

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 2. DATE (YYYYMMDD) 3. TIME 4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME 6. SSN 7. GRADE/STATUS
8. ORGANIZATION OR ADDRESS

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

IO: Can you please tell us your name, rank, unit of assignment and position you are in.

WIT: [redacted]

IO: What is your unit?

WIT: I am in [redacted] as one of the [redacted]

IO: What is your last four?

WIT: [redacted]

IO: What is your MOS?

WIT: [redacted]

IO: How long have you been at the facility?

WIT: I have been at the facility for almost 1 year, and I am fairly new to facility. I went to flight school in November of 2007 and went straight into a deployment with the [redacted] as a [redacted] and mad [redacted] while I was over there. I came back and went [redacted] course in 2009, then to [redacted] in 2010 and 2011 then I came back took the [redacted] and shortly after that got hired flying [redacted] bringing guys out to oil rigs. I then went to the [redacted] course and after that got hired on by the facility, roughly just under 3000 hours total time.

IO: When did you do the IE course?

WIT: Recently, around last year in [redacted] 2014.

IO: Can you take a couple of minutes and reflect and take us back into the flight planning, and mission briefs of Thursday and Friday and tell me the story of how you got the tasking and what you did in the whole thing as detailed as you can?

10. EXHIBIT 11. INITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 14 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING 'STATEMENT OF [redacted] TAKEN AT [redacted] DATED [redacted]
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED 2015/03/20

9. STATEMENT (Continued)

WIT: The months leading up to this Mr. Griffin the pilot commander of MOJO 69 the first aircraft who is our battalion standardization pilot, had been trying to get customers to increase our training value and provide more experience than just flying the General from point A to point B. He got in touch with some of the MARSOC guys that were coming down to Eglin doing some training. He started talking to the guys out of 5th or 7th group and again he was trying to make us more marketable. And he was with the MARSOC group trying to coordinate training events with them. The week prior Wednesday the 5th thru Saturday the 7th we landed in Destin and got the rental vehicles and went to Eglin and did some time and target stuff with them and started acting like their J3 LNO because it was training for their Joint Tactical Operational Controllers (JTOC). We were just trying to be an LNO for them so their JTOC could see how he operates with aviation in general as far as airspace, coordination, and stuff like that. We went out there with our mission planning computer, myself and G Wayne are both [REDACTED] so were both on the computers. We were starting to get a good handshake with them and we did the mission planning and we flew a time and target for them up to Camp Shelby, MS we came back and everything was good and I believe that was Wednesday. I believe all we did for those few days were time and target stuff for them, and we were starting to work the good handshake piece with the MARSOC guys. So we came back on Saturday and throughout all of this Wayne and myself were starting to work on SOP's for stuff we were getting ready to do. I think I wrote the SPIES and infiltration system and Wayne was working on everything else. We had all the SOP's for [REDACTED] to sign them and all that good stuff. We came back Saturday and it was drill weekend and we were getting the aircraft prepped for the following week, making sure seats were out, straps on the floor where they needed to be, making sure all tie downs, slings, and stuff like that were where we needed. Once we got all of that together we came back in on Sunday and we had a 1600hrs meeting at the Alpha 15 pad on the Hulbert training area. We got to Destin around 12noon on Sunday but we couldn't check into a hotel so we drove around trying to kill time. We get in the aircraft around 1530 or so and go to Alpha 15 so that we could actually get face time with the guys. We meet all of their major key players and start going over the training schedule and they wrote down what they wanted, the type of maneuvers they wanted to do, the crawl, walk, run phase because for some of the guys its their initial qualification and for some it was recertification. After the meeting they came out and looked at the aircraft and everything looked good, we hung out that night at a little bar and grill. Myself and Tom Florich left at about 1130pm and Wayne and Dave went to AJ's another bar and grill and they were back before we were, and the other guys came back shortly thereafter. On Monday, we decided to depart the hotel at 11, and do whatever required maintenance and I couldn't tell you what time we left that day as far as I can remember. We cranked up the aircraft and went out to the Alpha 15 pad again and shut down, and after every training event we would shut down and have a quick little AAR. Both aircrafts did 2 dry and 2 wet iterations on SPIES. So over land they would hook up and pick up, then we flew and there was a 300 foot antenna about 3 miles away from where Alpha 15 was. [WITNESS STARTS EXPLAINING THE DISTANCE]. We would pick them up and would go just along the beach and make a little run and come back at whatever altitude they set. With their slingland they set 375 feet as our flyaway speed. We were keeping about 400 to 500 feet for clearance for them. I also went thru all the safety briefings for them if we have any kind of emergency since all the operations for these guys everything was off the left door if anything happened we were going to slide to the right if we had to shut down for anything. We also had one of their, I think he called himself a cast master or jump master but he was their head guy. He was in the back always on COMMS so if anything happened while we were hooked up with these guys over water we would cut the slings, because the marines was good with swimming, but anything over the land was obvious for us to set down gently for them and take appropriate action. So we flew around the tower I think it was no faster than 50 knots ground speed flying back and forth, and Wayne's aircraft did 2 dry iterations and 2 wet iterations and my aircraft did the same thing. Shortly after that both of us went out there together [WITNESS EXPLAINING DISTANCE] Sound DZ is roughly 2.1 miles from center grid to center grid, and where we saw the boat was hanging out right here but once it was over the boat was no more than 25 meters away from us. We did 2 day iterations with boats we had the doors off the whole time I was [REDACTED] for that one and [REDACTED] was [REDACTED] for that day. In all these operations these guys were out the left door, and so when the do the boat iterations they do 10 feet pushing the boat out 20 feet or whatever it is because initially they said 10 feet but then they said it was a little too low for rotor wash and stuff like that. The scheme of operations where they do this for the boats is stable hoover is 10 foot we have the air assault rings and I don't know what they are actually called but you have the four red rings that go inside the cabin for the air assault package. We had the cast master on COMMS and you had the belay guy that had the boat with the carbine or thru the other ring to where his hand wouldn't get caught up in it. He would belay it down and all the other guys in the aircraft would kick the boat out and unstrap it and belay it down in the water, and 2 or 3 divers would jump out and start inflating the boat and everybody would get out and the belay guy would be the last one to get in and cut the belay and then the cast master would come off comms and get in the boat. We did a day of iterations of that and everything was fine and we came back and did the AAR. The night iterations Wayne only did the night SPIES, I think it was just him because of the timeframes. He did them but I think we both did the boats. The first time I think they did it with no assault packs and then the second time they did it with a day pack and a dummy weapon. We land back and that day we

