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The interview of the AC-130 Aircrew occurred on 18 August 2011, at Bagram AFB.

PERSONS PRESENT

DEPUTY INVESTIGATING OFFICER

IO-DEP

JSOAC SME

SME-JSOAC

Derived from:

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

Declassified on: 7 September 2036

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This is SME-JSOAC, part of the Lefty Grove Extortion 17 assessment team. We are here to interview (b)(3), (b)(6) the AC-130 crew overhead the site at the time of the incident.

Members who were sworn in: electronic warfare officer;; fire control officer; Co-pilot; aerial gunner and left scanner that night; Television Sensor operator; Aircraft commander; Navigator.

SME-JSOAC: Okay, just for context—do you fly as hard crews when you are here, has this been a hard crew the entire time? And how long have you been in country this rotation?

AIRCRAFT COMMANDER: We've been in since the beginning of the month really; I guess our first flight was the 31st of July ---.

SME-JSOAC: Okay, about a week before the mishap. How many rotations have you guys had overall?

AIRCRAFT COMMANDER: This is the fifth for one and twelfth for some people.

SME-JSOAC: So, across the crew a pretty fair amount of experience in the AOR in Afghanistan and supporting Task Force. Ok I'll let you guys start and just kind of give us your context of the mission that night; your tasking as you understood it. When you arrived on scene and kind of what you all saw. As you walk through the whole thing you guys can decide who talks when,

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when you have something to add, but you have to give us the whole contextual flow then, we'll re-attack with any detailed questions we have.

AIRCRAFT COMMANDER: I was the aircraft commander that night and we were tasked to support a direct action mission from Team

(b)(3), (b)(6) for Objective Lefty Grove. As we understood it was a direct action mission and it was an infil to an offset, so we were to take off from Bagram here and were going to refuel with Toxin on the air refueling track - which is to the east of Bagram. After our refueling we were tasked to go over and pick up the ground team; [inaudible] they were basically already infilled and we were going to pick them up on their hike to the objective. That was the tasking that we had understood, and so we had start driving to the objective area and got an initial update from (b)(3), (b)(6), who was on station at the time and proceeded to an echo orbit ---and we start making Comms with the JTAC on the ground, (b)(3), (b)(6) at the time as well (b)(3), (b)(6) on station as the Warden for the night and getting our update from that point.

SME-JSOAC: At that point the team had already been infilled and they were making their movement to the objective?

IE: Yes sir.

SME-JSOAC: Okay.

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AIRCRAFT COMMANDER: At that point we checked in with [REDACTED] got his position, got eyes on his movement, and we also started getting communication from [REDACTED] who is AWT on-station at the time who were kind of flying around the objective area, he had PIDed several individuals that were around, I think it was southern part of the main objective building North of—what was series two-one?

NAVIGATOR: Going back a little bit, our on-station time that night was 1845Z when we actually arrived on station. We checked in with [REDACTED] and then at 1856Z was the time that we had for [REDACTED] [inaudible] 8 pax North of building 110 and PID of weapons-- basically they describe them as huddling up along the wall North of 110 and then shortly thereafter they moved off to the West approximately 100 to 120 meters to the next series of compounds south of the road, and that's when [REDACTED] actually cleared [REDACTED] one to engage the 8 pax that they identified. After hearing that [REDACTED] was going to engage those guys we immediately asked the [REDACTED] if we could go overhead. That way we could be watching from a point where we would be ready to shoot if there were any additional squinters that moved off the engagement site from [REDACTED]

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SME-JSOAC: So where were you guys physically? Over what piece of terrain were you over then? So here is HLZ (b)(3), (b)(6) here's their engagement, here's Lefty Grove.

NAVIGATOR: Yes sir, we were an (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4d orbit at the time so we were holding six miles off set from the ---.

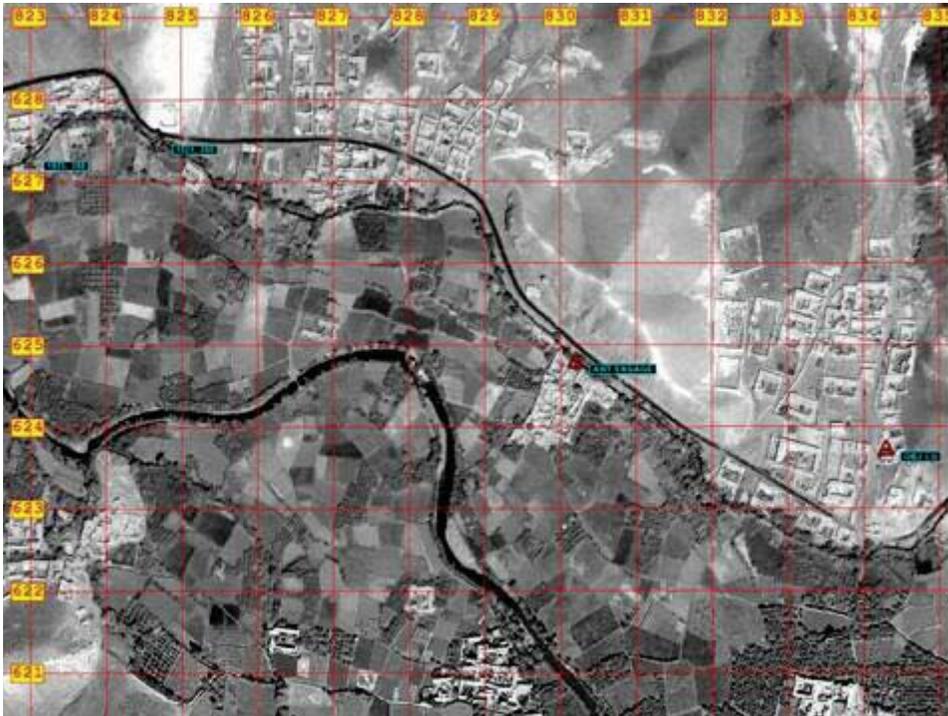
SME-JSOACIO: Ok, so define (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4d what does that mean?

NAVIGATOR: Yes sir, basically from the target.

SME-JSOAC: Lefty Grove.

NAVIGATOR: From Lefty Grove, we were holding a six mile radius and flying a counter clockwise wheel around the actual objective.

SME-JSOAC: Ok, so this is your center of mass?



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NAVIGATOR: Yes sir, and then when we asked ---overhead [redacted] (b)(3), (b)(6)

[redacted] (b)(3), (b)(6) gave us that clearance and we moved from a [redacted] (b)(1)1.4a, (b)(1)1.4c, (b)(1)1.4g

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

SME-JSOAC: So just to be able to provide fire support if needed. Is this your standard TTP? (TTP Tactics, Technique and Procedures).

NAVIGATOR: Yes Sir.

SME-JSOAC: Okay.

NAVIGATOR: Then at that point [redacted] (b)(3), (b)(6) One engaged the eight pax north of the building, 120 meters west of the actual of the Lefty Grove target set, and we picked up two squirts that did not get hit (or less injured than the rest of their other folks) that the AWT engaged and we basically started following those guys off to the northwest.

AIRCRAFT COMMANDER: Really quick an important point I think at this juncture is), we had requested to engage those two individuals and we were denied----

IO: By the JTAC?

IE: By the JTAC, by [redacted] (b)(3), (b)(6) I think you coordinated with his [redacted] (b)(3), (b)(6) ground force commander they had gotten denied. The original engagement the AWT's was looking at conducting on those pax was a hell fire engagement; they elected to go to the

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30 millimeter due to CDE constraints. We pushed 40 millimeter engagements is a 0 CDE (CDE Collateral Damage Estimate) weapon and we were denied that-- we were just requested to maintain track on those two squirters that were moving west.

SME-JSOAC: Let me back up a little bit, all the products that we are looking at here, all your graphics, all that stuff is pushed to you where, in the air, or before you take off?

AIRCRAFT COMMANDER: In this scenario sir, we had the products before we departed.

SME-JSOAC: What is your standard or is there--

AIRCRAFT COMMANDER: The standard we have seen; it varies from rotation to rotation, I've seen different things on different trips, but from the Task Force this trip I have seen we get the products approximately (b)(1)1.4a, (b)(1)1.4c prior to take off.

SME-JSOAC: Unless it's a troops-in-contact responding kind of thing, do you feel like you have pretty good situational awareness when you get over the objective?

AIRCRAFT COMMANDER: Absolutely

SME-JSOAC: And you said the (b)(3), (b)(6) provides your battle hand off when you arrive?

AIRCRAFT COMMANDER: Yes sir.

SME-JSOAC: What is the standard kind of talk through they give you?

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IE: They give us a stack update, they give us a general low-down on the ground situation, the friendly positions, what phase of the direction action mission they're in, and then any enemy threat type of information, so if they've got any pax or movers they are maintaining track on, they will pass us locations of those and any other pertinent details on the objective, grid products that have changed or anything on the time line.

SME-JSOAC: And the (b)(3), (b)(6) stayed in the stack then correct? He wasn't departing. So he is controlling the stack and you are the second fire support asset in addition to AWT? (Air Weapons Team)

AIRCRAFT COMMANDER: In addition to the AWT.

SME-JSOAC: Okay.

