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**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) 20150313	3. TIME 0747	4. FILE NUMBER
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5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS [REDACTED]
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8. ORGANIZATION OR ADDRESS  
[REDACTED]

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

IO: Please state your rank and name.

WIT: My name is [REDACTED]

IO: What is your duty position?

WIT: I am [REDACTED]

IO: What is your MOS?

WIT: 0372.

IO: At the day of the accident, what were your duties?

WIT: I was the senior enlisted for my men inside of the bird.

IO: Can you describe to me the sequence of events in which everything occurred?

WIT: It was roughly 2020 hours when we took off. We flew for about 10 minutes until our helicopter came to a hover over land. From my experience, I assumed we came to a hover so the pilots could check the hover prior to flying over the water. After this we had turned around and started moving back to the LZ. Once we landed, we exited the aircraft and began to remove our gear because the operation was off. After about 10 minutes we started to get concerned because the bird (other aircraft) basically disappeared. From that point calls were made to the local air fields. [REDACTED] I am not sure if they called Pensacola but I recommended it. The pilots were contacting aircrafts at higher altitudes to relay in order to identify or locate the aircraft. Once that was unsuccessful, we started talking to SAR. The pilots SOP stated that after one hour of a missing aircraft had surpassed, the next step was to contact search and rescue assets. But before that one hour hit we launched guys around the coast lines on our primary team frequencies to contact them. After the one hour timeline, SAR was activated and we put boats in the water. We searched for about eight and half hours and found wreckage probably about four hours into that search. Around that same time is when the coast guard ships started showing up.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

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

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

STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED 20150313

9. STATEMENT (Continued)

IO: So your team actually started the search and rescue efforts?

WIT: Yes, Sir.

IO: Who made the initial contact for [REDACTED] Did you make the contact, or did the crew and pilots?

WIT: Our pilots started calling. I know they contacted [REDACTED] and put out that we had a missing aircraft.

IO: To clarify, you were in the second aircraft?

WIT: Yes, Sir.

IO: How long have you been assigned to your unit?

WIT: I have been with MARSOC since June 2007. I have been in the [REDACTED] for about three years.

IO: What was your assigned mission?

WIT: It was to conduct amphibious operations utilizing airborne assets, in order to further our capability.

IO: Who was the approval authority for the mission?

WIT: [REDACTED] were the seniors on deck.

IO: Did you all do a risk assessment?

WIT: Yes, Sir.

IO: What was your training relationship with the Louisiana National Guard?

WIT: This was the first time that I believe I have worked with them. I have been down there a few times and we have had assets come down from other areas. So I may have been with them before, but with these pilots it was the first time I have ever met them and had to work with them.

IO: Can you provide a sequence of events of the planning, briefing, rock drills and mission executions?

WIT: There was a systematic approach to the training. What we had done prior to this operation was conduct ladder climbs and casting of personnel into the water. All of the training was a buildup to the actual mission. We did a day run with the rolled duck and also a night run with the rolled duck prior to the live mission. As far as pre-mission preparation and planning, the air crew was involved in all discussions (i.e. talk-through/walk-through) of the individual responsibilities inside of the aircraft, and contingencies. The pilots would add their own piece to a scenario as well, especially when we were discussing any contingencies. We went over multiple contingencies which we discussed in detail. Especially 'cut away procedures' for the boats and things like that.

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 20150313

9. STATEMENT (Continued)

IO: Did the pilot give you and your crew a safety brief and a weather brief? If so, were the briefings thorough based on your experience?

WIT: Yes Sir. They were involved the whole time. The pilot brief wasn't very rigid. It was more of a group discussion rather than the pilots just speaking because we were all working together. They (pilots) would talk, we would talk, and we would all discuss how the operation would be conducted.

IO: When the aircraft was at a hover over land prior to flying over the water, could you still see the ground?

WIT: Yes Sir. I did not have my NVGs down, but with the naked eye I could see the ground very clearly.

IO: At what altitude do you think you were at?

WIT: I would say approximately 50-100 feet.

IO: You stated earlier the time from take off until the bird was at a hover was about 10 minutes. Would you say this estimate is fairly accurate?

WIT: Roughly.

IO: So the intended flight plan wasn't a direct point A to point B?

WIT: I think the pilots followed their planned route. We stopped over land before we went over water, and our aircraft did not go over the water.

IO: In regards to operations and safety, were the MARSOC guys on the floor with a lanyard attached to the rings in the aircraft?

WIT: Yes sir.

IO: Were the crew chiefs seats in and buckled in their positions?

WIT: Yes Sir.

IO: Did you notice anything strange or anything out of the ordinary with either aircraft before the incident?

WIT: No, absolutely not, those aircraft were brand new, the nicest aircraft I have ever seen.

IO: Okay. Going back to what you saw, when you came to a hover and the pilots were making the pedal turn to go back to the heliport, could you see any lights across the bay at that point?

WIT: I couldn't see from my perspective because I was on the starboard side of the aircraft. I would be looking south from my position so I could see the lights on the road. However, I do believe the pilots used the road lights to navigate back to the airfield.

IO: In your opinion, do you think the weather deteriorated rapidly from the time off takeoff to the time you all were at a hover?

WIT: Yes, when we launched in the Zodiac to conduct the search, I was on my NVGs and the fog was thin. I was heading east, and all of a sudden you would hit thick fog and you would have 50 feet visibility - then it would thin out and I would have 300-500 feet visibility through the fog. It was light, then thick, light, thick, light, thick. I think that as the 1st aircraft pushed east they hit a thick patch - which if you're wearing NVGs you can't see in. In this scenario the pilots would have had to go on instruments.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 3 OF 4 PAGES

STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED 20150313

9. STATEMENT (Continued)

IO: Did you have any visibility on how thick, vertically speaking, the fog was? Could you see the moon, stars, or anything above you?