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STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

WIT: Being that we were out there all day everybody was extremely tired and we came back to the hotel that night roughly 2130 or so and everybody is exhausted and so we ate downstairs in the hotel restaurant and everybody passed out. Later that night Wayne sent out a text of a showtime of 1430hrs depart the hotel. So I hung out in my room all day until about lunch. Me and _____ went to get a hamburger and some souvenirs for the family and the other guys I think just hung out by the pool. We left the hotel at approximately 1430 and get to the airfield and did the required maintenance of getting everything ready and we leave there to arrive at Alpha 15 at like 1600hrs. The only thing they wanted to do was one day boat and one night boat operations and they just wanted to fix whatever issues they had from the night before and go from there. Let me back up, they wanted to do day ladders and a night boat because they had some airspace confliction with some Air force guys, the conflict was that we couldn't take off until like 1900hrs because they had that block of airspace right around Hurlburt. So they changed the training schedule to where we would just do day ladder and night boat. Wayne's aircraft went and did 2 dry ladders and 2 wet ladders with the helo-cast. We picked them up and it was like 7 to 8 of the groups and we took them to the water and guys helo-casted out 10 feet we were around 10 knots and everybody jumped out and pick up on the ladder and hooked their fins in and then he came from Sound DZ back to Alpha 15. Everybody got back and we just repeated the same thing. When we shut down we waited until it got dark and went back to their little TOC area that they had about 200 yards away. We sat down and ate hotdogs and hamburgers with them and just BS'd around until they got ready for us. Around 1900 roughly I think is when the airspace was ready so we started walking out there getting everything ready. I think before that during the day they loaded up the boats because they could see better. Once they loaded the boats up we went out to the aircraft and started briefing the crews like "hey yesterday this worked." Because the same crews that did the boats were the same people on the same aircraft. Our _____ and _____ said, "hey this is what worked yesterday and what went wrong...we kept getting hung up with our weapons and stuff like that." So we started talking about that and we had actually gotten into the aircraft after they had talked because we thought Wayne was ready to go and I went and asked the _____ what were they doing and he said just hanging out in front of the aircraft. I get out and go talk to Wayne and ask him is everything good and he said yes, but then we started talking about the weather. So Wayne said he was going to check the weather and I don't know where he checked it either from his phone or from Hulbert and get a dash 1 from them. But he said that the area forecast is showing anywhere between I want to say either 500 or 900 feet up to 1500 feet with tops up to 25 and he said that it was to let me know that it was showing like up to 7 miles visibility. He said if we have to go to inadvertent IMC or we have to go into the clouds he said he was at 35 and I am at 45 present heading and stuff like that and that the airports we were going to go to are Hurlburt because it was just right there, Eglin, Whiting, Pensacola if we had to, and Panama if we had to. He said that these airports are showing anywhere from 400 ft to a 1000 ft with 5 to 7 miles visibility. He said we had plenty of options and we've had up to this point in fuel I had 1900lbs and he had about 1600lbs because he flew a little bit more than me so we had plenty of gas and plenty of options. He asked me if I was good and I said yes I was good, and so we are sitting here and we could see roughly 3 miles landmark for the tower and we could see all the way across the bay. I've got 3 miles and I got SAR's and all day the sea had just a little bit of haze that just comes along the beach. So we were like alright everything looks good, and I go to my aircraft and _____ had finished talking the brief with the guys in the back and I kinda briefed the crew as it related to the weather that if anything happened we were just going to putt putt over there and were not going to be screaming over there 50 to 70 knots over to the DZ do the thing and come back real nice and easy. The humidity was there and our windows were kind of fogging up because we had just been sitting there on the beach all day. We crank up, put the wind shine ice on and turn the heat up just in case there is something in the P-duct system there we can burn it off the windshield. I remember making a joke about it because our P-duct was glowing red. So we are sitting there and we take off at approximately 2000hrs and Wayne was facing the opposite direction he was facing west and I was facing east. We were essentially parked right next to each other because during the day all the stuff was over on the east side of the helipad. He takes off and makes a pedal turn and I take off right behind him. [WITNESS DEMONSTRATES OBSTACLES] The obstacles we knew about was our antenna there was some buildings right here with a small telephone pole maybe 25 ft and associated with the road was antennas along with wires and right here at this point were 2 dead like Cypress trees no branches about 15 ft and it just stuck out along the shoreline. So we take off and they take off Chalk 1 and _____ switched seats and so _____ is in the _____ and I am in the _____ I got _____ right seat crew chief and _____ is left seat crew chief. We take off and we are kind of on a very loose trail 10 - 15 disc and so Sound DZ is roughly right here. We get going and Wayne is right here and we are about 10-15 disc behind him and as we go along he crosses the wires and as soon as we took off the fog started rolling in and instead of making the determination right then we decided it was just a little wisp of something. We could see something was rolling in but my landmark was still there so he crosses the wires and I ask what altitude are you at and he says he's at 75 feet and so essentially here is our flight path it was just a direct line to it. He comes and cross the wires and I ask what altitude your at he says he's at 75 and _____ crosses at 85. We're still calling out I got this fog, I got the wires, I got whatever it is and everybody is calling out references. Right here there is a small buoy and it has a small flashing light on it and we get just