NAVIGATOR: Just to clarify before we step to the aircraft we had the concept of fires and we had the micro and macro GRG's for the operation as well as sensor de-confliction plan slide and also the T&I (b)(1), (b)(1.4a), (b)(1.4c) CASEVAC and the HLZ standard slide.

SME-JSOAC: [inaudible] so you guys are counted as a fire asset, not an ISR asset-- Who is the sensor allocation for you guys? Is it JTAC telling you what to look at or do you decide within your own crew?

AIRCRAFT COMMANDER: It depends if there is a TAC-A (TAC-A Tactical Air Controller-Airborne) in this case a (b)(3), (b)(6), depends on (b)(3), (b)(6) delegation to (b)(3), (b)(6). If he is given the sensor

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tasking to (b)(3), (b)(6) then (b)(3), (b)(6) can manage where the sensors are looking. In this case it was (b)(3), (b)(6) that was telling us where he wanted our sensors to be looking at and what kind of posture-- defensive, offensive, neutral that type of relationship.

SME-JSOAC: So we've got the two squirters coming off to the North east, we already have the AWT engagement, kind of walk through what happened after that.

NAVIGATOR: Basically like we said we were passing periodic updates to (b)(3), (b)(6) the first one we passed was when the squirters were 200 meters away and really it was about every 200 to 300 meters we were passing along updates. (b)(3), (b)(6) I guess you talk to (b)(3), (b)(6) they said they didn't want us to engage; what he passed to us was that they wanted to follow those guys and figure out where they stopped. And then find out exactly where they were and then basically use that as a follow-on after they were done clearing and securing the actual Lefty Grove site.

SME-JSOAC: Okay.

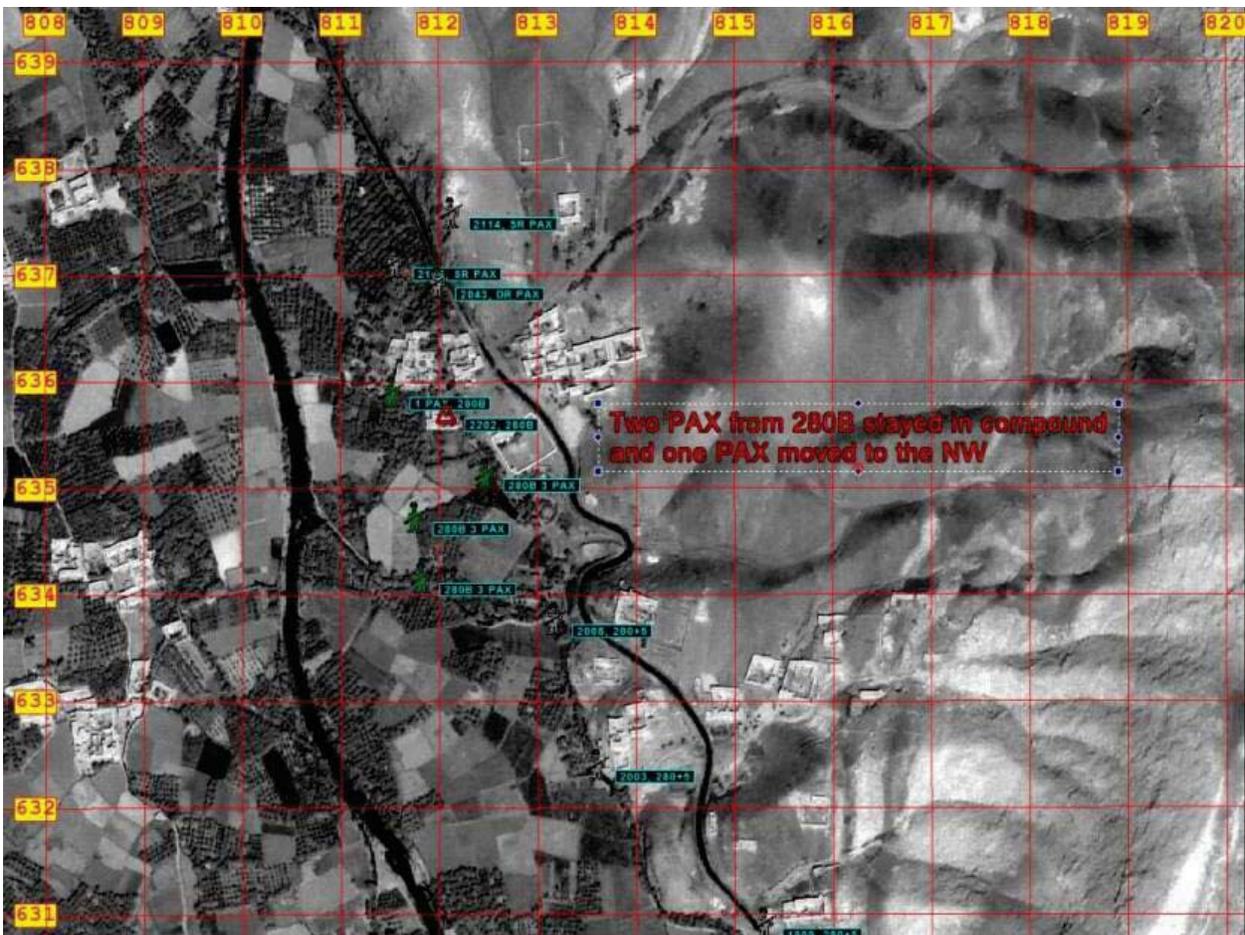
NAVIGATOR: So basically we kept following them until they were about two clicks away and then they finally stopped under a piece of terrain, a small tree grove.

IO-DEP: Can you point that out on the map here?

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AIRCRAFT COMMANDER: So this is the initial engagement; you follow this road up with the time stamps and continue to move up and you can see there is plus numbers on here, they continue to pick up additional personnel along their route. So we passed all this to (b)(3), (b)(6) and they come up here and we kept following north up into this general vicinity and at that point you can talk about how they support.



TELEVISION SENSOR OPERATOR: Before they gained access to that piece of terrain up there, we maintained chain of custody the

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entire time while tracking them. They were stopping, they were moving tactically in the tree line, stopping at compounds, picking up individuals and by the time they got to this piece of terrain they had already had eight individuals total at that time, so they had picked up six pax along the way.

IO-DEP: Okay.

TELEVISION SENSOR OPERATOR: And they were all moving tactically, running, at that time.

SME-JSOAC: Your primary task at that point was to track these guys and AWT still had over watch over the ground forces.

AIRCRAFT COMMANDER: AWT was still in the main objective area, this is like what (the navigator) said, they were a couple of clicks away from objective Lefty Grove. So AWT, (b)(3), (b)(6), a couple of ISR assets were still overhead the main area. And that's, primarily- there was two additional squirters that (b)(3), (b)(6) was tracking in the objective area that they were initially ones the ground team was going to go interdict. And they had "eyes on" those set of squirters and we had "eyes on" this set of squirters at 280. So they had two guys and we had these guys right here. This is where kind of the hand off took place and (the navigator) will describe that sequence.

NAVIGATOR: We had tracked continuous the squirters all the way up the point where they stopped which is right here underneath

