

16

### SWORN STATEMENT

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

#### PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN):  
**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.  
**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.  
**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

1. LOCATION [REDACTED]	2. DATE (YYYYMMDD) 2015/03/16	3. TIME 1000	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: Please state your name, rank, unit, and duty position.

WIT: [REDACTED]

IO: What is your MOS?

WIT: [REDACTED]

IO: Can you describe to us, in detail the events of 10 March, from beginning to end, and what you saw on the day of the crash?

WIT: I will start from the point of preparation for us. At approximately 1915-1930 we had one boat down at the Sound DZ. The other boat came to pick up myself and the other [REDACTED] to transport us to the other boat. At that time [REDACTED] was co-located with the team and the pilots before the operation started. I am not sure which pilots. While the other safety boat was down on Sound DZ, I was with the primary safety boat at the dock. We each had communication - we had 'black gear' (mobile radio) and [REDACTED] had one that I handed off to him. We started to see some fog coming in. In the conversations over black gear with the other boat there was some concern with the weather. The second boat was relaying what was happening down where [REDACTED] was. We were talking on the radio back and forth about the weather with the team, who was co-located with the pilots. I know the boat in the Sound DZ was relaying all the information about the weather back. We talked a little bit about it and from what I can gather, he was relaying all his visibility.

IO: From Sound DZ?

WIT: Yes, from Sound DZ back to us. We were addressing his concern for the situation, we talked a little bit about it. From where I was, we had visibility all the way to the other side. From the Island all the way to the other side there was no real obstructions with us. At that point, I wanted to get that info to the pilots. They were obviously listening to it on black gear. I am not sure where the communications came in from. I don't remember if I asked the medic to hand over the radio over to MSG Saunders - that may have been at an earlier point, regardless we were communicating with MSG Saunders and we talked about the weather situation. He was co-located with the pilots (unsure which pilots), most likely CWO Griffin, considering he was the lead and MSG Saunders pilot. He spoke to the pilots and as far as I know, they said there were no issues and that all of their requirements were met, and they were going to fly. At that point while I was there on the boat, I decided that I was going to support the team and the crew if they want to work. That was my mentality going in to it.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF 7 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

TAKEN AT

DATED 2015/03/16

9. STATEMENT (Continued)

At that point everybody was good to go and that information was also relayed to the other boat driver; so we carried on with what we were going to do. The medic came back and I had him load up on the boat so that I could get him on to the other boat. We both made our way out there and the visibility was decent. We didn't have any issues going to the other safety boat. It was a pretty smooth travel to that position. We were there for a while and it started to get darker. I then got on the other boat and there was definitely a concern about the weather at that point. I wanted the operation to go through if everybody wanted it to, so I focused on what I needed to do in order to support the team once they were in the water. It was at the point of us talking about it that the visibility was getting a little worse. It was a little intermittent at times - It would come with bad visibility and there were times it would lift. Regardless, I heard the birds (aircrafts) spin up, we were approximately 4K away from the LZ where they were staged. When the birds were spinning up, we were discussing, "Hey this is getting pretty bad." The boat driver was getting concerned, and I was getting concerned myself. The sound coming from the helicopters, really sounded the same the whole way through, so I had figured that they were staged. It seemed like a long time for them to lift up and start heading this way. It sounded like they were staged, and deciding whether or not they were going to go. There were no audible differences, to distinguish them from them staying on the LZ, and actually flying. They never got close to the Sound DZ, in respect to where we were.

IO: You were both out in the Sound DZ at that time?

WIT: Yes, both boats were out there, four people total. So we started to try and get communication with MOJO 69, called them multiple times on my radio, and also used the boat radio with no luck. That whole duration while we were on the DZ, and listening to these birds, doing what I thought was just "spinning". I was thinking the pilots may be working or they may have ended up just saying "Hey this is a no-go, can't do it, based off of weather conditions." Next we were trying to get a hold of MOJO 69 for maybe 10-15 minutes, but not necessarily the whole time we were out on the boats out there. It was kinda like "Well what are they doing?, let's start getting the communication going, and find out what their plan is". The boat driver, said "Hey I'm going to kank this". He called up "Hey you are not clear to drop, you are not cleared to drop". This was after we were trying to get a hold of "69", for a decent amount of time. The trail bird, I don't know if they were listening to us the whole time, but they "rogered up" to that transmission. I didn't know it was that trail bird at the time, I just figured it was "69 rogering up" to us.

IO: Did you already know they had taken off at that time?