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STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

about over crossing the wires and I'm looking out my doors across from the wires and at that point I see somewhere in this vicinity that a cloud had rolled in between us and I was like, "hey man if you don't mind put your search light on." So he puts his search light on and off real quick and as soon as he does I see him right away and the lighting formation that we have is just our formation lights because you can't see the LED lights and it washes your goggles out and you can't see them. So he had his formation lights up bright and that was both of our lighting configuration. So he turns on his search light real quick on and off and as soon as he turns them on whatever that little bit of fog that rolled in had rolled away and I had him again. So about that time is when he had went over the wires and by then he had already beached out so he is somewhere in this vicinity. About right here _____ is getting ready to start losing his references with the ground because you are going over the beach and at about that time we see what looks like a 30 degree angle from him and he's like "hey man we're going in." The way his tone of voice was it meant he was punching in the clouds because that's what we had talked about. It was no kind of distress it was G Wayne's normal voice and I see what seems to be a 5 degree nose low altitude and a very steady climb. The mike model has upturn exhaust and with the goggles you can kind of see a little bit of exhaust and you could see the exhaust coming out of the tops and there was nothing out of the ordinary. I remember looking thru _____ window and all of us was looking and it was like ok it was a stable climb and you have an IE and a IP in there and they are doing exactly what they are trained to do. The rule of thumb is that Chalk 2 doesn't follow Chalk 1 into IMC conditions so at that point we are still somewhere about right here and we saw 5 degree nose low, steady climb, and still generally heading into the northeast. I was like ok they are good. I come down and I transition out my door and I say to _____ that I have the road and the wire still in sight would you like me to take the flight controls and he says yes. So I take the flight controls and I parallel the road and I Z access plunge which in the mike model it's all automated and so I press a button and the aircraft goes into a hover deceleration at 2.5 knots per second. It comes to a steady hover so I let the access plunge while it is in a steady hover just to make sure the aircraft knows where I am at, the crew knows where we are at, and so I don't induce any other kind of orientation. And when I did that just briefly I turned my search light on and off for them just in case they started to drift. We are sitting there for about 5 seconds or so to let everybody to catch up and get straight again. _____ said that he had the road and the wires in sight and at that point I did a pedal turn with the collective so we are parallel pointed straight at the wires at this point and went flight director standby so now the autopilot is flying it. _____ is calling out my altitude and we crossed the wires at 75 feet again and somewhere about right here and as we crossed the wires I don't remember if I asked _____ to or he did it but he pulled up Alpha 15 back in the GPS so I could at least have a needle pointing to it and we could at least have a countdown for it and he gave me a left/right heading and a distance. He was calling that out and we also knew there were 2 poles associated with the building. So we come across and we come back and fly over this way and there was some light associated with everything in the air and so you could see all that stuff. I went down and I think I tried calling 69 just to see how they were doing. I understood they were busy so I didn't give it any thought as to why they didn't answer back. I came and landed back on the helipad and stayed on COMMS and one of the guys in the back said, "Holy hell man, that got dark really quick!" He was glad we made it back and was kind of joking about it so we stayed on the APU so we could have radio communication. I tried calling him again and I got no response. We shut down and probably lost contact between 2010 and 2015 somewhere around there. I think all of this initially I said approximately 2030 but I think it was a lot quicker than that. So we shut down and start walking back and I said has anybody heard anything from them, and even one of the marines on the ground asked had we heard anything from them and I said no. I sent Wayne and Dave a text message immediately that said, "you good?" I think the _____ sent Tom and Lance a text message as well. We didn't hear anything back and then we started to panic a little bit because usually the crew chiefs can answer. I came back to the aircraft and got on the APU and cranked up the COMM guard panel to where we were pushing out on the emergency frequencies. I tried to call Eglin but we were too low, so we couldn't get in touch with Eglin. I got in touch with some .com aircraft and I said that I was looking for my sister ship and he does 2 calls for MOJO 69 and said he was sorry he didn't receive nothing. So we just shut down and I go back and ask has anybody heard anything from text messages and everyone was like no. So then I call all four of the crew members and everyone of them goes to voicemail so of course my heart sinks and panic ensues. At this time the marines had one of their zodiac boats and they said they would get swimmers in the water. _____ and I started calling, I called 1800weather brief to see if they could get in touch with people in Pensacola because I couldn't get Eglin's approaches phone number. So they had guys do ramp checks of all the airports we talked about and Eglin had called me and said that nobody had COMMS with them and asked if we wanted them to initiate a search and rescue. I said absolutely and the search and rescue started and I called our _____, then I called _____ both no answer, and then I called my _____ He answered and I said, "Hey sir, I can't find MOJO 69." He said alright and I gave him a brief description and he said he would call me back after he called _____ . _____ called me and that's when it started getting spun up. _____ and I went to a marine _____ and he was _____ and he had a vehicle with a radio and throughout all of this we had an internal frequency for them _____ was the ground guy and then _____ or _____ was the swimmers.

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STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED [REDACTED]

9. STATEMENT (Continued)

As soon as we started turning around he called to not drop so we had already started coming back. He called 69 to say don't drop and [REDACTED] actually answered him. After we got the search and rescue initiated [REDACTED] and I got into the truck with him and went to where we thought we saw them last along the shoreline. We walked about 4 to 500 meters along the shoreline to see if anything was there. After that the fire department got out there and around 4:30 we left the sight once we started seeing some of the debris come in.

IO: That's tough.

WIT: Yeah, that was pretty much the schemes and maneuvers of everything.

IO: Can you think back to the briefing with Brian and your conversation with [REDACTED] ?

WIT: Yes sir, when [REDACTED] briefed us he was just loud and obnoxious and it's just his personality. He jokes and pokes fun at everything. He was like "y'all go out there and don't screw anything up," you know he was just joking normal conversations. He would tell us that even if we were just going to the gas station. So nothing was out the ordinary but Wayne wanted to put all the risk assessments on one sheet and just put the dates and he was like y'all better fill one out for every day. Wayne didn't think we should do that and they were bickering back and forth because we were going to go to [REDACTED] and have him sign them so we made one for every day. [REDACTED] briefed us and we went to [REDACTED] office both Wayne and I and [REDACTED] told us to be careful and we all joked kind of back and forth about the Fries bar that Wayne has been trying to get and there was nothing out the ordinary. We talked about the 1000ft ceilings for goggle operations, and we were to check in with [REDACTED] every night, make sure we did an AAR and they wanted to keep track of how many pax and stuff like that. He wanted us to establish a good relationship nothing crazy or out of the ordinary.

IO: So in your conversation with [REDACTED] and [REDACTED] was there any specifics about the mission beside the daily end of the day communications with [REDACTED] any other dialogue or conversations we should know about?

WIT: Not that I can remember, there was a bunch of small talk about Guard finances taking an aircraft away and stuff like that. From my understanding G Wayne had already done up all the SOP's and had him sign it. My understanding was that he had the conversation about all of that prior to [REDACTED] was like just go out there and he knew that we both had the experience and he wanted us to just do our thing and be safe.