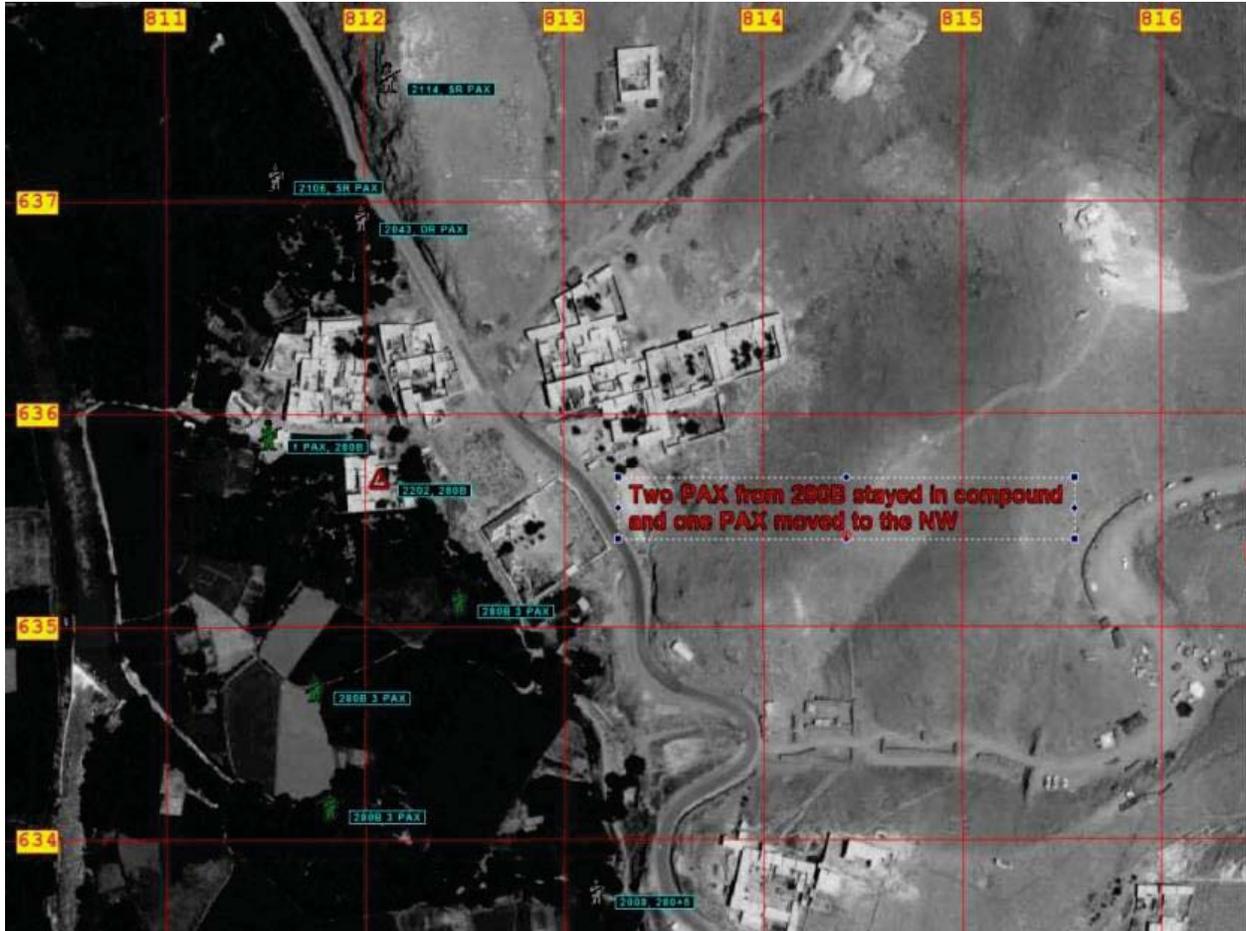
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this, right underneath this, it's hard to tell all this based on this imagery, but there was actually pretty good drop off here. It was a pretty good cliff. And there was a small tree here that ran east to west. And they basically hid out under those trees. From there---- we have (b)(3), (b)(6) was tasked, I believe through the ground force commander, to go find the two squirters that (b)(3), (b)(6) was tracking. So at this time we basically swapped who was tracking what. So I believe the time was around 2010Z that night. So we gave (b)(3), (b)(6) the 280 squirters and then we moved to pick up the 1A1 and 1A2 squirters, which were closer to the Lefty Grove site.

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SME-JSOAC: Just for the record here, can you guys define movers versus squirters, that terminology and what it means to the force?

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

SME-JSOAC: Not yet declared hostile or is he declared hostile?

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AIRCRAFT COMMANDER: Not declared hostile he hasn't shown any hostile intent or hostile act, but we label him a squirter because he is an individual who has left the target compound.

SME-JSOAC: Thanks.

NAVIGATOR: And in this case the squirter that we had tracked came from the original site that were declared hostile by the ground force command when AWT initially engaged them.

SME-JSOAC: Ok.

NAVIGATOR: We did the swap over [inaudible].

IO-DEP: So the two that you're now tracking, that you got the hand-off from (b)(3), (b)(6), are the two --- that's not the two guys that were left from the original eight where six were KIA.

NAVIGATOR: That's the 280 series

IO-DEP: That's the two - that (b)(3), (b)(6) has now picked up.

TELEVISION SENSOR OPERATOR: Yes sir, the two that left the engagement site that the AWT engaged, those are the two that met up with individuals along their route [inaudible]. *[Several voice speaking at the same time]* yeah it got to a total of eight and they stopped in that tree line and that's where (b)(3), (b)(6) picked them up.

IO-DEP: Okay.

NAVIGATOR: We moved down to look at the 1A1/1A2 that was much closer to the objective area, it was down in the green zone and

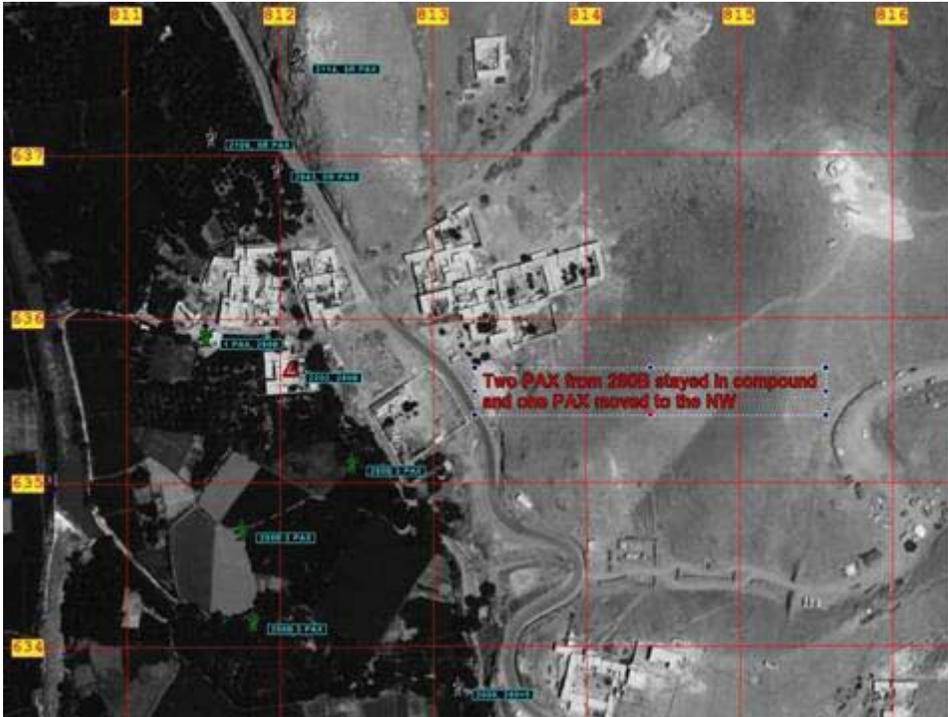
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there was some really dense foliage. And we ended up losing track on those guys. The (b)(3), (b)(6) element, they pushed through what the last known location that we had them, it appeared that both of those guys had been injured from the initial AWT strikes, but they pushed through trying to find those squirters. They weren't able to, but they did find a small hold-up site so basically they had SSE on that. They found-- some bed rolls a couple of motorcycles and I believe some cell phones that were there at that little hold up site, but they were not able to find the actual squirters due to the foliage in the area. After that was complete, we basically moved our sensors back over to check on the 280 squirters and then we saw three of the 280 squirters break off and head to the west and then up to the north. We then labeled those guys 280 Bravo. So from the hold up site, *[voice in back ground]* from their hold up site these 280 Bravo squirters moved to the west and up to the north to a series of compounds about a hundred meters or so north of their original hold up site.

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They initially came over here to the compound where we have the triangle, it looked like they linked up with some folks who were basically trying to get access to this building. After that was done they went inside, they were in there for a very short period of time, probably two or three minutes, and then it looked like they got escorted over here to another building off to the west. So we saw them go into that building, and then one person walked back from this building, to the building where you actually have the triangle here. And about that time is when we actually heard that they were looking to send in the IRF or QRF to land and interdict these pax that we had been tracking the whole time.

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SME-JSOAC: Was there ever any--- when the discussion began on inserting the IRF was there any feel that the initial ground force was in danger and needed extra support, how would you characterize the decision to insert the IRF.

AIRCRAFT COMMANDER: From our perspective the ground team was not in any danger, and this will come out later in our discussion, but this insertion was infilling to the follow on HLZ as (b)(3), (b)(6) was conducting the call out on the 60 series building separated by two and half clicks. So this was a follow on tasking, not a QRF to help support their situation, it was just a follow on tasking. That is from our perspective, which is what we believe was the case.

SME-JSOAC: Okay.

AIRCRAFT COMMANDER: And what we were tracking on the aircraft is that we believe that the ground force commander wanted to figure out where those guys went, and once they were done on the objective of Lefty Grove, they would move to figure out exactly what those guys have been doing. But by that time they have moved so far away, I think on the aircraft we were trying to play "hey what is he thinking on the ground?" We were like, it's too far away for them to actually logically go and ground and do a GAF (GAF Ground Assault Force) to interdict these guys that have gone so far away.

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SME-JSOAC: Okay.

[Inaudible] [several speakers]

NAVIGATOR: That was when they, (b)(3), (b)(6), pax were moving to interdict one alpha one and one alpha two, they did call troops in contact. Basically what happened was the (b)(3), (b)(6) element was moving towards the known location of the squirters, one alpha one and one alpha two. One alpha one and one alpha two pax stopped, turned around and I believe they shot at (b)(3), (b)(6) (b)(3), (b)(6) element as they were moving towards them.

SME-JSOAC: Was this when you guys were over the top or was (b)(3), (b)(6) directly over the top then?

TELEVISION SENSOR OPERATOR: At this point DRACO was over the top *[inaudible]*

SME-JSOAC: You all swapped back? - *[several voices speaking at same time]*.

TELEVISION SENSOR OPERATOR: Yeah it was prior to the swap, and then once they started getting troops in contact that's when they decided to switch.

SME-JSOAC: Okay, because you are a fire support asset.

TELEVISION SENSOR OPERATOR: Absolutely. Voice in back ground speaking "if that was on the main objective or that"

SME-JSOAC: Right I understand.