WIT: I didn't know they had taken off. It all sounded the same, I didn't know if it was the weather conditions, or what. There obviously was no approach towards us, it sounded like they were just spinning waiting for stuff to clear. Finally we were like "No this ain't happening". The [redacted] called in "You're not clear to drop, you're not clear to drop"; that trail bird was the one that "rogered up", [redacted] I believe the words were "Affirmative, affirmative, headed back to base". Let me backtrack, because there is an obvious point, that everybody on both boats heard the sound that most likely ended up being the aircraft, and it was off in the distance. I think everybody was like "That was weird", but at the same time, being in our surroundings and being its a military base, my initial thought was, "I'm guessing a 105, off of an AC130" or something like that. That was my initial reaction, but as this was all happening I was thinking "I am surprised they are out working as well because of the fog", and plus because it was just a single sound. At that point I didn't put "two and two together". This was still in the process of trying to get in hold of "69", the trail bird rogered up with, "Affirmative, affirmative", at that point I was like, "Okay it is what it is, they are headed back to base". There may have been a conversation I had with the boat driver about it, but my thought was "They probably dropped the guys off, and they were sitting at the LZ" saying, "Hey we're not going to drop the guys", and they were just moving back to base. My thought process was that, they got the call "we're not dropping", and we finally got a "roger" from them. With that, the two birds were just heading back Destin. That was my thought about the whole thing, the two birds were going back to Destin, it was a no-go. We causally make our way back to the dock, which was a task in itself, because the fog had gotten real heavy at that point. We made our way back to the dock, it was difficult, it was a slow going process, the visibility was pretty poor. You were coming up to channel markers, and not seeing them till you were 20-30 feet away. Got back to the dock, me and the Medic got off the boat, and headed back to the marina to load up the boats. We got our gear and drove back to the staging area, the boat locker were they staging all their boats, and working out of. I pulled up, and saw the flight crew there, and thought that it was kind of weird. I didn't really think of it at that point, because I had really thought that they had pushed back to Destin, so I was like "Well okay I guess they just stayed here". I met up with the team guys, and there was a conversation, it was confusing to me at that point. I didn't know that the other bird hadn't landed, but I was pretty quick identifying that. Pretty much all

INITIALS OF PERSON MAKING STATEMENT

[redacted]

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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 [REDACTED]

9. STATEMENT (Continued)

[REDACTED] were on phones at that point, I went over and started talking to them. It was apparent that the second bird never came back, I think I had that conversation with the team guys "Yea the second bird never came back". I started talking to [REDACTED] and they were calling around to the local airfields, seeing if they had any communication with the bird, or if there was a Blackhawk that landed somewhere. They were having no luck, so we went out to their bird. I don't know all the equipment they have, I don't know exactly what they were trying to do, but I knew it had something to do with communication with the bird, or somewhere else that may be tracking where that other bird was. There was no "joy" there, this all happened in a pretty short period, maybe less than 10 minutes from me getting there to me being at the bird. Then we came back, myself and [REDACTED] We were going to go to the last point where he had saw, and lost communication with the bird.

IO: The other Helo lost communication?

WIT: Yes, we discussed this before, I was like "What was the last time you heard them?". They had told [REDACTED] that he was lifting to get above the ceiling. That was the last communication they had, there was a certain point he had visually identified, as "the last place that we had communication". At that point I was like "We have an aircraft that is missing." We are not having any luck calling these other places. Going off the [REDACTED] reactions, I didn't want to "Jump the gun" on activating a SAR, I told them, "Hey I am calling my boss and telling him the situation". Then I called my boss.

IO: [REDACTED]

WIT: Yes, I told him the situation and what was going on, and at the same time I was driving those guys to the last point. That was shortly after 9, probably 2105 when I called [REDACTED] and driving to that point. I was on the phone, and I stopped, and they got out and they started walking towards the shoreline, on the sound side. I talked to the [REDACTED] about the situation, and said "Hey these guys are not having any luck finding out if there are any helicopters that have checked in anywhere else", I am letting you know the situation. The only thing that I can think to do, is to get a hold of the Coast Guard, and starting the process of getting them out here. I then got off that conversation, and followed them out to where they were. We then circled back around, and I was thinking, "We still have a bird missing and there is no sign of anything". We drove back to the boat locker, and at that point there were still a lot of uncertainties. I think the stress was starting to go up, because there were no reports coming from the pilots, and they called Eglin, and in the same conversation they initiated the SAR. In that process, the team guys were concerned, and they went to the fire station to get search lights. They were prepared and wanting to launch zodiacs out there, because at that point we had nothing. I was also talking to our maritime guys, explaining the situation. They came back got a different boat, got search lights came back to the marina, and launched from Marina again. So we had that boat and one zodiac in at that time.

IO: What time was that about?

WIT: Approximately, 2215.

IO: Was the Coast Guard out there by then?

WIT: I don't believe so. SAR was initiated out of Eglin, so I called up my JTOC, and our range control.

IO: Did you call over to Eglin and mention that?