IO: You talked about going out on the 5th and supporting those guys was that the same group?

WIT: It was a different group and one of the guys were like the JTOC mentor and he just happened to be on both of them. He and the LNO guy were the only repeats. One other guy was with us the week prior on my aircraft.

IO: Had you worked with the marines or MARSOC guys before?

WIT: I have in the MEDAVAC side in [REDACTED] we were on their compound before. I knew one guy that was on my aircraft he was in [REDACTED] the same time I was. Me and Dave both and that was my first meeting with them, but as far as this stateside I keep up with one of them on Facebook. As far as the assault battalion it was the first time but myself and Dave had met them before.

IO: The task that you talked about with [REDACTED], [REDACTED] or whoever did you guys talk about the INFIL, XFIL, or the ladder how did that go?

WIT: We were all with G Wayne and were sitting there talking about airspeeds, helo-casting these guys, less than 10 knots if possible ground speed because the airspeed indicator wasn't reliable. These guys jumping out for the SPIES, the way the safeties are hooked up and they showed us how they hooked them up and all the different safeties with it and picking these guys up because they wanted 50 knots but the water temperature was 60 degrees. We talked about this prior to and from what Wayne said the water temperature was like 61 degrees. For the risk mitigation we had a rescue boat in the water with a rescue swimmer and a rescue

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STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

WIT: We talked about how we were gonna hook up on the water and they talked about they want us coming out a little bit faster so we were not dragging these guys thru the water and stuff like that. With the boat if anything happens they would just kick the boat out or if anything got stuck they would just cut it and if it sinks to the bottom they would just go swimming and dig it out you know. On the ladders they talked about 80 knots with people on it but they wanted it at 50 knots across the board and the altitude associated with it again was 375 with the SPIES. They didn't have anybody external on the ladder when they was flying. They said if we need to crawl, walk, run and as the guys were starting to climb up we could start flying away. I don't know if they did because we stayed shut down whenever they did the ladder operation. I know we talked about doing para-jumps and freefall but that was going to be later on during the week. So it was just the hel-cast, SPIES, ladder, and boats. So we talked about all of that and we took Facility #2 SOP for the helo-cast because they do it for Ft. Polk all the time and it we briefly went over that. The airspeed was dependent on them and that was the rundown we got of it.

IO: Have you ever done these task before?

WIT: No.

IO: Has Dave?

WIT: No sir.

IO: And what about [REDACTED]?

WIT: No sir.

IO: Do you know if G Wayne had?

WIT: I want to say yes, I think he did some stuff in Iraq the first time that they went, but to say yes as a definite answer I don't know. I would be lying to you if I did.

IO: Who was the AMC?

WIT: Wayne.

IO: Did you guys as a flight in any of the rooms or at the hotel do a A and B and talk about what was going down for the week?

WIT: Everything prior he sent out a text saying we're meeting up and leaving Sunday and staying at this hotel and stuff like that. We did all the A and B when we were at the table with those guys giving a safety briefing like you know frequencies, 3295 for internal for us, we didn't think to do a standard IMC as far as like a battalion TACSOP you know. We just briefly went thru everything and basically hit the high points but nothing out of the ordinary as far as an A and B. If anything happened we had plenty of places to recover as far as maintenance issues or anything. We would just shut down at the Alpha 15 pad because it was a secure area.

IO: So you talked about the weather, and you talked about [REDACTED] what he put on for weather restrictions. But as crews what were you planning on when you and G Wayne got together and were planning this what was you guys shooting for concerning weather planning?

WIT: As far as our go or no go planning it was whatever the [REDACTED] said. We were a 1000ft ceiling and 3 miles I think was the risk assessment. I would have to look at it again, but that would probably be it.

IO: I haven't had time to look at the facility, but what is the weather runs you guys run?

WIT: 401 planning minimums for IFR is suppose to be flown. I think it's still 100/3 goggle and maybe a 500/2 a day as far as a low risk but off the top of my head I would have to look at it.

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STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: Crew briefings as flights?

WIT: As far as individual flights it was just your general brief, we didn't go thru the whole sign, scan, sectors or anything like that. We've flown with these guys enough and so complacency always plays a key you know. Whenever we started and came back everybody was in for the A and B as far as emergency procedures wise, everybody knew what to do as far as goggle failure and EM that is a complacency thing. When we got to the potential IMC and stuff like that I feel we did a pretty good job of briefing that, but as far as like if we have a down aircraft to stay inside the aircraft we didn't really hit in depth on that.

IO: Now you said that only one of the guys carried over from the previous training that you did on the 5th. So briefing the passengers were done where?

WIT: At Alpha 15 at each respective aircraft

IO: When you're going thru the mission approval process the risk assessment for the mission what did it end up as?

WIT: It was a High.

IO: Do you know what drove it to a High?

WIT: I think the seats out with pax was one of them and I want to say the INFII/XFIL, SPIES also drove it to a High. Again without referencing it I haven't seen it since.

IO: Being a [REDACTED] guy what products did you have Kneeboard wise?

WIT: Kneeboard was really nothing I had the maps in the airframe where we could see all the proper maps. We had internal frequencies as far as us. The [REDACTED] had the Eglin approach, the Pensacola approach, I think Hurlburt Tower, and Eglin mission which is like their range control we had them up and then had Hurlburt ILS. I think Eglin had [REDACTED] or something like that and we had a few NAV 8's in there and about 5 or so GPS points Alpha 15, Sound LZ and a few others they wanted to do in land when we do the para-drops. I think another one when we were gonna do the over the horizon one. As far as kneeboard packet there was no real defined A and B card or anything like that, no sir.

IO: You said it was crawl, walk, run when you developed the SPIES portion of the SOP?

WIT: Yes sir.

IO: So you were using whose SOP?

WIT: It was taken using the Blackhawk ATM the 350 or 360-12. I think it was one of the SOCOM manuals 350-6. It was a lot of cutting and pasting and a lot of google and the New York website has a lot of stuff as far as the products online. We were trying to find stuff on AKO and we were trying to see what best suited us. We took one of the first SOP's that Wayne made and we were trying to mirror that one. I think Wayne did SPIES and I did ladders. I tried to mirror the way he had it and writing out of the 350-6 and ATM's and stuff like that so.