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NAVIGATOR: So we watched the squirters go into the building at this time [redacted] had moved out to escort Extortion into the HLZ [redacted]-- after we got all information passed to us about where the HLZ actually was going to be and their route of flight.

SME-JSOAC: Who passed you that information?

CCopilot The [redacted] flight had gone to FARP so they were off station and we were the only fires asset overhead, and we had helo common up so we could talk to those guys while they're FARPing and we had coordinated a plan that when [redacted] flight had come back-- we would use our laser to designate this 280 Bravo series so they could get their eyes on. What we were thinking in the aircraft at the time, correct me if I'm wrong, but we were thinking those were the biggest threat to the infil, these 280 Bravo guys. We wanted to have [redacted] eyes on these guys before anything happened.

SME-JSOAC: Did [redacted] go to FARP? Was this part of the normal routine or was it because you have decided the infil the IRF and they wanted to be topped off?

AIRCRAFT COMMANDER: I can't say whether or not this is to lead into the QRF, but typically that is what we see, they FARP at some point in the middle of the mission and would come back for the exfil.

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SME-JSOAC: Okay.

AIRCRAFT COMMANDER: So at that point it look they were posturing for this follow on or to exfil, and it happened to be a follow on they were posturing for

IO-DEP: One question, so right now, you had earlier stated that this is the main threat to the IRF infil—you haven't identified any other persons of interest or anyone that displayed hostile intent other than what was going on in this series of building?

SME-JSOAC: And this series of buildings is about two clicks away from, we are talking about 6, 3, 7 (gridline 637) or so if I'm reading this correct.

[Inaudible - several conversations taking place]

NAVIGATOR: Down in here.

SME-JSOAC: About a click and a half from--

NAVIGATOR: From the actual crash site, it looked like the LZ was about 600 meters from the actual location of the 280 bravo pax and the crash site was about 500 to 600 meters away.

SME-JSOAC: So 600 meters southeast of the HLZ (b)(1)1.4a, (b)(1)1.4c were the squirters you were tracking.

NAVIGATOR: Yes sir.

SME-JSOAC: Okay.

[Inaudible - voice speaking in the back ground]

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AIRCRAFT COMMANDER: So like what (the copilot) was saying, we

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

series of compounds. They called capture on our LST spot and then they were looking around in the area and this was all happening about two to three minutes prior to the infil. I forget what the original infil plan was going to be. It ended up being approximately 2010, I think it was closer to 2000 when - I'm sorry it was 1950, I think originally, and there was a little confusion when we were picking up on helo common on where the HLZ was going to be. We had copied HLZ (b)(1)1.4a, (b)(1)1.4c and the coordinates for that so we started looking at that area and typically we scan out to five hundred meters around the HLZ area, which we were doing. The initial run in heading for the Helos was going to be from the west to east, so we were tracking that.

SME-JSOAC: West to east, okay.

[Inaudible - several voices speaking at the same time]

SME JSOAC: Who passed you the HLZ coordinates? Where did you get that from?

AIRCRAFT COMMANDER: It was from Extortion on Helo common.

SME-JSOAC: Okay.

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AIRCRAFT COMMANDER: [inaudible] was Extortion up on fires (fire control direction radio net) so a lot of this was going down on Helo common and co pilot was monitoring that, and it seemed from our perspective a little confusion on exactly where the HLZ was going to be, they had mentioned an offset, is this going to be HLZ (b)(1)1.4a, (b)(1)1.4c. Then they confirmed HLZ (b)(1)1.4a, (b)(1)1.4c those were the coords we were tracking that so they were on the same page, but this was very close to the infil time. So things kind of slid a little bit to the right. We had coordinated with the Helos that we were going to the burn down at H minus one so we had one of our sensors on the HLZ and the other sensor on squirter 280 bravo which we perceived as the greatest threat. That was the reason the team was infilling so we wanted to maintain eyes on the position, while AWT was providing a defensive scan around the Helos.

DEP-IO: So you guys had the HLZ (b)(1)1.4a, (b)(1)1.4c you had the squirter location for 280 Bravo, and AWT had the responsibility for at least visually escorting the IRF, Extortion 17 into the HLZ.

AIRCRAFT COMMANDER: Yes sir.

NAVIGATOR: The actual brief that we got on helo common that we were passed (b)(1)1.4a, (b)(1)1.4c as the HLZ (b)(1)1.4a, (b)(1)1.4c coordinates and then there was a little bit of confusion—the other thing that we got in our conversation [inaudible] was

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there going to be thirty eagles, 280 land heading on the LZ

(b)(1)1.4a, (b)(1)1.4c, (b)(3), (b)(6) was the JTAC on board they were going to be using FD-3 (FD- Fire Direction net) primary was the initial plan, and the initial infil time was going to be 2150.

SME-JSOAC: Did you get a communication check with the JTAC in the back of the airplane or has that?

NAVIGATOR: Yes, I talked to the JTAC two three minutes prior to the aircraft going down and the reason -

SME-JSAOC: On the fires net?

NAVIGATOR: We were talking on FD-2 at the time; (b)(3), (b)(6) did not have good comms With (b)(3), (b)(6) on FD-3 and his big concern was if you couldn't talk to him on FD-3 that they would get on the ground and they would have any fire support.

SME-JSOAC: Who is (b)(3), (b)(6)?

NAVIGATOR: (b)(3), (b)(6) was the JTAC on board the Extortion helo.

SME-JSOAC: Ok

NAVIAGTOR: So, I was talking with (b)(3), (b)(6), FD-3 was not working so basically his intent was to maintain one single fires net, we were going to do everything on FD-2. So he relayed to me to tell (b)(3), (b)(6) we are going to work on FD-2 so make sure ----and they were---- (b)(3), (b)(6) was up on FD-2. So, I reiterated that to them so FD-3 was completely out of the

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picture both [redacted] were going to operate on a single fires frequency on FD-2.

IO-DEP: Did [redacted] establish comms on FD-2 with [redacted] prior----?

NAVIGATOR: I don't know that he was ever able to contact

[redacted] I know that [redacted] had coms with [redacted]

I don't know if the AWT had comes with him or not.

IO-DEP: OK thank you.

IE: Extortion had comms with [redacted] from helicopter to helicopter on helo common.

[inaudible - several voices talking in the back ground]

NAVIGATOR: Like we said we had one sensor on the 280 Bravo, we had the television on the LZ and then we end up putting the burn on when we heard the one minute call and then that's when I believe the pilot and the left scanner saw the RPG launch.

AIRCRAFT COMMANDER: To back up, we got a three minute out call from Extortion and so we were getting ready, it was zero illum that night, so I'm on NVG's searching for the Helos, I can see the AWT because they are sitting there with their strobes just moving around the objective area.

SME-JSOAC: How high AGL (above ground level) are you?

AIRCRAFT COMMANDER: I think we are roughly 7 to 8 AGL [7000 to 8000] that night. I was looking for the 47, I couldn't see

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their location, but I could see the AWT moving around. They called three minutes out, so we are trying to figure out, we've got the HLZ, we are getting ready to put the burn on and we are just sitting there waiting. A normal one minute, we are waiting two minutes for that one minute out call to put the burn on and just waiting, and we don't know exactly what is going on, but we talk about making comms with the 47 but if they are trying to work something out, so if it keeps going we don't want to bother them in this critical phase of flight, so we're going to just let them continue to move around. And they're changing their run-in heading it sounded like, they are coming from the Northwest now and so there was that delay and then we heard the one minute out call, put the burn on. Shortly after the burn came on we saw- I saw three RPG shots, kind of just ripple-- one, two, three--coming from the south to the north, I was in the southern part of the orbit and I saw, what I saw was either the first or second one make an initial hit, and just a massive explosion, and it just seemed to be stationary and it just dropped.

SME-JSOAC: From your perspective, did it explode in the air and then drop, or?

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AIRCRAFT COMMANDER: It was so close to the ground; there wasn't much movement from what I could tell, but it seemed to just stay stationary.

SMNE-JSOAC: Did you ever visually pick up Extortion 17 before the RPGs were launched?

AIRCRAFT COMMANDER: No.

IO-DEP: No one on the crew did? No one picked them up?

AIRCRAFT COMMANDER: No they were completely lights out and zero illum.

IO-DEP: OK.

AIRCRAFT COMMANDER: It was pretty much impossible to see them from our distance.

IO-DEP: You didn't see the aircraft spinning; do you think that is a function of your perspective overhead; you might have missed that; is it possible that you might have missed that?

SME-JSAOC: From your left your seat you're south of the objective, kind of looking across looking this way ----.

AIRCRAFT COMMANDER: Yes, see here is the crash I saw, was approximately on this part of the orbit looking up like this. For instance tonight the illum is really good and I can see the Helos and I can see their shadow, so if there was any kind of movement rotating, I would be able to see that. But on that night there was no illum at all. So I was only able to see

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lights; I couldn't even make out this road, or any of these buildings, or these little crevass or this little stream down there, it was completely dark.

SME-JSOAC: Any cultural lighting in this area at all?

AIRCRAFT COMMANDER: No, not-hardly at all, I don't remember hardly any cultural lighting even in the objective area; I think it was all pretty much black.