WIT: It's internal to Hulbert itself, its the command post. I let them know the situation, briefed them up on the situation. Let them know we have already got a SAR in place through Eglin. I was trying to keep that line open as well to let them know, and find out if they had any information, and if they had any assets to push at that point. I got a couple phone calls back from the command post at Eglin, asking me about the situation. At that point one of the Fire Marshalls, [REDACTED] who was by himself. The fire truck came up to the boat house, and we started laying out maps. We then moved to the fire station to get a better plan going. Simultaneously, they had a mobile truck that had already been dispatched, I don't know if that had already been in place by the time it he got there, and he just came up as a lead for coordinating the SAR. But we moved from the boat house, to the fire station, to the mobile center, and that was when a lot of different efforts were starting to arrive.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

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

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

9. STATEMENT (Continued)

He was at that point working that piece, Coast Guard, air assets, search and rescue units from different areas, Jacksonville, Mobile, New Orleans. There was really no air cover as it was going to be worthless, it was just boats. At that point two more boats had launched, zodiacs, our boat, another maritime boat, and then another maritime boat by the guy that runs our maritime. Then at that point the Coast Guard had made its way to the sound.

IO: Do you recall that name?

WIT: I know him by [REDACTED]

IO: That's fine we will figure out a name.

WIT: At that point we started to get some more assets as far as boats. It was slow going because of the weather. The first reports we had were, towards, Navarre beach, probably about 1.5/2k to the west, they were reporting that they had found a door to an aircraft.

IO: Who's they?

WIT: I am still a little confused on that, I don't know if it was one of the Coast Guard boats, or if it was the zodiac, because I think that they may have been one of the first ones to identify something. That was communicated back to us. The first report that I had was the door, and that was coming off one of the Coast Guard boats. That's just an assumption, because when we got back, and in talking to the team guys, it seemed like they were the first ones to identify parts, but the first report that we got back was a door from one of the communication lines that the [REDACTED] was working. We then moved everything out to the A15 boat ramp, which is where everything is still kind of funneled through.

IO: Then you just went on with the Search and rescue?

WIT: Yes, and just went on with the search and rescue, and that's just all the moving parts of that.

IO: I would like to go back and talk a little bit about the weather conversations that you guys were having. When either during the day iteration, or the nighttime portion did that first start becoming a conversation?

WIT: While we were on the boats, everything from our end looked fine, all the way up till I was sitting in the boat. The fog here happens within minutes.

IO: Your initial observations of that, were you in the boat in the DZ at the time, or moving from the other point?

WIT: The first time we started observing and talking about the weather was while I was on the boat located at the dock. Moving from our point to the other end, it was apparent that there was some heavier fog coming in.

IO: When you say "Your point" where were you in relationship to the DZ? Show me.

WIT: The boat ramp would be somewhere in this vicinity, where it was the Sound DZ, about 4.5K away in the Sound DZ, we had a boat out here already. Myself I was with that boat that linked up, we were waiting for the Medic to get in, and he was still with the team, and the pilots at A15.

IO: You were in Sound DZ when you first started to have that conversation, about the weather getting bad?

WIT: No, this boat, and myself, we were not co-located at that point. I was at the dock.

IO: How far prior to their scheduled takeoff was that?

WIT: Their scheduled takeoff was 2000, so that conversation was about 1930 maybe 1940.

INITIALS OF PERSON MAKING STATEMENT

✍ [REDACTED]

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

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

9. STATEMENT (Continued)

IO: Was this based on personal observations, or were you receiving reports from any weather stations?

WIT: Mainly personal observations, this boat had relayed some information. I don't know who he was talking to, but to me it sounded like personal information.

IO: From the DZ?

WIT: Yes, from the DZ.

IO: You mention "Black Gear", what is "Black Gear"?

WIT: It is LMRs, (black military radios), they have retransmit points throughout the training area. So it covers it.

IO: Its something that you say is throughout the training area, is it something that you would be using that particular tasking day. Or are you hearing points all over post with it?

WIT: We were on our own frequency.

IO: So your weather conversations you were having, were they just relays between the ground force, or were you talking with the pilots of either aircraft with your observations on the weather?

WIT: It was relay information, it was just our own internal network. I had two black radios out there, and the the boats each have their own, so there was a total of four out there. I had one with the medic who was co-located with the team, and the pilots as they were stepping off. It was a relay communication, I had [REDACTED] give the radio to MSG Saunders. I said, "Hey this is what's going (with the weather), on and what are you getting from the pilots?, are the pilots good with this weather? Do they want to fly?", the general idea of the conversation was, "Hey what's going on at your point". I was speaking directly with the team chief, MSG Saunders, who was co-located with the pilots. They had no issues with it they were meeting their requirements, and that they were going to fly.

IO: Did you guys have a bad weather plan? Was there something in place had the weather turned poor, was there something like, "Hey we are going to drop you guys off at Hulbert".

WIT: No just communication via the 152s, it was a UHF frequency, and we had communication with the birds with that.

IO: When one of the safety boats calls and says, "You're not cleared to drop", does that mean anything other than, "Hey you can't drop", does that mean "Hey its canceled entirely", or "Right now for whatever reason the DZ is not clear for drop"?

WIT: That its not clear for drop, I think that it was probably understood why. It was just us assessing the situation, about how we were going to support the guys getting off the boat and into the water in those conditions. There was a decision made that we were not going to be effective, in being able to get guys out of the water if they had any issues.