IO: So you been with the unit since 2007, so what is the normal procedures as your away from home station for grabbing weather, grabbing briefings?

WIT: 1800Weatherbrief

IO: Did you say G Wayne grabbed the weather?

WIT: Yes sir, I don't know where he grabbed it from, he may have called or check his phone. When I walked up to him is when he

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STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: Did you or [REDACTED] grab the weather?

WIT: I think maybe I looked at my phone by Hurlburt and that was about it, but I think that was the 400 or 900 foot but I don't remember the actual altitude. I just looked at it and I didn't dig into it. I think I checked Whiting but I don't remember.

IO: So you talked about the HUD, you guys normally guide one in HUD?

WIT: Yes sir, its a lot better than Mike models and Alpha models, it's a 18 second delay or whatever for the velocity vector.

IO: Do you know if G Wayne or Dave were on goggles and HUD?

WIT: I will almost say its 100 percent fact because prior to we sat around and talked and Dave mentioned, "Hey man we using HUD." Wayne was very adamant about it and he said absolutely. He was very adamant about us getting the HUD's.

IO: Do you know who was sitting left seat and right seat?

WIT: I'm going to say Wayne was left seat and Dave was right seat the whole time. Lance was left seat crew chief and Tom was right seat crew chief.

IO: Lance was?

WIT: Left seat and Tom Florich was right seat

IO: When you guys were filling out paperwork with [REDACTED] what were the statuses PC, IP, SP, IE,

WIT: For Wayne it was SP, IP and for [REDACTED] and Dave it was IP, PC. I don't remember we had IP but I don't remember what the other symbol was. The other symbol didn't matter because we all have jobs.

IO: So G Wayne was SP?

WIT: I am almost positive, sir.

IO: As we look at the diagram you guys talk about going across and that you lost sight of G Wayne about where?

WIT: [WITNESS EXPLAINING DIAGRAM] Briefly, right here a set of clouds rolled in or something rolled in and again I was looking cross cabin. I don't know if [REDACTED] lost sight of them or not and I just asked him to put his light on real quick.

IO: So you were sitting right seat, so you had him flash his lights?

WIT: Somewhere around there.

IO: So at that time you obviously lost him, your crews ability any visibility?

WIT: I think at that point everybody had transitioned really close and I think we had gotten to the point that we were going to turn around. We started making that determination because at that point they had already beached out and [REDACTED] was hesitant like he didn't want to go over the water. As soon as that cloud rolled in we were all like no. I don't remember if anything was said, but [REDACTED] said I have place to land right here and I said ok I still had the ground and I have them in sight and at that time as we were talking we crossed over wires and they said that they were going in.

INITIALS OF PERSON MAKING STATEMENT

PAGE 8 OF 14 PAGES

STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: So you said you were about here when you saw G Wayne go over water can you show us an altitude?

WIT: [WITNESS explains on diagram] I am here and I'm like this and no more than this a good general climb. Like nothing there was no air assault or crazy stuff I can't really say but 10 degrees would be really aggressive to say that they were nose low. I would probably say 5 degrees, like I couldn't even see the bottom of their aircraft it was very gentle just enough to initiate a climb.

IO: And then you lost them?

WIT: I don't know if I lost them then when they punched in because I transitioned. I didn't see them actually go in the clouds but I seen the steady climb and the nose low, then I transitioned on my right side.

IO: What was the plan from departure to drop?

WIT: I don't remember an airspeed. He said we would take it nice and easy about 75 to 100 feet. As soon as he took off he was at 75 feet and we were just a little bit higher than him. I think the highest we got was around 125 feet or so. I don't remember airspeed because I was checking with them and that is when the clouds started rolling in and we were like oh let's take it nice and slow.

IO: What was the plan?

WIT: As far as brief thru out the day I think it was roughly 100 knots. And with the boat I don't think they wanted to do more than 70 or 80 knots.

IO: What was the route of flight?

WIT: Direct.

IO: The drop, were you guys east, west, north, or south?

WIT: I don't know how the day portion went that time, but everything essentially the wind was coming from this direction and for the day prior the way they described it was wherever the boat was going to be the boat would be pointed towards the wind and that would be the direction of drop off. So like if we lost commo with the boat for no drop then the boat would be parallel with the wind direction. Because as you can see the streaks coming across the water and if he is sitting parallel to him then it's a no drop for lost commo. So wherever the boat was pointing they said they wanted us long access roughly 25 meters from the rescue swimmers and stuff like that.

IO: For no drop calls did you guys have commo with the boats?

WIT: The whole time.

IO: Was there any conversations prior to saying the boats are ready or don't drop. What was the plan for that?

WIT: Yes. Whatever that [REDACTED] and I do apologize.

IO: [REDACTED]

WIT: Yes, [REDACTED] had comms with the boat. And the guys were sitting there at the dock and they would say the boat is going out there, so as soon as the boat goes out there and get in position he would call [REDACTED] and [REDACTED] would let us know.

IO: Did either aircraft front seats have comms with the boats?

INITIALS OF PERSON MAKING STATEMENT

PAGE 9 OF 14 PAGES

STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: Were you actually in contact with them?

WIT: Yes, FM1 was our internal and I think I had the card loaded for UHF frequency it was preset and COMM2 was uploaded to [REDACTED] frequency and I think COMM 3 was Eglin Mission or something like that, and FM2 was just one of our internal frequencies. We always had COMMS with them.

IO: Who were you guys talking to ATC wise throughout the duration of the day and evening?

WIT: It was between Eglin approach and Eglin mission. I came in one time and Eglin approach told us to contact Eglin mission. I then contacted mission and they told me to contact approach. I tried approach and then they would switch us over to mission. They would switch us over cross the centerline to Hurlburt airfield and then back to either mission or approach.

IO: Was it one of those agencies that told you there was some airspace de-confliction with another aircraft?

WIT: No. The marines [REDACTED] was telling us this because that was part of their training which was airspace de-confliction.

IO: Sure.

WIT: So that was his job, that was the one who told us about the airspace.

IO: Is that why they didn't come?

WIT: Yes, it was like a C130 that had it and they were like lets try and get out there early and maybe we would be done, but we didn't even try to get out there early for it.

IO: Do you know if it actually came and did its thing and left or didn't show up at all?