TELEVISION SENSOR OPERATOR: When he called that he saw RPGs come up, I turned off the burn, slid over to him, and that's when I saw the third RPG. And, the third RPG had already started coming out of the tube when the Helo was already on the deck -- it was already on the ground -- impacted with the ground. And, at that point, I mean, the first or second one had to have hit it, and it was a massive fireball. I mean, it just lit up.

IO-DEP: In the air? From what --

TELEVISION SENSOR OPERATOR: It had to have, yeah because --

LEFT SCANNER: -- I was sitting left scanner, I have a single monocle that I look out of-- NVGs so I had like one eye that's just looking normal, and one eye looking through the NVG. From my perspective the second RPG did hit directly. It made direct contact with the helicopter.

IO-DEP: The first RPG?

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LEFT SCANNER: The second RPG.

IO-DEP: The second RPG; I'm sorry.

LEFT SCANNER: I think the first RPG went underneath the helicopter, from my perspective. The second one did make a direct hit with the helicopter and there was a fairly large explosion in the air, but it was split seconds between the time the helicopter was hit. There was that explosion, and then it hit the ground and then there was an explosion.

SME-JSOAC: How many RPGs -- well, assessed RPG launches did you personally see?

LEFT SCANNER: Three.

SME-JSOAC: You saw three?

AIRCRAFT COMMANDER: Yes, I saw three. Yes, sir.

SME-JSOAC: Okay, at this point, (TELEVISION SENSOR OPERATOR, you're focused on your TV on the HLZ; correct?

TELEVISION SENSOR OPERATOR: Yes, sir.

SME-JSOAC: And working the burn?

TELEVISION SENSOR OPERATOR: Yes, sir.

SME-JSOAC: And then what did you do after when you heard this chatter?

TELEVISION SENSOR OPERATOR: As soon as the pilot called the RPGs, I turned off the burn, I slide over to dead nuts; that's what we call in the aircraft, which is 0 in azimuth, -20 in

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elevation which puts me directly about where his (the aircraft commander) HUD (Heads up display) is.

SME-JSOAC: You're guiding him?

TELEVISION SENSOR OPERATOR: Absolutely, yes. So, when I slid over there, I saw the fireball on the ground. The third RPG came out and shortly after, probably 10 or 20 seconds after AWT put down suppressive fire right next to the same location where that RPG came out of.

IO DEP: So, you think they were fairly close to where the point of origin from the RPG attack when the AWT put down suppressive fire?

TELEVISION SENSOR OPERATOR: Yes, sir. We watched the AWT video a few days later and we found out that it was the second ship that was -- it came in and saw the explosions, the pilot saw it, talked the sensor on to it and then they put down suppressive fire.

SME-JSOAC: From your perspective as the crew, do you know where the AWT was when the RPGs were shot physically on the --

AIRCRAFT COMMANDER: I think one was to the north, but I couldn't say where the other one was based on [inaudible] --

TELEVISION SENSOR OPERATOR: Yeah, the aspect that we saw the video, the AWT, yeah, one was over here on this side of the orbit so it had to be off the East.

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IO-DEP: The east --

TELEVISION SENSOR OPERATOR: The east; yeah --

SME-JSOAC: But, you didn't see him though? This all
[inaudible] --

TELEVISION SENSOR OPERATOR: Negative. I'm guessing the other
AWT was behind the other aircraft because he was calling the HLZ

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

and he also said that
this area was clear around it, so --

IO-DEP: Okay, let me ask you a question. Prior to this
mission, how many RPG launches have you witnessed on other
objectives?

AIRCRAFT COMMANDER: I'd say on four different objectives. I've
seen four different RPG launches.

IO-DEP: Okay, so you've seen several RPG launches on other
objectives before this?

AIRCRAFT COMMANDER: And, I can classify this as a bright comet-
like, with glowing sparks leading to a trail.

IO-DEP: Okay, so you're fairly confident this was an RPG type
weapon system --

AIRCRAFT COMMANDER: Yes, sir.

IO-DEP: -- not a man-pad or anything like that. Is that what
you saw?

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AIRCRAFT COMMANDER: I've seen man-pads launched before and it's very different than this. This is more ground-to-ground, you can tell they're not aiming up.

IO-DEP: Right.

AIRCRAFT COMMANDER: It's aspect, in that you can just see that bright glow with the sparks, kind of trailing after it.

IO-DEP: Okay, so from your perspective there was no doubt in your mind --

AIRCRAFT COMMANDER: That's why I called it out, "I just got RPG fire to the north."

SME-JSOAC: Based on what your experience --

LEFT SCANNER: I've seen multiple RPGs on multiple deployments launched at ground forces, as well as helicopters.

IO-DEP: And you concur that it was an RPG?

LEFT SCANNNER: Yes, sir.

IO-DEP: Okay.

TELEVISION SENSOR OPERATOR: And to make this known as well, the next mission that we did after this, there was a Helo that was infilling and got launched at with an RPG, the very next mission that we had, and it was confirmed by AWT that it was an RPG and it was the exact same sight -- or exact same --

IO-DEP: Signature?

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TELEVISION SENSOR OPERATOR: --signature as what we saw on this flight, so --

IO-DEP: Okay, so --

TELEVISION SENSOR OPERATOR: -- there was no doubt in our minds that night it was RPGs.

SME-JSOAC: Okay. So, now walk us through the steps what happened with your crew from the time the Extortion impacted the ground.

AIRCRAFT COMMANDER: Initially, our main focus was to try establish comms with (b)(1)1.4a, (b)(1)1.4c and to provide security around the crash site. So, we immediately --- both sensors came back and started doing a defensive scan around the crash site. This is

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

the compound, on the backside of a wall. So, that was an area of focus. We pointed that out to the AWT who was in the area and we continued to scan around the crash site and attempting to make COMs. At the same time, the electronic warfare officer was making COMs -- back COMs back home station letting them know that we had a Helo down and that we weren't sure if there were survivors until but we were wanting to spin up Dust-Off, initially because we weren't sure if there was anyone that survived --

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SME-JSOAC: When you said home station, are you talking about through [redacted (b)(1)1.4a, (b)(1)1.4c] or who are you --

Electronic Warfare Officer: Immediately, sir, I talked in the MIRC room for the operation itself and getting on SATCOM talking back to the [redacted (b)(1)1.4a, (b)(1)1.4c]

Detachment) making sure that I got a hold of our mission commander here or anybody down in the [redacted (b)(1)1.4a, (b)(1)1.4c]. Started spinning up CSAR and getting Dust-Off out there, passed him the grids and we have our MIRC chat for all this; I've got it up here right now also. Immediately passing grids, saying that we need CSAR, QRF took RPG, and immediately asked other assets in the air to shift their eyes to the crash site; scan for hostiles and communicating with [redacted (b)(1)1.4a, (b)(1)1.4c] to coordinate a HLZ for exfil of any type of downed personnel if there are any survivors.

SME-JSOAC: Okay.

AIRCRAFT COMMANDER: This may be a point worth mentioning. We were under the impression that [redacted (b)(3), (b)(6)]. These are the call signs that we heard on Helo common.

ELECTRONIC WARFARE OFFICER: We never heard 17 until we started seeing emails days later.

IO-DEP: Yeah, I understand.

AIRCRAFT COMMANDER: But, yeah, immediately after the Helo went down the -- we're just trying to analyze where this RPG we

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believe came from. On the northeast side of this building there was a turret, almost like a man-made defensive fighting position on top of a building that was elevated about 20 to 30 feet. It definitely had about a three or four foot wall in front, rounded off, had good line of sight, good 360 coverage for that entire valley basically, and just below that -- actually on the ground level, I think all of those buildings were probably about two or three stories tall. On the ground level there was a lot of movement going on --

SME-JSOAC: So, you changed your sensors then from -- you'd taken them off the squirters? You've got one on the infil sight and one on the POO (point of origin)?

TELEVISION SENSOR OPERATOR: Yes, sir. It was the TV operator. As I slaved over there and saw the third RPG, so the AWT hit a suppressive fire. I immediately called for the IR Sensor operator to slave to me and once he slaved to me, he put a sensor directly where I was looking into -- right on this compound and we have labeled as the POO and immediately we picked up personnel on top of the roof handing off objects. We can't identify what the objects were, but they were handing off objects to the lower levels and they were getting down on those levels and then there was increased activity, up to like 6 to 8 personnel, and they were running around the compounds. I have

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no idea what kind of equipment that they were carrying. We were trying to get AWT's eyes on to PID (positively identify) or try to figure out what their intent was, but the entire time the infrared sensor operator was tracking that.

SME-JSOAC: Okay.

Fire Control Officer: Our infrared guy, he's not here tonight with us. He's on another flight, but basically for my sensor allocation, I try and let these guys know what we need to look at. This is basically part of my job as a weaponeering, sensor allocation portion. So, to go back a little bit when we were basically checking out the HLZ for AWT and for Extortion, I had IR give me a good sweep of the entire area because we didn't have anybody over there, like the aircraft commander was saying and the navigator; I mean everybody was over the objective area and they were getting ready to do a callout, or actions on over there. So, basically we tried to do what we could in the short amount of time that we had because, you know, we knew the QRF was spinning up. The aircraft commander was the one that actually designated us to go overhead because we hadn't been tasked with this mission. So, as soon as we had original eyes-on, knew the whereabouts of 280B, basically the television sensor operator and the IR Sensor operator. Basically, they did their best to try to figure out what was going on in the general

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vicinity of the area because we advertise our aircraft right now

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

snessore operator could probably speak more to it. I'm still new to the air craft, but anyway, our capabilities for scanning --

SME-JSOAC: That's the same ball as a (b)(3), (b)(6), I think, isn't it?