IO: When you said Chalk 2 responded, to that call over the radio. Was there any calls post that response indicating what the aircraft was going to do? Whether they were going to attempt the drop or go back home?

WIT: No.

IO: For the plan leading up to the whole event, how long were you involved in the planning process, with [REDACTED]?

WIT: About two weeks prior to them getting here.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

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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 [REDACTED]

9. STATEMENT (Continued)

IO: You had [REDACTED] talking to them before that?

WIT: Yes, the planning process is months in advance, as far letting them know what we do, and basically what our agenda is here, as far as integrating with MARSOC. Also what is available as far as ranges and stuff like that, and finding out information from them as far as what they want to get out of the training, and how we can provide that. Then locking down a lot the logistics, a lot of requests for aircraft, and requests for range.

IO: As far as the requests for the aircraft for Louisiana National Guard, was that through you guys, or was that through their company?

WIT: The coordination piece, it wasn't through me. I don't know if that was something that [REDACTED] had initiated, or if that was coming from the company. I don't know where the initial coordination came for that, honestly. I sent (garbled) our contact info, talking with one of the Air Officers at the time. So that coordination piece, I stepped in and started working that angle, talking with the guard and their pilots about their operations.

IO: For the execution piece, when the crews got out here, when was the first contact with the Army National Guard crews. Not prior, because, because I know they most likely made support missions. But from what you saw when you got here.

WIT: The team had a, ADVON, MSG Saunders was here Saturday, the crew came in Sunday. It was just dry runs, just from iteration, with them linking up with the crew. Getting face to face, sitting down and talking about what they wanted to do. Then actually going out and actually and setting up some of the equipment, and seeing how it would work on the bird. No actual personnel or gear lifts, in my eyes it was a good situation to have. We locked on the ranges for them, so they could kind of coordinate that piece, rather than just getting there the day of, and going from there. They had that day to just kind of work on planning considerations with them.

IO: On the day of execution, the plan I know it was kind of a "crawl, walk, run" phase, what were they doing throughout the whole day? As far as doing "A and Bs", were they doing day before night, and kind of all that stuff.

WIT: That Sunday they fitted the boats, and everything in there, and kind of talked about everything they wanted to do. Monday they went through, and began with SPIES, just some dry stuff, and transitioned to water, as far as SPIES. From that point they did their day iterations of their "rolled ducks", so both birds both each had a boat in each during the day, casting those, casting swimmers and retrieving the boats. They went back, and shut down for the night, and did the night runs with the "rolled ducks". They had that, "crawl, rock run", system established with that. Then the next day, they did some "wet work", and some dry, we had ladders out there for them, so they did ladders "dry" and ladders "wet". We then prepared and began to execute the night iterations of the "rolled ducks". So the day before they had day and night iterations of that.

IO: When the helicopters were all set up with the "T-ducks" ready to go, were you able to look at it? And was there anything strange about the set-up process?

WIT: It was something that was new to me, I have never done "rolled ducks". I have done "hard ducks", and "soft ducks" before, but this was something new. To speak intelligently on it, everything seemed like a pretty good system. It was on a belay line once the boat was cast out, ideally it doesn't necessarily hit the water. But you have it on belay, and slowly bringing it down to the swimmers, where they can retrieve it, and go the through the process there. That was something that I have never seen before, so my experience is limited on that.

IO: As far as crew preparation, and integration and everything, as far as you seen, and have based before on your experience, how was it?

WIT: It was good, there was a lot of good communication, probably more communication done with the actual crew, and the ground guys, than I have seen in a lot of cases. I was pretty happy with how that was going, and the preparation up to that point.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

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

9. STATEMENT (Continued)

IO: Did they have a formal final brief, where they sat down? I know we go through days of "hey this is kind of what we want to do, and piece things together". Do you know of, or did you attend an actual "A and B", for that day, "this is the iterations, the timeline, the contingency, etc...?"

WIT: Yes, Sir. That crew got in, and they actually had a sit down deal with them prior to launching and discussed a lot of that stuff. They had one initially, that first day with the "rolled ducks", it was the same scenario. There definitely was an updated schedule, and brief. Me and the pilot actually talked about a couple of things that we wanted to do differently for the boats in there.

IO: The first day with the mission brief you spoke about - is this March 9th?

WIT: Yes, Sir. Everything really remained the same as far as the day prior. Just updated timelines and things like that. I think that maybe the only thing that I do have a point on, was that if we could get just a little bit higher so that those birds don't land in the water. That was one of the things brought up, it was all kind of operational things.

IO: Do you know what SOP, you and/or the Guard birds were using to design and conduct the training? The task condition standard.

WIT: 350-6, I know referring to that quite a bit.

IO: They did or you did?

