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15-6 Investigation Aircrew Training Program Narrative

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Reviewing the Aircrew Training Program for the eight crewmembers supporting MARSOC. The Commander's Tasks Lists (DA Form 7120-R) and Crewmember Training Record (DA Form 7122-R) were available for review for the flight crews of MOJO 69 and ██████████. CW4 Griffin and ██████████ DA Form 7120-R and DA Form 7122-R records were migrated to the Centralized Aviation Flight Records System (CAFRS) in November 2014, so their records were obtained from the Army Aviation Program Executive Office (PEO-AVN). The remaining six crewmember's IATF and IFRF had not been migrated to CAFRS 4.0, so their records were maintained in hardcopy at AASF #1 LAARNG, Hammond, LA.

Commander's Task Lists (CTLs) (DA Form 7120-R) – Despite discussions with the unit and AASF #1 leadership during planning meetings conducted prior to the aircraft departing AASF #1, CW4 Griffin and CW4 Strother's DA Form 7120-R were not adjusted to include the mission tasks that were being conducted while supporting MARSOC. ██████████ and ██████████ CTL's were adjusted and included H-60 Tasks 2058, 2064, 2076, 2078 from TC 3-04.33 (Aircrew Training Manual; Utility Helicopter, H-60 Series) added to their on ██████████ SSG Bergeron, SGT Florich, ██████████ and ██████████ DA Form 7120-R's identified Tasks 2058, 2064, 2076, 2078 from TC 3-04.33 added to their on ██████████ ██████████ and ██████████ DA Form 7120-R's, which identified Tasks 2058, 2064, 2076, 2078 from TC 3-04.33, were old CTLs – both ██████████ and ██████████ adjusted CTLs were for a period ██████████ ██████████ ██████████ and ██████████ all stated despite making entries in CAFRS 4.0 they would not save and be reflected in the following synchronization with the CAFRS server in Huntsville, AL.

Task 2058 – Perform Special Patrol Infiltration/Exfiltration System Operations

Task 2064 – Perform Paratroop Operations

Task 2076 – Perform Caving Ladder Operations

Task 2078 – Perform Helocast Operations

Aircraft Currency – all crewmembers on aircraft 13-20624 (MOJO 69) met aircraft currency requirements stated in AR 95-1, Para 4-16 for the UH-60M.

NVG Currency – all crewmembers on aircraft 13-20624 (MOJO 69) met aircraft Night Vision Device (NVD) / Night Vision Goggle (NVG) currency requirements stated in AR 95-1, Para 4-16 and TC 3-04.33, Para 2-6 (b.) for the UH-60M.

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Annual Proficiency and Readiness Test (APART) Currency – all crewmembers from aircraft 13-20624 (MOJO 69) had documented on their DA Form 7122-R they had satisfactorily completed their APART evaluations, during their prescribed APART window within the last 12 months. CW4 Griffin and CW4 Strother satisfactorily completed their Instrument, Standardization, and NVG APART evaluations during their prescribed APART window. SSG Bergeron and SGT Florich satisfactorily completed their Standardization and NVG APART evaluations during their prescribed APART window. CW4 Strother current CTL dated 1 March 2015 had been signed by his Commander, but had not been signed by CW4 Strother yet. His previous CTL identifies he completed all of his requirements but had not signed it yet. SGT Florich's previous CTLs had not been signed whether he had or had not completed his requirements, despite it being identified on his DA Form 7122-R.

ACT-E currency – all crewmembers, except for SGT Florich, had documented in their IATFs they had completed Aircrew Coordination Training – Enhanced (ACT-E) during the preceding last 12 months. SGT Florich's DA Form 7122-R only reflected initial ACT-E training on 24 Mar 13. The required annual ACT-E training for SGT Florich's during his APART period 1 Jul 13 – 30 Jun 14 was not documented on his DA Form 7122-R. During his current APART period 1 Jul 14 – 30 Jun 15, which was not completed yet, there was no documented ACT-E training on the DA Form 7122-R.

Crew Endurance – there is no concerns with crew endurance for the crewmembers. According to testimony of [REDACTED], and reviewing the Holiday Inn Resort room access card reader records all crewmembers had sufficient off-duty time during the previous 48-hours to allow them to be in compliance with the crew endurance standards. It appears by testimony and the room access logs that the crewmembers bedded down in their rooms between 2200-2230 on 9 March 2015 and departed the hotel at 1430 on 10 March 2015. They were approximately five (5) hours and fifty (50) minutes into their duty day when the mishap occurred. Forty-eight (48) hours preceding 10 March 2015, the accident crew had logged 3.8 flight hours.