FIRE CONTROL OPERATOR: Yeah.

SME-JSOAC: Okay, so it's pretty good capability?

FIRE CONTROL OFFICER: Yeah.

AIRCRAFT COMMANDER: Really good during the daylight. We could probably get into, but that's probably a different discussion.

FIRE CONTROL OFFICER: Yeah, and we obviously can't PID with it, so anyway, the TV was basically focused on HLZ (b)(1)1.4a, (b)(1)1.4c when the teams were coming in. Normally, we have IR kind of scanning out and giving us a good heads-up on what's going on around the area. Also, the pilot is a visual scanner so he can let us know and talk us on to any kind of tracer fire or RPG or anything like that. So, it was kind of not normal operations for us to lock both of our sensors down at two different locations because it's kind of asking for us to be kind of vulnerable, I guess. We put our teams in a vulnerable spot, so with that, I mean, that was kind of hard for us to swallow because we couldn't have eyes-on and that's why our pilot had to talk everybody on and

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our visual sensors had to let everybody know what was going on because we were basically south of what was going on from everything else. Our eyes were somewhere else, so that's why our hands were tied as far as that goes.

IO-DEP: Okay. Thank you.

AIRCRAFT COMMANDER: The plan that we had was for AWT to escort the Helos in and they pointed out that a point where we were tracking a 380B so we had clearly coordinated with them, "this is what we are looking at" and "this is where we think the threat is" and they've got primary task, this group of Helos. That was the contract going in. It was a little non-standard, but, in our opinion, was talking about in the crew, it seemed just rushed and we were trying to figure out why exactly it was being so rushed for those eight individuals.

IO-EP: Okay.

NAVIGATOR: I think on station, at this time, we had (b)(3), (b)(6) and then (b)(3), (b)(6) and then ourselves, and I think at this point Draco was gone because this was after 2100.

SME-JSOAC: (b)(3), (b)(6) correct? (b)(3), (b)(6) is a --

NAVIGATOR: (b)(6)

SME-JSOAC: (b)(6) the contractor.

NAVIGATOR: Yup.

SME-JSOAC: Okay. Is (b)(3), (b)(6) controlling the stack?

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NAVIGATOR: They were Warden I believe.

AIRCRAFT COMMANDER: I think they were. No, they definitely were because they were controlling once the Helo went down. We declared on scene commander at that point.

SME-JSOAC: Okay, did you make that declaration yours because of your situational awareness or did (b)(3), (b)(6) give you that? Okay, so you were the guys with the best information at the time so you just said --

AIRCRAFT COMMANDER: From the ground point, there was very clearly coordinated from the air point. (b)(3), (b)(6) was still trying -- they were, I guess unfamiliar with on-scene commander and what responsibilities we were trying to establish at that point. But, we had HAWG (A-10) check in to the stack who was (b)(3), (b)(6) qualified so they called back and we had anticipated our contract is when (b)(3), (b)(6) shows up they've got on-scene commander. But we'll establish on-scene commander, initially we've got the best SA, and you know the most people on the aircraft, and that's why we have the best SA so that's why we established that once HAWG got on scene.

SME-JSOAC: And just for the record, the (b)(3), (b)(6) crew is a contract crew it's not military crew.

DEP-IO: One question, just so I'm clear in my mind, and for the record, the first two RPG shots were in very close

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proximity, verse in time and the third was a little bit delayed.
I heard the air craft was on the ground [inaudible]

AIRCRAFT COMMANDER: If it was, it was, it wasn't by anything
substantial --

IO-DEP: In seconds, if you could -- What would you say? Two
seconds? Three seconds?

AIRCRAFT COMMANDER: Yeah. One fire, two fire, three fire. You
know, that's about how quickly it went.

IO-DEP: Okay. Thank you.

LEFT SCANNER: The third RPG traveled further, because it looked
like it fired over the helicopter because it had already gone
down. But, it traveled further, so the TV, it's definitely
easier for him to pick up that third one because it was --

SME-JSOAC: Same point of origin, but since it missed, it went
farther.

LEFT SCANNER: Right.

IO-DEP: In your estimation, and I don't want to put words in
your mouth, so correct me.

LEFT SCANNER: Yes, sir.

IO-DEP: That the aircraft was on the ground when the third RPG
passed over

TELEVISION SENSOR OPERATOR: [inaudible] - that's confirmed.
Yeah, it was definitely on the ground.

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IO-DEP: When the third RPG --

TELEVISION SENSOR OPERATOR: Confirmed. Yes, sir.

IO-DEP: So, we're talking a couple of seconds? Is that true?

TELEVISION SENSOR OPERATOR: Yeah, it is.

IO-DEP: We're trying to capture from the time it impact to how long it was on the ground is what I'm getting at.

TELEVISION SENSOR OPERATOR: As soon as that RPG impacted it, it went immediately down, because when I slaved over to it, to find that RPG -- or when I saw it, it was already on the ground.

That spot -- That explosion spot never moved at any point so it was already in the ravine and it was already on the ground.

SME-JSOAC: Do your sensors bloom out like NVGs do or -- What could you see?

TELEVISION SENSOR OPERATOR: To an extent. The television has a lot more resistance to the blooming effect. We even have filters on our camera that we can go into to decrease that whole blooming effect. But, when I slaved over to it, I didn't go into the separate filter, but it wasn't bloomed out at that point. You could see the explosion very clearly and you could see the point of origin where the RPG came through. So, at that point, there's no doubt in my mind exactly where it came from and the Helo is on the deck.

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IO-DEP: Another question; and this is just for the record, but there are no recordings of this?

AIRCRAFT COMMANDER: No, sir. We have a BDA (Battle Damage Assessment) drive, however it's unreliable and it didn't work. The indications that you saw they had to get actually [inaudible] --

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

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

. When the BDA recorder is not working, the record button and the stop button are grayed out, so basically you do not have the option to click them and this night that we were on the aircraft we tried resetting the BDA hard drive. It's basically a solid state, I believe it's a 32 gigabyte solid state hard drive. Really all we can do is pull it out and reset it to try to make it work. We tried that and I still had the same indications. We also have a back-up hard press button on the FCO (Fire Control Officer) station. We tried pushing that and we got nothing. So, there was no way to trouble shoot any further to get our BDA drive to work.

IO-DEP: Okay. Got it. Thank you.

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SME-JSOAC: Alright, Aircraft commander, when you declared yourself on-scene commander, who were you talking to then and was there contact back with the [REDACTED] or Team [REDACTED]?

Electronic Warfare Officer: I announced it in the MIRC window room so [REDACTED] and every other person involved with that room, which is command and control of every player at the objective, but shortly after the Helo went down, that I announced it in that [REDACTED] head-on scene command.

SME-JSOAC: They acknowledged that in MIRC? Did they --

ELECTRONIC WARFARE OFFICER: [REDACTED] copied.

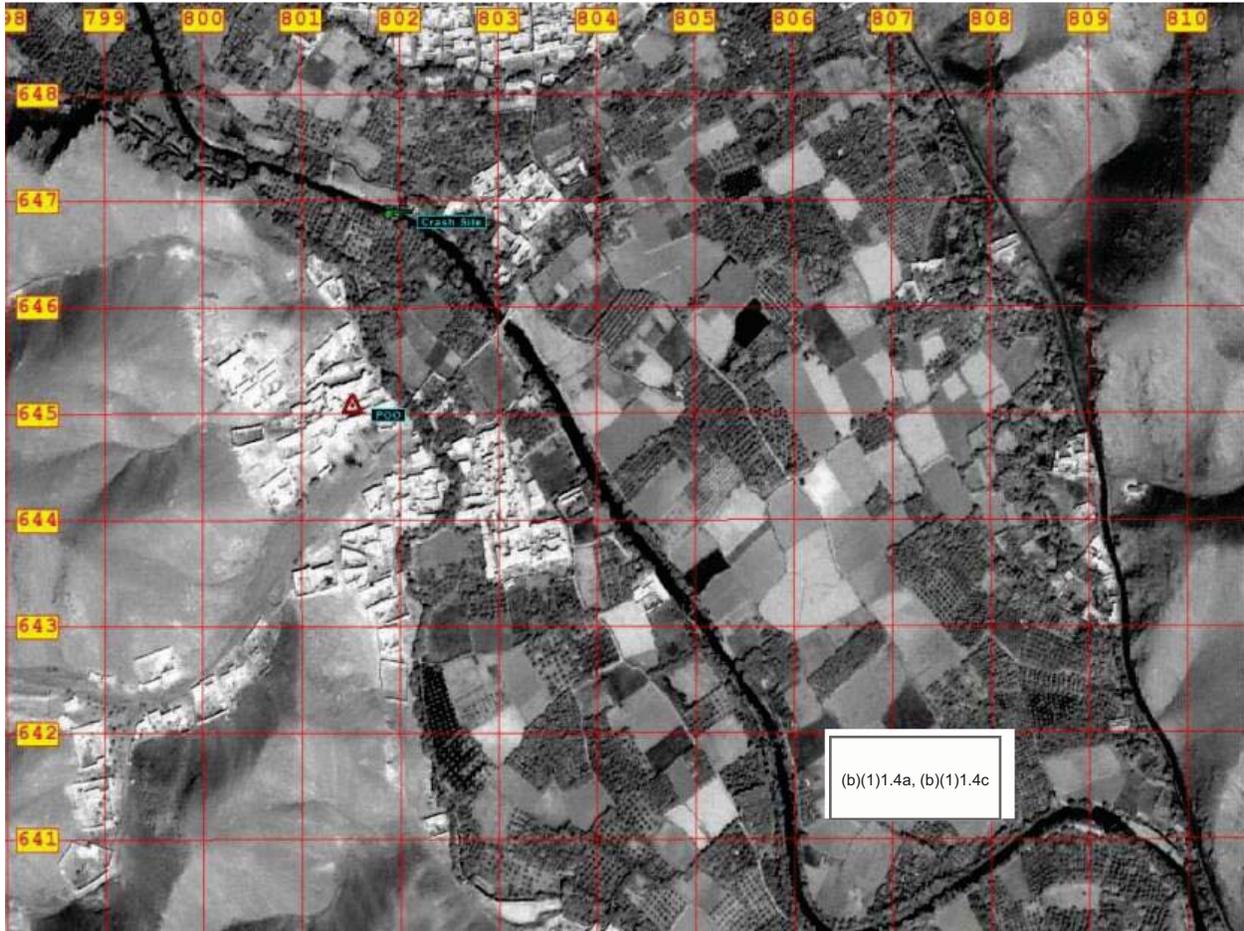
SME-JSOAC: Alright, and then what?