WIT: They did. Like I said, the week prior we were trying to figure out how we could actually accomplish the mission, because the whole point is to get boats off of a Blackhawk. Which I haven't done before, and figuring out what we can do, you obviously cant "hard duck", and you can't "soft duck" them, "Kangaroo duck" was the primary what we wanted to go with, but the equipment wasn't available. Looking down the iterations, "T-ducking", "rolled ducking", so that's what we went with.

AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 7. 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

[REDACTED SIGNATURE] (Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27 day of March 2015 at [REDACTED]

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]



17

**SWORN STATEMENT**

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

**PRIVACY ACT STATEMENT**

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

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

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

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

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

8. ORGANIZATION OR ADDRESS

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

IO: Tell us about the day you briefed \_\_\_\_\_ and Wayne

WIT: It was Saturday afternoon drill. I cannot remember the exact date right now. The drill was Saturday and Sunday before they left. \_\_\_\_\_ came and got me out of the office and said he we need to get briefed, it made sense, I was the briefing officer for the next week anyways. I was the \_\_\_\_\_ that week. We looked to make sure that both Wayne and \_\_\_\_\_ risk assessments were the same, the profiles were the same and the same risk value for crew selection. Then we started to talk about the weather, what Wayne wanted to go with and what \_\_\_\_\_ was going to allow. As a briefing officer I can brief whatever, it doesn't necessarily have to make sense, if the OP order is extremely high then I can brief extremely high but it doesn't mean it's going to get approved. It doesn't mean it passes the common sense checks. We had come up with highs for seat out, we came up with highs for tactical INFIL/EXFIL, and we had come up with highs for the weather criteria that they wanted. It was down to 502 for day and night, \_\_\_\_\_ said no, he wanted us to do 502 during the day and 1003 at night, within sight of the beach. That was the criterion that was set on us for NVG operations. So we amended the risk assessment. The crew and I discussed copying the sheet because it was the same mission profile every day. We ended up with 10 separate sheets of paper, 5 for each crew and we went to get them approved by \_\_\_\_\_

IO: What were the specifics of the mission?

WIT: I knew what the specifics of the mission were because I had quality controlled the SOP that had been developed. I knew what they were going to be doing. We had just had an azimuth that rolled all the tasks under tactical infil/exfil, to include Helo-cast, SPIES, KDUCK Operations. I had Wayne explain to me in-depth what the tasks were individually because I had very little knowledge of them. Wayne, \_\_\_\_\_ and a few others were the only ones that had past experiences doing such tasks. I did not brief the SOPs as a safety officer I briefed them as a briefing officer, the way I looked at the SOP is "were these going to pass muster?" The task I was already versed in so I didn't go into detail what tasks they were going to do that day because it was my understanding that the tasks were going to be accomplished sometime during the week.

IO: Does the facility typically do away from home station missions?

WIT: We have done them, not extremely frequently but it is not unheard of.

IO: What is the facility procedure for when an aircraft or crew does an away from station mission for checking in to the ASF or unit?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF <u>6</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] DATED 2015/03/19

9. STATEMENT (Continued)

WIT: I am the [REDACTED] I am no longer on the manning document in the [REDACTED] position. I moved out of that position August 2013. We just recently hired David Struthers but the appointment orders say [REDACTED] because David isn't qualified yet.

IO: What version of CAFRS does the unit have?

WIT: What are currently implementing the 4.0. As of the first week of March, we are at about a 20% solution. It is a time consuming process especially for pilots who have been flying for 10, 12 or 15 years. Wayne and [REDACTED] were the 2 main people transcribing ATM Folders. I have done some but technology and me do not get along well. Wayne and [REDACTED] were the ones sent to the CAFRS course. Wayne taught [REDACTED] and he taught me in turn.

WIT: I do not think any of the non rated records, if any, have been done to that point because Lance Bergeron had all the nonrated records. I had all the pilots for [REDACTED] [REDACTED] had [REDACTED] and a mix, Wayne had HHC and a mix, [REDACTED] had Delta and Echo and somebody had the [REDACTED] We had been doing them as they got into their birth month, when it was time for a closeout we would throw everything in there because we were closing them out anyway. When we didn't have any more birthdays we just started grabbing records, the easiest ones first and then the more complicated ones.

IO: Have you added tasks to somebody's CTO on 4.0?

WIT: I have not

IO: To the best of your knowledge the tasks were added to Wayne and [REDACTED] CTO's?

WIT: It might not be the right way to do business but I manage my own ATM folder because I do not want somebody messing it up. The IP's pretty much manage their own flight records. Wayne at one point told me he still had to add the task to his CTO, he was complaining about it. We had discussed needing somebody to have the task on their CTO's and we decided it should be the two trainers.

IO: The units NVG minimum is what?

WIT: That SOP was being rewritten too. We usually go 1000/3 for training mission. If we go less than that it is for a specific mission we have to do or it is just marginally below 1000/3, and we are getting guys to stay in the pattern at Hammond if we push them out for training at less than 1000/3. Pertaining to mission execution it usually does not come up because we usually leave at 1730 and do not operate at night for missions.

