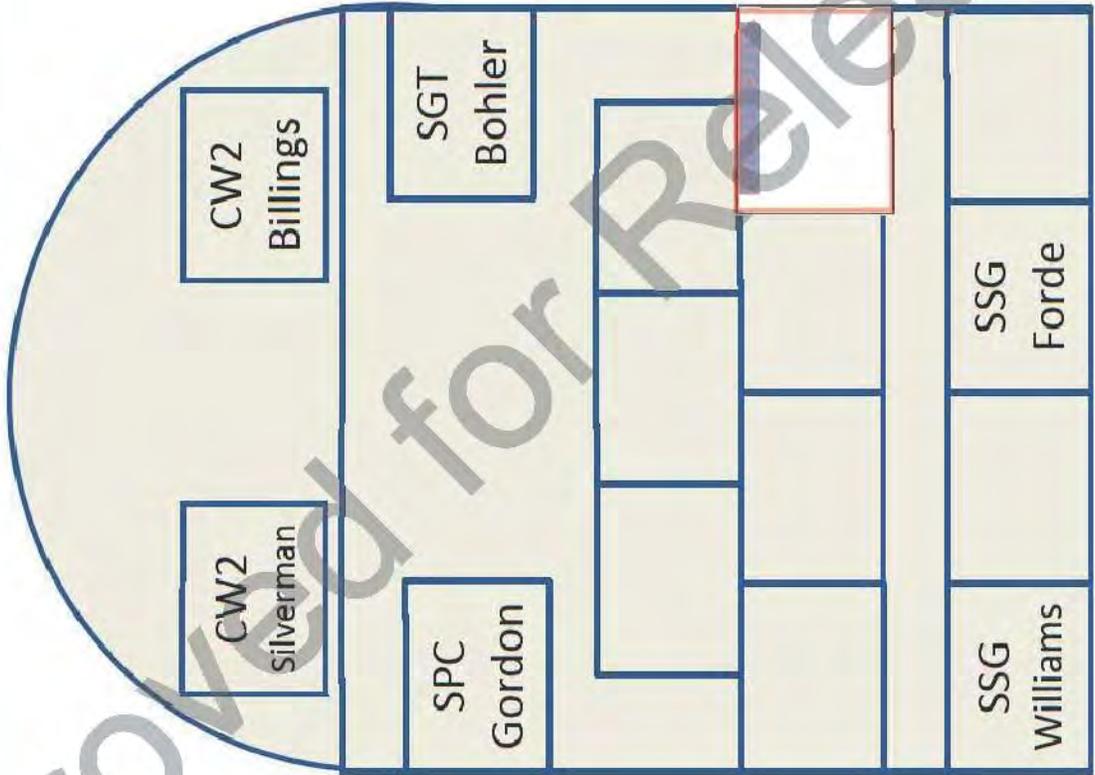
Pages 1 through 12 redacted for the following reasons:

(b)(1).4a

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Pages 14 through 169 redacted for the following reasons:

- (b)(1)1.4a
- (b)(1)1.4a,
- (b)(1)1.4a, (b)(1)1.4c
- (b)(1)1.4a, (b)(3) 10 USC 130b, (b)(6)
- (b)(1)1.4a, (b)(3) IAW Statue 10 USC 455
- (b)(1)1.4a, (b)(3)130b
- (b)(1)1.4a, (b)(3)130b, (b)(6)
- (b)(1)1.4a, (b)(3)_10 USC 455_maps/charts
- (b)(1)1.4a, (b)(3)_10 USC 455_maps/charts, (b)(3)130b, (b)(6)
- (b)(1)1.4a, (b)(6)
- (b)(1)1.4a,(b)(6)
- (b)(3)_10 USC 455_maps/charts, (b)(1)1.4a

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