AIRCRAFT COMMANDER: Basically at that point, we're working with [REDACTED] and still trying to establish comms unsuccessfully. That was the extent really of the on-scene commander checklist-- establish COMs with the ground team to try and get their situation passed and pass it on to C2 and it's really -- there wasn't any of that we could establish so our next priority was to sanitize the area around them, prevent anybody approaching the crash site and if anyone had, we would have provided suppressive fires to make sure that area remained clear.

IO-DEP: Okay, another question again, just for the record, but you're fairly confident that the POO was in this built up area here, and not anywhere here in this tree line, or -

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AIRCRAFT COMMANDER: Being that dark, I saw the lights coming from some region in here and that's when I talked the TV operator on to it so he could see better than my perspective [inaudible] .

TELEVISION SENSOR OPERATOR: Yes, sir. As soon as I went over there to that third RPG volley, it's the exact area. It was in this compound right here and the suppressive fire came from AWT; this is the aspect that I was looking at it. And, as we came around, you could clearly see the crash site and that's when I

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saw the third RPG volley and then this is where AWT kind of strafed right there and puts suppressive fire down.

SME-JSOAC: What's your confidence level the POO was from this compound?

TELEVISION SENSOR OPERATOR: It's 90 percent. Just because of the illum, I can't say 100 percent because I can't pick out exactly what compound, but as soon as the infrared operator slaved to me, that's the exact same spot, and our slaving that night was within 10 meters.

IO-DEP: One more question on that. So -- I'm trying to word this so I'm not putting words in your mouth, but--

TELEVISION SENSOR OPERATOR: Yes, sir.

IO-DEP: You were able to observe the launch signature of these three RPG shots. Would that lead you to believe there was no over-head cover? You had a direct shot at where they launched from? What I'm getting at is that the signature wasn't under trees by your estimation or something like that masked it?

AIRCRAFT COMMANDER: Yes, sir, and I can speak to this, I can speak to the signature of what I saw, -- what I saw was a bright light coming from the point of origin, I believe, I could see that complete trail, of sparks leading from the RPG. So, there wasn't -- if you're asking if it was under cover, I would say no, because I could see --

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IO-DEP: There was no --

AIRCRAFT COMMANDER: --a complete track of an RPG from its point of origin to impacting.

IO-DEP: Okay, great. That clears it up.

FIRE CONTROL OFFICER: Just to let you know, sir, also what the navigator was saying, the architecture of that structure on basically had castle-like, circular -- I don't even know --

AIRCRAFT COMMANDER: Columns, it looked like --

(b)(3), (b)(6): --yeah, column formation. So, they're vantage point was by far better than just merely standing in a tree line.

SME-JSOAC: And that piece was elevated above the rest of the compound?

FIRE CONTROL OFFICER: Oh, absolutely. It was definitely --

SME-JSOAC: Like a look-out tower, kind of?

FIRE CONTROL OFFICER: Yeah, it was definitely third or fourth story.

IO-DEP: So, they shot from a third or fourth story?

FIRE CONTROL OFFICER: if you were putting it into story level. I mean, it was a lot of higher than the second floor that we had viewed everyone having [inaudible] --

NAVIGATOR: The elevation of the terrain here also increases pretty significantly.

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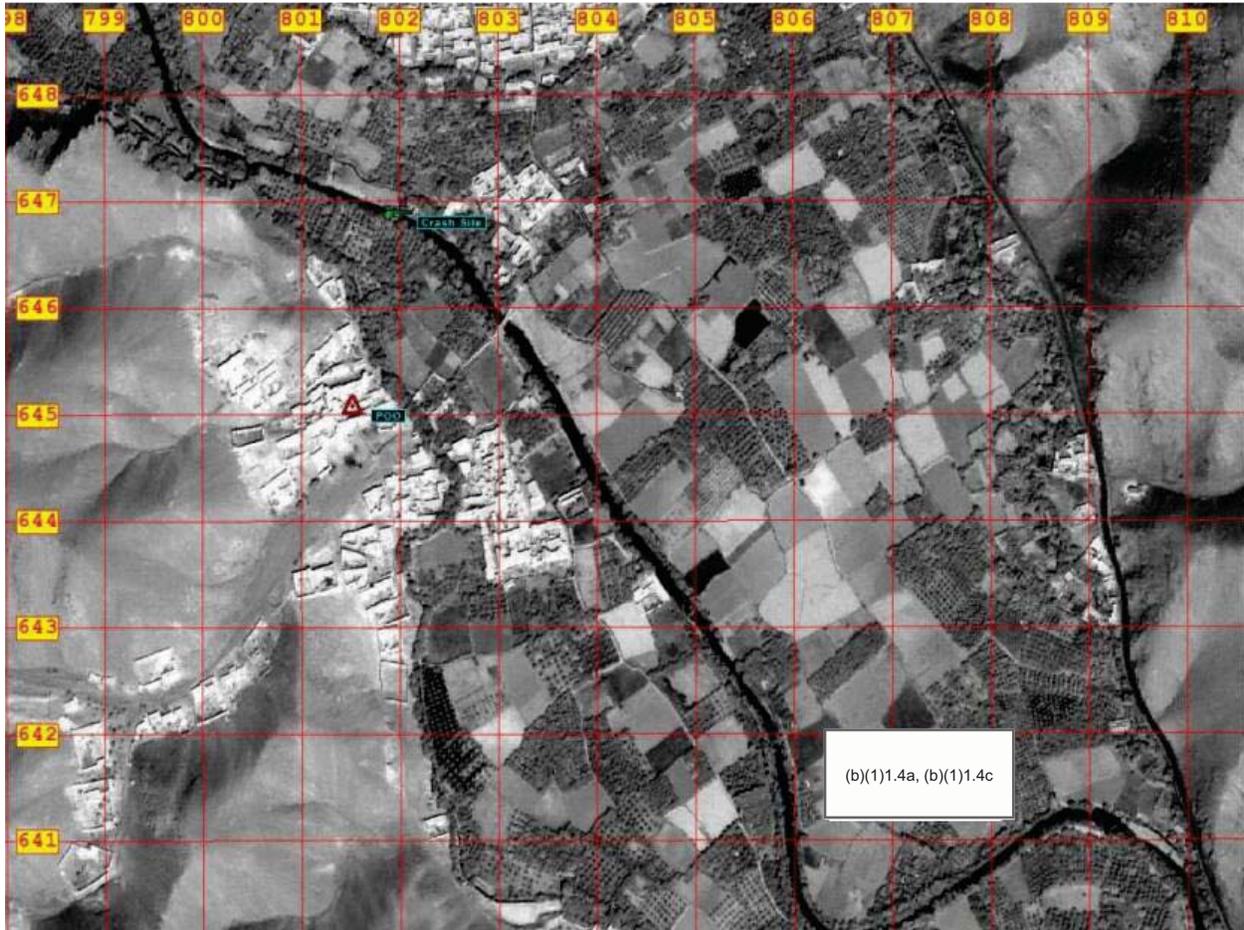
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IO-DEP: Oh, does it?

NAVIGATOR: I think the difference between --

SME-JSOAC: This is high ground here? That's a drop off?

FIRE CONTROL OFFICER: Yes.