WIT: The NVG minimum is 1000/3, they were pushing for to allow down to 500/2 for NVG stuff. It probably would not have been bad considering the area. It was only 2.5 miles from start to stop and turn around. When I spoke with [REDACTED] on the phone, he said "NO", he didn't want us doing that. He gave us 1000/3 for NVG but we could do the 500/2 during the day.

IO: Were you working on Tuesday?

WIT: I was working on Tuesday. I cancelled the NVG period because I was tracking the mass of easy red and yellows moving in from the west. They were going to get there around 2100 and it doesn't get dark until 1920. There would be a transition period as well so they would only get about 30 to 45 minutes of actual flight, so I just cancelled the evening period. At the time of the incident I was already at home.

IO: What time did you come to work?

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 2 OF 6 PAGES

APD PE v1.01ES

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 2015

9. STATEMENT (Continued)

IO: How long have you been at the [REDACTED]?

WIT: I came into the [REDACTED] in 2003 but I came to work full time at the [REDACTED] in 2007.

IO: Prior experience?

WIT: I am a retrain. I went to [REDACTED] with [REDACTED]. I should be an [REDACTED] right now. I finished flight school in 2005. I know my current rank does not reveal my experience doing this.

IO: Front seat experience in unit?

WIT: It is either really deep or really shallow. We have a ton of guys who are between the 300-700 hour level and then a ton of other guys that are over 2000 hours. We do not have a lot of midlevel guys.

IO: Crew Selection for this mission?

WIT: We wanted to bring our A game, full timers only, to something that was new to us. Wayne was a given and [REDACTED] was a given. Then we had to choose what PC's out of the full timers. I was asked but I was dealing with the Safety inspection. [REDACTED] volunteered and went with [REDACTED], and Dave also went. Out of the 8 available most were too busy so those are the 4 we went with.

IO: SP IP PC Duties?

WIT: [REDACTED] was IP because he was training. Wayne was SP. Dave was logging IP because he was being trained by Wayne.

IO: Right Seat? Left Seat? Seat assignments?

WIT: I do not remember if that was discussed. There should be an R or L on the 5484 but I do not remember doing that either.

IO: Conditions when flying down here?

WIT: It is problematic down here right now because of the warm days and cool night create a lot of early morning fogs. The offshore guys call it Sea fog which seems to come in waves. We also get the bad weather that comes with all the fronts rolling through.

IO: Mike Model Comfortableness?

WIT: Our younger guys feel far more comfortable with the mike model than the older guys because they have just recently been taught at flight school. The older guys have been flying Alphas and Limas for so long we grew accustomed to them.

IO: Flown with Dave?

WIT: I have not flown with Dave.

IO: Mike Model Comfort for Dave?

WIT: He came from the M course about 6 weeks ago and he immediately jumped in it and got his PFE. He seemed excited about the aircraft. He had also done a fair amount of reading on the aircraft. Dave was a good pilot.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 3 OF 6 PAGES

APD PE v1.01ES

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

STATEMENT OF [REDACTED] TAKEN AT Jackson Barracks DATED 2015/03/19

9. STATEMENT (Continued)

WIT: Usually it is a call in to the supervisor. In this case [REDACTED] coordinated directly with Wayne, wanting briefings at the start and end of day, and when is mission complete. That was actually going through supervisor instructor pilot.

IO: Have you been on RON trips?

WIT: I have been on RON trips.

IO: What is the procedure if the mission changes or doing cross country flights during RON flights?

WIT: When I did it I would give them a daily update. I would call and get briefed every day. We had leeway as a crew to do that. We would pull our own weather briefs during these trips and as a crew we would discuss, do we want to push on, or hold back. Usually the crew has latitude until somebody says no.

IO: Were there any concerns with your review of the SOPs?

WIT: I was involved in the review of the SOP, not the development. I did not have any concerns in the reviews as they applied to the tasks. We did not really have much experience in how to do these tasks. We had actually stolen somebody else's SOP and modify as is needed. We would perform tasks and see if our SOP worked, if it did not then we would change it to work.

IO: Who was in the crew brief on Saturday?

WIT: I did the crew briefs on Saturday; it was [REDACTED] only, [REDACTED] and Griffon.

IO: What concerns or issues did you address during the brief?

WIT: The only thing we briefly talked was maintenance. There was no scheduled maintenance due and it would not be a problem for us to get a package to them so we did not worry about it.

IO: Were the SOP's internal?

WIT: I believe we had a pilot who had a friend in the 160th and Wayne took their SOPs and changed it to the way we would execute.

IO: Were the tasks in your ATM or the crews task list?

WIT: We were explicit about adding the task to [REDACTED] and Griffon's CTL but I did not check their CTL's. [REDACTED] and Griffon had not performed all the tasks on the list before.

IO: Where, how and when do the crews pull weather to include pre-mission and during mission?

WIT: Our facility SOP is to pull from the NOAA website from ADDS, or you can call flight service and they read you information from the NOA website. That is how the crew was pulling weather that mission.