WIT: No clue, because we waited and I want to say that 1900 was the end of his blocked time and that's when we initially walked out to the aircrafts so I don't know and I don't know if they checked or not.

IO: You said you were facing east getting ready to depart on the second go. What could you see visual reference wise, you could see the tower?

WIT: Yes sir, and I could kind of see the lights over here [WITNESS points to diagram] Maybe there was an antenna out there and we could see along the shoreline when we picked up.

IO: When you picked up you could see shoreline all the way across?

WIT: [REDACTED] had mentioned could I still see the tower and inside the aircraft you could see it and the tower.

IO: As your coming across obviously there was an observation somewhere in here and then you said you transitioned close?

WIT: Yes sir.

IO: But no visibility?

WIT: I really don't remember. I am trying to think back on it and I remember seeing the aircraft and I don't know if I was looking at the shore because we were right here or there were some lights in a distance but I don't remember.

IO: So you guys are planning this to support the marines and do some feet wet stuff, over water equipment?

INITIALS OF PERSON MAKING STATEMENT

PAGE 10 OF 14 PAGES

STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED [REDACTED]

9. STATEMENT (Continued)

WIT: OPU's all the collars were on the vest and I don't know if there was a life raft in the survival kit or not. The boat and rescue swimmers were all kind of our mitigating factors.

IO: Do you know if yourself, [REDACTED], your back seat guys, were all current?

WIT: I am almost positive we were all current. I did mine on the civilian side in like a year or two and they did some going down to Haiti a year or two ago. I didn't check it I can tell you that.

IO: Any underlying pressure to support these guys and this mission?

WIT: Not one bit. It's not that we train harder than anybody else but it's been said numerous times in the battalion that the most important person on the aircraft is me. I get it you want to look and help somebody out but there was absolutely no pressure. It's not the culture that is bred here.

IO: How did you guys pick the crews?

WIT: We essentially tried to put our heavy hitters on it again crawl, walk, run. We wanted to get these guys training then after that we could start M-daying. Wayne and I were initially on it and we picked the PI Dave was hired on as a safety/instructor pilot but wasn't school trained and we had an arms inspection coming up and so [REDACTED] was still handling safety so Dave was sent as an instructor and for me it was either [REDACTED], [REDACTED], or [REDACTED]. It wasn't drill weekend so [REDACTED] was out of the picture and [REDACTED] was safety so it was [REDACTED]. The [REDACTED] we picked our own he said he wanted Lance and I wanted [REDACTED] and he said he wanted Tom and I picked [REDACTED]. We had flown with these guys several times and so as far as crew mix. I think we were solid. I think I was the least experienced pilot and Tom was the least experienced crew chief but he was an up and coming guy eager and quick to learn things.

IO: You said you were one of the least experienced?

WIT: I think on paper Dave said he had more than 2400 hrs and as far as years in aviation I know I am the least experienced as years go.

IO: We talked about wearing the goggles and the HUD. Do you know if anybody did any filming of any missions or stuff like that?

WIT: I think there was one on the ground but nothing in the aircrafts. You have to take pictures absolutely but I think we were all so focused on it. I haven't seen any goggled pictures if somebody has them. During the day everybody was pretty solid as far as paying attention because we didn't want to miss a call or not be professional.

IO: I'm going to jump post incident. You said you drove and you walked the shoreline and said you came back around 0400?

WIT: We came back and walked the shoreline and the fire department had showed up from this little firehouse right here. The Eglin [REDACTED] had come and started setting up operations and had a command truck a big tractor trailer. They parked at the base of the tower and put up their little camera but couldn't see anything from all the fog at that point. The rest of the crews stayed between here and all the marine stuff. It was me and 2 or 3 other marines, 2 CPT's and we just acted as the go between for the fire department. Once they finally started finding debris we moved all the way down toward the boat launch. Everybody went around there and [REDACTED] called [REDACTED] and said the Air force is sending a truck to pick us up and it was around 0430hrs. We walked back to the aircraft and got overnight bags and whatever we had in the aircraft and walked out.

IO: Did you go back to the hotel?

WIT: No we went back to the isolated area at Hurlburt. We stayed there until the next evening when [REDACTED] and [REDACTED] came and went back to the hotel. We stayed there and talked to CRC they drove down that day and maybe at night and we stayed on the little compound that the marines were on and stayed.

INITIALS OF PERSON MAKING STATEMENT

PAGE 11 OF 14 PAGES

STATEMENT OF [REDACTED] TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: Do you know where the laptop was?

WIT: Aircraft book, mine

IO: Yes.

WIT: It was in the aircraft.

IO: Do you know where G Wayne's was?

WIT: He left his in the rental

IO: In the rental car?

WIT: Yes sir, because they were doing paper dash 12's because Dave's name wasn't in there and we didn't find out 'til later. Wayne had left his keys and stuff in the truck and the airport people came and locked it all up. Once we transferred everything we took 2 rentals and I think the laptop got overlooked. I think one of the airport guys touched it last and we didn't realize it until the next morning and we were like oh shit. So that's where that was.

IO: Are you running 2 PMCA cards mission and data?

WIT: Everyone had their own data card. I had 2 so I loaded for the plan and I gave Wayne one of mine and I had mine in my aircraft.

IO: Just prior to launch where were the safety boats?

WIT: They were docked and prior to us launching they would be in the water and after they were in position they would let us know. And from the day prior he was kind of pushed off from the shore so he was not in the middle of the DZ. He would push out from the waves and once we got ok'd to drop. And soon as we got what the running heading was going to be he go in position.

IO: So your best estimate as to where they were that night when you guys went wheels up was were?

WIT: That night I can only imagine somewhere in this area, not close to shore or in the middle of the DZ.

IO: And the final call to go wheels up was that from the boats telling you guys to drop or was it you guys just coming up to meet a time?

WIT: No it wasn't really a time it was like we hadn't got a no go and [REDACTED] said that we were good to drop as far as the boat was in place and that's when we would start taking off. We didn't do anything unless the boat was in the water.

IO: The team leaders in the back were they up on COMMS?

WIT: Yes whatever the [REDACTED] was he was. I don't know if they switched it every time because the CPT was a Master Sergeant. The one that was in my aircraft was a Master Sergeant. I did have 2 CPT's in the back of mine who was not up on COMMS.

IO: As far as you know did they have COMMS like body COMMS outside the bird?