NAVIGATOR: Yes, sir. So, the ground level at the bottom of the wadi here, going up to this building is probably about, I would say 15 to 20 feet difference. So, not only do you have the difference in elevation from the bottom of the valley there to the bottom of the compound, but you also have the elevation difference with the turret, where we believe they actually shot

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these RPGs from. So, you know probably in reality you're looking at about 50 feet difference from the top of this turret to the bottom of the wadi. So, depending upon the altitude of the Helo, you know, I don't know what the angle of the shot would have been, but it could have been very well level to, you know, plus 10 to 20 degrees; somewhere in that range.

IO-DEP: Based on the accuracy of the RPG shots, would you assess -- or could render your opinion on whether they had night vision goggles or anything like that.

AIRCRAFT COMMANDER : I would say yes, and that's only because they were fairly far away and the shot was maybe what, 6 - 700 meters?

[background conversations]

NAVIGATOR: Well, actually from where we assessed the POO to the crash site was about 150 meters.

AIRCRAFT COMMANDER: I thought it was a little farther than that, but from my perspective, seeing that I couldn't see the Helos, and I was on NVGs, I would say that they weren't just shooting at noise, from the accuracy that they had, but that's just my estimation.

IO-DEP: Right, I understand. Okay.

ASDAT2: You said that Qalat didn't have a lot of lights?
There's no --

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AIRCRAFT COMMANDER: No, sir.

IO-DEP: So, no cultural lighting that would have indicated they were back light coming in there at all?

[no verbal response]

ASDAT2: And when the shot was taken you were already burning?

AIRCRAFT COMMANDER: They called one minute out, so we but the burning out?

NAVIGATOR: Our burn is probably roughly the equivalent to the size of a football field and we're down here to the south on HLZ (b)(3), (b)(6). I don't believe there's any way that our burn could have highlighted the aircraft.

AIRCRAFT COMMANDER: And we were coming from the south so it wasn't going --

ELECTRONIC WARFARE OFFICER: Just to try and paint the picture here, the football field that the navigator was talking about right here--our vantage point being about over here, so that stream of light is coming down this way to Helo crash site, so they would --

ASDAT2: Opposite side of the water.

SME-JSOAC: What's your communication with the helicopter normally on that? Do they say, "got burn" or do you have any -- do they acknowledge that or is there a --

AIRCRAFT COMMANDER: Typically, no.

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SME-JSOAC: Okay.

FIRE CONTROL OFFICER: They'll just tell us to --

NAVIGATOR: To turn off when you get there?

FIRE CONTROL OFFICER: Yes.

IO-DEP: You received -- just for the record -- no acknowledgement from Extortion 17 of the burn?

AIRCRAFT COMMANDER: No, sir.

SME-JSOAC: Alright, how long did you all stay on the target after mishap.

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

SME-JSOAC: So, about (b)(1)1.4a, (b)(1)1.4c after that. Alright, anything else significant during that time that you saw?

AIRCRAFT COMMANDER: Enemy activity; No, sir. We just saw the activity behind the wall and continued to maintain eyes-on, but no other activity.

SME-JSOAC: No signs of life from the mishap point?

TELEVISION SENSOR OPERATOR: Negative, sir. The only thing that the infrared operator was picking up when he went to the crash site was an individual who got ejected from the Helo and he was to the southwest. He was still in the tree line right there,

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but he had got ejected probably about 10 meters and his body was fully intact.

IO-DEP: Did you see the body get progressively cooler over that period?

TELEVISION SENSOR OPERATOR: Yes, sir.

FIRE CONTROL OFFICER: I saw it as cool.

TELEVISION SENSOR OPERATOR: There's actually a video of that. Somebody recorded our feed that was coming out and there's about a 10, 20 second clip of that track right there. I'm not sure who recorded that, but it's on the (b)(1)1.4a, (b)(1)1.4c

SME-JSOAC: Okay, you all have it? Okay.

TELEVISION SENSOR OPERATOR: Yes, sir.

NAVIGATOR: The other thing also that came up, (b)(3), (b)(6) came in on -- I forget the call sign of the Helo -- When they came in, I don't believe they had COMs with anybody. So, we were trying to reach them on line of site on FD2 --

AIRCRAFT COMMANDER: --CSAR-A we had--

NAVIGATOR: Yeah, we had CSAR-A. Basically when the (b)(3), (b)(6) came in on the Helo, they came in from a different --

SME-JSOAC: Did you know they were coming inbound? Did you expect them?

NAVIAGTOR: We knew they were coming inbound, but nobody had COMs with them.

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ELECTRONIC WARFARE OFFICER: *[inaudible][several speakers]-*

That's the (b)(3), (b)(6) Flight—a two ship of UH-60s, backed up by another two ship of UH-60s, but the other two of which never showed up.

SME-JSOAC: And you got that from MIRC, or how did you guys know that?

ELECTRONIC WARFARE OFFICER: That was all over MIRC, and we have all those logs if you want those.

IO-DEP: Did you submit those? Did they take copies of the MIRC?

ELECTRONIC WARFARE OFFICER: They did.

SME-JSOAC: They're in our files.

AIRCRAFT COMMANDER: As well as these story boards that we're talking about.

NAVIGATOR: But, yes; once they landed -- they landed basically in the vicinity of HLZ (b)(3), (b)(6) and then the Pathfinders moved their way up. This was already by the time (b)(3), (b)(6) and (b)(3), (b)(6) were already pretty much onto the crash site, already by the time the Pathfinders came in; but, that being said, nobody had contact with them and they basically -- the Pathfinders moved up into the crash site which was already being secured by the Rangers without talking to them. So, that was one concern that we had and they basically infilled--I want to say it was about

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10 - 15 minutes before we actually left, so they were on the ground. They were moving towards the crash site and then we left.

SME-JSOAC: Okay, so give me the whole tactical situation on the ground when you guys cleared off.

NAVIGATOR: Okay, so when we cleared off, (b)(3), (b)(6) and (b)(3), (b)(6) had already made their foot patrol all the way up to the crash site, so they moved the two kilometers all the way up until Extortion went down. It took them about 45 minutes once they realized that their mission had shifted from Lefty Grove to this Fallen Angel. So, they basically came up along the road that's on the east side of the wadi here, and they came up to this point almost due east of the crash site, and then came down through the wadi over to the crash site.

SME-JSOAC: Okay, so both ground elements had linked up and they were at the --

NAVIGATOR: This was (b)(3), (b)(6) and (b)(3), (b)(6) so all the friendly forces that were on Lefty Grove had moved up here. By the time that they were within 100 meters of the crash site I believe is when (b)(3), (b)(6) came in to drop off the Pathfinders and then shortly thereafter we left, so when we departed station there were -- the Rangers had already gotten to the crash site and started securing that. The (b)(3), (b)(6) were on the ground at

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that point. We had Hawg 73 with (b)(3), (b)(6) and had passed on scene commander to (b)(3), (b)(6) we had (b)(3), (b)(6) was still on station.

(b)(3), (b)(6) was on station. -- Chapman, ISR - (b)(3), (b)(6) came to rip us out. So they were also on station.

IO-DEP: Is there anything you'd like to add anything we should have asked? Any points of clarification?

TELEVISION SENSOR OPERATOR: No, sir. The only thing that I would like to add was during this entire time after the flight went down, and we're doing our defensive scan, we scanned all the way to the south, we scanned to the north, we scanned everything and the only activity that we ever had was from the POO site. There were people running around, handing objects back and forth. Running back and forth between little buildings like sheds and compounds and things like that and, like I said, we saw those objects they were handing down from the roof --

SME-JSOAC: How long did that activity sustain itself post impact?

TELEVISION SENSOR OPERATOR: We saw it all the way until the point that we left.

SME-JSOAC: Okay, so there was activity in that compound [inaudible] --

TELEVISION SENSOR OPERATOR: Yes, sir, and that was the only activity that we saw in this set of compounds and the one to the

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north. We searched everywhere just making sure that no one was going to try to make their way towards the crash site, and be prepared to do anything about that situation whatever arose.

AIRCRAFT COMMANDER: One thing I'd like to point out too, is normally we -- well, not normally-- we'd like to roll with the Direct Support officer, a Hobbit we call it, he has capability to monitor push to talk and things of that nature. We were not able to have a DSO for that sortie on this particular night, however, (b)(1)1.4a, (b)(1)1.4c did arrive on station. They were saying they had a lot activity in a certain range. I'm not sure if they were using push-to-talks in this entire region to coordinate their activity, but it's something that I think needs to be at least addressed or looked into.

SME-JSOAC: No, that's good. (b)(1)1.4a, (b)(1)1.4c

AIRCRAFT COMMANDER: Yes, sir.

SME-JSOAC: They came on scene sometime during your coverage.

NAVIGATOR: After the Helo went down and prior to our departure of station.

SME-JSOAC: Did they have a DSO on board or just part of their suite?

AIRCRAFT COMMANDER: No, sir; part of their suite. They had a whole booth in the back that --

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TELEVISION SENSOR OPERATOR: I believe all their traffic was on MIRC as well?

ELECTRONIC WARFARE OFFICER: Yeah, their information, as they passed showed up in the MIRC room so on the logs that you have. So, the first message we received from them was the one, if you look in the logs, talks about planning an attack on the downed Helo.

TELEVISION SENSOR OPERATOR: And there's another message saying that two individuals are starting to brag over the net and they actually said their names over there too.

[The interview was concluded.]

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