IO: After the sit down with the crew, what other contact did you have with [REDACTED] and Wayne?

WIT: I saw them the Sunday morning before they left. Not to say, they weren't checking in, they were checking in directly with [REDACTED] I was told by him Tuesday morning, that he had Wayne checking in directly with him.

IO: You are the [REDACTED] at the [REDACTED]?

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 4 OF 6 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 2015/03/19

9. STATEMENT (Continued)

WIT: I came to work at 0700, we work until we are done, with a max of a 16 hour duty day.

IO: Walk us through that day

WIT: I do not clearly remember that day. We had pushed out day flights because I do remember briefing some Day flights. I was also trying to prepare for a ATAP inspection at the beginning of April. I was trying to get the documentation together for that inspection, which is how I spend most of my days. Throughout the day I was looking at the weather expecting the pattern to change so I would be able to push out the night periods. I scrubbed the NVG period around 1530,1600 in the afternoon. I went home at 1730pm at the end of my normal duty day.

IO: How did you find about the incident?

WIT: [REDACTED] had tried to call me repeatedly but I was asleep and my phone was on vibrate. Around 0200, my home phone rang and [REDACTED] told me he needed me back there because Mojo 69 went down and to be prepared to go to Hurlburt with [REDACTED] I got to the facility a little bit before 0400. Then I was on the road to Hurlburt a little before 0600.

IO: What were your expected duties at Hurlburt?

WIT: There was an on scene [REDACTED] which was the fire department. The first [REDACTED] on the scene was [REDACTED], the [REDACTED] at the [REDACTED]. What should have happened is the he takes it from the civilian authorities and then I take it from him as the owning unit until CRC shows up. The lines got skewed because recovery took so long and CRC showed up six hours after I did. CRC physically took possession of all the statements and notes I had made. I have no copies of any data I collected.

IO: In the mission planning process your conversation with [REDACTED] and discussion with doors out/seats out.

WIT: I knew about the seats out portion, it was on the risk assessment and we briefed it. We assumed they were going to this with no seats. They were going to have a boat in the back and they needed to take the seats out to do that. I did not know about the doors off thing, until I was told the doors were still sitting on the ramp by 569 (A15) on Santa Rosa Island.

IO: Are doors off/seats out normal procedures?

WIT: We have done doors off procedures before for sling loads and bambi buckets to reduce visual obstructions. We have done seats out operations before but it is not a normal procedure, it just made sense for this mission set.

IO: Are there procedures for crew members when operating seats out and doors off?

WIT: Yes, Lance Bergeron had a hand in that and he also taught [REDACTED] on the other craft since they were both FI/SI's. We had straps specially made for the crew members that clip in the pegs on floor where the seats go. There were three chunks of floor still held together with those straps in the wreckage.

IO: Do you know the [REDACTED] or the [REDACTED] experience supporting SOF of any type?

WIT: We have done the ASFs a few times with civilian law enforcement and the [REDACTED] guys out of [REDACTED]. The Battalion has far more experience doing it. During deployments we have lent crews to the [REDACTED] and lent direct support to SEAL teams. [REDACTED] has done those missions, [REDACTED] flew with the guys from Virginia and Wayne was with the SEALs for two months.

IO: Any specific experience with the MARSOC guys?

WIT: We had done an iteration with them in the past month but that was our first work with MARSOC.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 5 OF 6 PAGES

9. STATEMENT (Continued)

IO: Culture of organization?

WIT: Our terrain flight boxes are a new creation. It use to be all of coastal Louisiana about 8 years ago. We restricted it to small boxes. We started stepping away from terrain flights and were not as big on tactical piece. During the past 3 years we have started trying to make a push to stay relevant to the task we are suppose to be proficient at, air assault operations and such. We will do a couple company level air assaults throughout the year and then do a big Capstone event. The culture is we are trying to get back to where we are doing this on a daily basis. Go from "hey we are a flying club" to "we are in assault battalion we need to get back in the groove with that assault mission".

IO: Run with anything above what the M model has for situational purposes?

WIT: We run with IPADs with a stratus and then we push a Foreflight off it. It gives us weather radar. Though it is not real time it allows us to plan accordingly with what we see approaching. We put the stratus anywhere we can on cockpit.

IO: Goggle Experience, HUD Comfort?

WIT: I personally love and hate the HUD. If I do not need it at the time then I do not want it in my face. If I do need it then I love how easy it is. The one on the Mike model is great. It is easy to program, it has the real light cable, not the cumbersome cord from the older models. Wayne in particular loved the HUD. I know because he was one of my best friends and we would sit around and discuss this. I do not know about any of the other guy's stance on the HUD.

AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. 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 [REDACTED]

[REDACTED]  
(Signature of Person Making Statement)

WITNESSES:

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

[REDACTED]  
(Signature of Person Administering Oath)

[REDACTED]  
(Typed Name of Person Administering Oath)

Judge Advocate  
(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 6 OF 6 PAGES

**SWORN STATEMENT**

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

**PRIVACY ACT STATEMENT**

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

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

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

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

1. LOCATION Jackson Barracks, LA	2. DATE (YYYYMMDD) 20150325	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS [REDACTED]	
8. ORGANIZATION OR ADDRESS 1/244 AHB, LAANG			

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

Q. Explain what missions you briefed the flight crews to conduct.

A. Tactical infill / exfill, which included HELOCAST, caving ladder, SPIES and para-drop. We included K/T-Duck with HELOCAST.

Q. What knowledge did you have to believe that the flight crews were qualified to conduct these missions?

A. They were all IPs, one was an SP. Three had conducted SOF exercises before (all but Strothers). We were in crawl phase. I don't know if they did academics and ground school.

Q. Had SOPs been developed and reviewed for conducting the specific MARSOC tasks that were scheduled to be conducted? Caving Ladder, SPIES, HELOCAST, K/T-DUCK

A. Yes they had, I had a hand in reviewing the SOPs. I quality checked the SOPs. Mostly I was checking them for spelling and grammar.

Q. Were you knowledgeable in the tasks that were briefed prior to the mission briefing being conducted?

A. I have never done any of the tasks.

Q. Did you confirm that the crews had conducted similar overwater tasks (Bambi buckets and overwater hoist)? If so, how?

A. I know that Griffin, [REDACTED] and [REDACTED] had conducted Bambi bucket. Strothers had just come back from Kosovo and I don't know if he had done this type of training. I am sure Strothers has done Bambi bucket, but not in the last year.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

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



9. STATEMENT (Continued)

Q. What procedures did you use to ensure that the weather conditions for the missions met the requirements of regulations, SOP, and briefing constraints

A. We briefed them on weather constraints. It was 500/2 during the day, 1000/3 under goggles and [REDACTED] briefed in addition that it was 1000/3 in sight of the shore. We trusted them to abide by the constraints.

Q. What constraints did you put on the flight crews during the briefing for executing the mission?

A. The ATM gives the mission constraints. We briefed the general MARSOC mission and we had an itinerary, but they had the flexibility to make minor changes as needed, with the understanding that they were talking to [REDACTED] every day to explain anything that had been changed.

Nothing Follows

AFFIDAVIT

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

(Signature of Person Making Statement)

WITNESSES:

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

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Typed Name of Person Administering Oath)

Article 136(a)(1), UCMJ

(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

18

Time Stamp (sec)	Event Name	Duration (sec)
0.575	IVHMU NORM PWR	0
48.55	STBYINSTNOTARMD	48
67.55	BOOST SERVO OFF	261
67.55	PRI SERVO2 FAIL	259
67.55	TR SERVO1 FAIL	228
67.55	PRI SERVO1 FAIL	228
67.55	BACK UP PUMP ON	67
67.55	SAS OFF	67
68.55	SAS OFF	92.002
69.55	APU ACCUM LOW	69
146.55	MASTER CAU-PIL	146
146.55	MASTER CAU-COP	146
160.552	STAB DEGRADED	160.002
160.552	FPS FAIL	160.002
160.552	FLT DIR FAIL	160.002
161.551	SAS OFF	164.999
161.551	MASTER CAU-COP	112.999
161.551	MASTER CAU-PIL	112.999
265.575	ENG1 STARTER ON	27.976
267.55	FUEL1 PRESS LOW	267
287.579	ENG1 OIL PRESS	287.029
292.55	#1 ENG OUT	292
292.55	SEARCH LIGHT ON	2
295.575	Eng 1 Start	0
297.55	HYD PUMP1 FAIL	297
304.55	MASTER CAU-PIL	24
304.55	MASTER CAU-COP	24
304.55	MAIN XMSN PRESS	304
304.55	ENG2 STARTER ON	24
306.55	FUEL2 PRESS LOW	306
325.55	ENG2 OIL PRESS	325
326.55	CHECK EICAS	326
327.55	#2 ENG OUT	327
328.55	HYD PUMP2 FAIL	328
331.55	Eng 2 Start	0
339.575	Rotor Start	0
342.55	BACK UP PUMP ON	1.002
345.575	ENG HEALTH 2	0
363.55	LOW ROTOR RPM	363
364.55	APU GEN ON	364
364.55	AVCS INOP	364
364.55	GEN1 FAIL	364
364.55	GEN2 FAIL	364
406.55	PARKINGBRAKEON	406

888.55 STAB MANUALMODE	18
888.55 MASTER CAU-PIL	15
888.55 MASTER CAU-COP	15
899.525 E1 OEM TGT MAX	4.2
899.525 E2 OEM TGT MAX	4.2
903.025 MDCOMPLETE	0
907.55 STAB MANUALMODE	4
907.55 MASTER CAU-COP	4
907.55 MASTER CAU-PIL	4
923.125 E1 OEM TGT MAX	5.2
923.125 E2 OEM TGT MAX	5
923.575 PITCH-MAX	9