WIT: Some of them did with the [REDACTED] frequency but not all of them.

INITIALS OF PERSON MAKING STATEMENT

PAGE 12 OF 14 PAGES

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: The one's that you were able to talk to?

WIT: I never talked to any of them. They never got a COMM check with us. The boat had called us, _____ and the guy with the boat we did a COMM check. I don't remember talking to any of those other guys.

IO: From the flight out to the wheels up to the DZ did you have COMMS with any of the packs in the back any of the ground forces?

WIT: Just the guys who were up on COMMS. Once they got in the aircraft and heard our workload they didn't say anything. As soon as we turned around _____ or _____ said you are not cleared to drop but we had already turned back around.

IO: So you had already turned around when _____ Wayne had punched in?

WIT: They punched in and we had already started turning around and somewhere back here they said you're not cleared to drop. I think _____ answered.

IO: Was there any conversation back and forth with the boats and either _____ or the _____ who was on the ground next to you guys about fog or the weather starting to get bad out here?

WIT: There was no discussion, I think the only call was he said you're not cleared to drop. He may have said something else with it but I heard that and I was focused on flying.

IO: But nothing plain side before you guys picked up?

WIT: No

IO: The moon?

WIT: I didn't look at it but the week prior to that the moon came up at like 6:48 or something like that. It was a lot, I don't remember the percentage but I remember the week prior we talked about it and it was like 97 percent. Thru out the night we saw some high clouds but you could still see it. I don't remember but I got picked at by G Wayne because I had in my computer for Hammond and not Destin and the time was off by 3 minutes and he called me an idiot.

IO: Did you guys talk about doors out seats out, was that the plan as part of the discussion with _____ and _____?

WIT: Yes, the first day we took the doors off at Destin and flew over there and realized that the doors off sitting on the beach is probably a bad idea and so we brought them the next time and put the doors on and not let the aircraft get filled with sea spray because salt water and airframes don't generally mix. The seats out was done prior to leaving Hammond all the guys at drill got that stuff configured and all the straps on the floor. They got that done at Hammond.

IO: So you took off the doors when you got to Alpha 15?

WIT: Yes there was a little shack we could throw them in.

IO: Do you all have much flying experience with the doors off with the crews?

WIT: I'm not going to say 10 hours or a 1000 hours but we do have some experience with it.

IO: Have you flown with Dave after he came back from Mike Model course?

WIT: Not since he came back from the course, everything I've flown with Dave has been in Alpha or Alpha plus.

INITIALS OF PERSON MAKING STATEMENT

PAGE 13 OF 14 PAGES

9. STATEMENT (Continued)

IO: Any issues weather wise instrument wise with Dave or G Wayne?

WIT: I have no issues at all with these guys. I would let me family fly with them.

////////////////////////////////////NOTHING FOLLOWS END OF STATEMENT////////////////////////////////////

AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 14. 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.

[REDACTED] (ing Statement)

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

at [REDACTED]

[REDACTED] (Signature of Person Administering Oath)

[REDACTED] (Typed Name of Person Administering Oath)
Judely Advocate
(Authority To Administer Oaths)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

SWORN STATEMENT

For use of this form, see AR 190-46; 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 [REDACTED]	2. DATE (YYYYMMDD) 2015/03/25	3. TIME 1330	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS [REDACTED]	
8. ORGANIZATION OR ADDRESS [REDACTED]			

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

IO: When you received a brief from the FMAA what did he say about weather minimums?

WIT: 500 ft ceiling and 3 miles for day and 1000 foot ceiling and 3 miles for night

IO: Once arriving in Destin how did you get the weather the afternoon of the 8th, for the 9th prior to each mission?

WIT: I looked at the area forecast on my phone using an app called ADDS

IO: Who was responsible for getting the weather each day? Who got the weather?

WIT: I am not sure, Not that I am aware of.

IO: What mission tasks were planned to be performed on the 8th, 9th, and the 10th?

WIT: 8th – Arrival and discuss training events
9th – SPIES, helo-casting, and rolled duck both day and night
10th – day ladder dry and and day ladder wet

IO: What mission tasks were performed on the 8th, 9th, and afternoon of the 10th?
8th – Arrival, safety brief, ran through training plan, loaded the boats up
9th – Day SPIES, helo-casting D/NG (night goggle), day/NG rolled duck with both air crafts
10th – Chalk 1 day dry and wet ladder

IO: Was there an operational iPad in the aircraft with an operational Stratus receiver on 9 and 10 March? Whose was it? Did you obtain current weather on that iPad?

WIT: I believe I had an iPad, we did not have a stratus. It did not have a data package. Wayne was the only one that signed out a stratus. As far as I'm aware Wayne had a personal facility one and also one he signed one out in which I used.

IO: On 10 March 2015 who got the weather prior to departing for A15 from Destin?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF <u>4</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 [REDACTED]

TAKEN AT [REDACTED]

D 25 MAR 15

9. STATEMENT (Continued)

WIT: I assume Wayne but I am not sure. I think I looked at it on my phone in the morning

IO: What source and what service was used to obtain wx?

WIT: ADDS – that is what I used.

IO: On 10 March 2015 who got the weather prior to the night mission? When did he get it?

WIT: Wayne. I do not know how he got it. If I had to guess I would say he retrieved the weather approximately around 1930-1945. I remember him saying forecast is good tonight – 1000ft up to 2500 ft tops – Wayne said if we have to go IMC that he was at 4500 and I would be at 3500. Airports were stating anywhere from 400-1000 ft ceilings. We discussed going to Whiting, Florala, Eglin, Hurlburt, and Panama as a last option

IO: Were there any other Marines or Soldiers present when you received that brief?

WIT: I cannot recall.

IO: Was there any discussion between the boat crews and pilots about degraded weather?

WIT: Not that I am aware of

IO: On 10 March 2015 did you hear any discussion of weather being below what the FMAA briefed? If so, when and where?

WIT: No

IO: Why was the Inadvertent IMC plan discussed and revised prior to the night iteration?

WIT: Simply because of the sporadic ceilings that were given at

IO: It was stated that you could see across the bay and the tower located about 3 miles away prior to takeoff. At one point prior to departure you discussed location and height of towers. Expand on your conversations about only being able to get 100'.

WIT: I do not recall

IO: Prior to departure for the night iteration there were discussions in the cockpit over the current visibility. Can you remember any crew member that claimed they could not see the "space needle" reference tower? Describe the tower (i.e., distance, height, lights, was "halo effect" visible)

WIT: I believe [REDACTED] asked me if I could see the space needle and I remember saying I could see it if I looked outside of the aircraft but not through the windows until we turned the defrost on.

IO: Once you took off and began to climb out what altitude do you think you would have to maintain in order to not go inadvertent IMC?

WIT: I believe we were roughly 100-125 feet; Staying below 200 most likely to not go into clouds and go IIMC

IO: In the past have you ever not departed on a mission or told G-Wayne you were not comfortable with the weather?

WIT: I haven't flown with G-Wayne much but there have been times I haven't made it back to Hammond due to weather.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

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 [REDACTED]

TAKEN AT [REDACTED]

DATED

25 MAR 15

9. STATEMENT (Continued)

IO: You stated in your previous interview that the IIMC recovery airfields were briefing between 400' and 1000' ceilings. Who checked this weather?

WIT: Wayne did.

IO: Which fields corresponded with those ceilings?

WIT: I can't recall; although Whiting sticks out to me the most as having the highest ceiling.

IO: What was the primary IIMC recovery field and approach?

WIT: Hurlburt as Primary and Whiting next I believe

IO: What was the weather at the primary IIMC recovery field?

WIT: Unsure

IO: Did you build the acft mission load (i.e., digital maps, freqs, waypoints)? Did you give a PCMCIA card to G Wayne?

WIT: Yes, the maps, waypoints, local area frequencies (Hurlburt, Eglin, Destin, Loki, Eglin Approach, A15 Sound) I had two cards - I kept the 2GB and gave the other to G-Wayne

IO: What was ACP 482? What was ACP 183?

WIT: I believe ACP 482 was A15. Unsure about ACP 183. We had a 482, 483, etc. ACP 283 might have been Sound DZ.

IO: Were overwater environmental, T-Duck, helo-cast briefings/classes identified as part of qualification for these tasks? If so, which ones?

WIT: We took these types of classes throughout the year but I do not remember for the specific tasks.

IO: Were any overwater environmental, T-Duck, helocast briefings/classes given to aircrews prior to this training being conducted?

WIT: As far as power point no, just reviewing and looking over the 350-6, and the SOP's. I sat down with my crew to go over all of this.

IO: Was your CTL updated to reflect the required tasks for the assigned mission? Who updated your CTL?

WIT: Yes it was, I know what we sent it does not reflect that due to CAFR issues. I know without a doubt I physically updated it myself. Wayne too. I am not sure why it didn't get transcribed over it may be a sync issue. I did it on the CAFRS main computer.

IO: Was your crews CTL's updated to reflect the required mission tasks?

WIT: Lance was the one handling all the enlisted records. I know Wayne was adamant about getting that done. However I did not go back and check

IO: Are you qualified for hoist operations? Bambi bucket operations?

WIT: Yes, For both

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 3 OF 4 PAGES

STATEMENT OF [REDACTED]

TAKEN AT [REDACTED]

DATED 2015/03/25

9. STATEMENT (Continued)

IO: Is your crew qualified for hoist operations? Bambi bucket operations?

WIT: They were for bambi bucket. I am unsure about hoist but I know we qualified with the battalion in November.

[Caveats]

- We went through emergency procedures and contingencies with each task the 8th, and revisited the day of.
- I was comfortable when we first left A15 on the night of 10 March 2015. As we took off it was somewhere prior to crossing the power lines right before the water when I lost sight of Chalk 1 for a split second and at that point I didn't feel comfortable.
- I thought chalk 1 was going to go to Hurlburt. If not there then I assumed Eglin or Whiting Air Field
- I do not remember having the automated weather tuned up for the night mission.
- We were too low to get radio communications with Eglin Approach from where our DZ and LZ was.

/////////NOTHING FOLLOWS/////////

AFFIDAVIT

I, [REDACTED], 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.

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 25 day of March 2015 at [REDACTED]

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

Judge Advocate
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 4 OF 4 PAGES

1945 - WX BRIEF GRIFFIN & WILSON, CW4 GRIFFIN explained we ~~terms to me~~
Area Forecast was 1500' 4sm. Airports to the east were mixed between
400'-1000' ceilings. To the west, 1300/7sm. I was briefed by GRIFFIN
on the WX. We discussed IINC, he would go to 3500MSL and
I would be 4500MSL. Recover @ ~~PHPT~~ KAPT, Eglin, Whiting Airfield,
Crestview or Pensacola. We would take it slow to make sure everything was good

1955 - I briefed my crew and made sure everyone was comfortable with
the plan. We cranked, we could still see a 300' AGL Antine,
aprox 3SM to our east and could see the lights in the direction
of our flight across the bay.

2005 - We both ~~took off~~ ^{A15} took off and started heading to sound DZ
on the same path we used the previous day & night.

As soon as we started heading to the North east, 050° (Aprox).
we were less than 50 KTS
The VLS started to come down. We were at 125' still in
sight of the ground & MOJO 69, he crossed the road
with powerlines and I asked what ACT @ he was at. After
we crossed the wires @ 85', MOJO 69 was over the
water heading aprox 045°, 75'. ~~At the same time,~~

Aprox

2015-2030 - At the same time we heard MOJO 69, @ CW4 GRIFFIN say
"We are going in" and saw his ACFT in a stable climb
passing 80', hdg 050° (Aprox) [REDACTED]
[REDACTED] passed the transferred the flight controls to
me [REDACTED] AFTER I stated that I had the ground
and Road, I Took the ACFT and Z AXIS plunged
bringing the ACFT to a stable 65' AGL 080° (Aprox)

██████████ also stated he had the road and wires.
I did a pedal turn to a 170° and crossed
the wires out the pole. ██████████ put A-15 in
the GPS for a reference. ~~the~~ ██████████ and I then HDG 270°
had sight of the lights at the A-15 facilities and
we slowly flew back to A-15 and landed. Approx 2020-2025

2035- After trying to contact Moso69 after we landed, we
walked back to the ACFT to try an call them again.
We called on our internal FM freq. then called on
guard freq. We got a relay from a DoTCom craft
overhead and he tried 2-3 times on Guard. with no
contact.