WIT: No.

IO: Where were you in the aircraft?

WIT: I was starboard; front of the door.

////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:

[REDACTED]

SU  
adm  
at

[REDACTED]

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 4 OF 4 PAGES

**SWORN STATEMENT**

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

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5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN	7. GRADE/STATUS [REDACTED]	
8. ORGANIZATION OR ADDRESS [REDACTED]			

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

IO: Did you guys do an AMB, an air mission brief with the pilots? Did the pilots do a mission brief with everyone involved?

WIT: Yes, we did, that would be Sunday night I believe, that was one of the first things we did, we got in and we were pretty busy and we all sat down and met each other and talked, we talked over the whole weeks evolution.

IO: On the day of, were the pilots doing an update brief for everybody? Basically a full run through of that day? What the min weather was?

WIT: We knew the min weather from the air mission brief from the original sit down.

IO: What was it?

WIT: 1300 foot ceiling and something, let me still have them in my notes. Ceiling restrictions 500 feet day went to 1000 feet night, that is what I have written down, visibility two miles, and then we talked about our sea state three we can't deal with, then we went over what our restrictions were, we did have that discussion, and any updates they would let us know, we did daily walk thru's and talk thru's before we did anything.

IO: Prior to the night iteration, we understand the weather was rolling in?

WIT: Yeah.

IO: Did you hear any conversations between any of the pilots or anyone talking to the pilots about, "Hey the weather is getting bad"?

WIT: There was a conversation between the pilots and [REDACTED], because I remember over-hearing them, I was over helping my guys doing other things, and there was a discussion about the fog, but it wasn't a show-stopper at the time, it was a kind of like hey let's see what happens, let's see what develops type deal.

IO: Did they talk about what the plan if weather stopped the training for the night?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF <u>4</u> PAGES
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STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED 2015/03/20

9. STATEMENT (Continued)

WIT: I mean you turn back and just hold off really.

IO: How about a drop dead time for the night? Like no later than?

WIT: It was discussed I just cannot remember right of the top of my head, because of course with crew rest and things like that we are always restricted by it.

IO: Any coordination between the aircrews and the safety boats as far as you know, about who makes the weather call, and what that is going to result in? Whether it was the safety boat calling for weather or it was the birds calling for weather, what was each party going to do if the other called?

WIT: [REDACTED] is the LNO down in [REDACTED] and he would have been heavily involved in talking with range control and talking with us, he is that kind of middle man for it, I know that he was on comms and he would be speaking directly with range control.

IO: There was supposed to be a CV-22 coming out for training?

WIT: There was.

IO: Do you know why it didn't?

WIT: No, I didn't, I know they got shut off, I don't know if it was because of weather or if they had already accomplished what they were out there to do, because I know they had separate blocks throughout the whole day.

O: Some of the guys drove for chow, they took off between the day and night iteration, and left for chow.

WIT: They did.

IO: Do you know if any of the crew went with them, the crew chiefs or pilots?

WIT: I know when we ate the majority of the pilots were there, probably all of them, I think all of them were there, definitely.

IO: Do who any of the guys were that drove for chow?

WIT: I know my medic was with them, [REDACTED] we just call him knock, he did go, he is in free fall now out in Yuma, if we need to we can call, but I am pretty sure that all the pilots were there. They ate with us so they didn't go anywhere.

IO: For PPE for you guys in your aircraft and in the other aircraft, what were you guys all wearing?

WIT: For the night evolution?

IO: Yes.

WIT: NVGs, eye-pro, helmet, gloves, wet-suit, cammies, UDT vest, swimmer rig, rifle, fins, booties, chem lights on everything, everyman was marked, we had our procedures for emergencies, red chem lights, and green chem lights, hook knives or equivalent something to cut with.

IO: So everybody was strapped into the aircraft?

WIT: Yes lanyard, so everybody had a RIGGERS belt with a lanyard.

INITIALS OF PERSON MAKING STATEMENT

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PAGE 2 OF 4 PAGES

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

9. STATEMENT (Continued)

IO: Were you wearing flotation devices?

WIT: Yes, partial inflated so that if you go in the water you are buoyant.

IO: Did you noticed anyone, a crew member or one of you guys, anybody recording taking pictures, go pros, helmet cams?

WIT: No, whenever we do this type of training we don't record, and I do know the pilots said, "hey recording is a no-go for anything over the water", as per their SOP, so nobody should have been recording.

IO: Where were you sitting on chalk 2?

WIT: I was starboard front of the door, so right side in front of the door, on that run.

IO: Walk me through when they ran up departure, so essentially your flight route out back to landing at the pad, what you saw altitudes, how fast you thought the bird was going, if they hovered, the turns.

WIT: Our bird took off and everything was normal, we were heading out to sound DZ.

IO: What would you say the altitude they were flying at?

WIT: I didn't have my NVGs down because when I enter the water I don't have them down, because I don't want them to smack me in the face, I would say 50-150 feet, somewhere in there, could have been 100 feet, because I could see the ground when we were hovering.

IO: How about seeing out?

WIT: I would have been looking south, so I could see lights on one of the roads, I remember seeing lights, I just know that I could see the ground I was talking, and we were sitting here, so I was like, ok well we are checking hover, then after a little while I was like, ok it's probably a no-go, because we were sitting there for so long and didn't go over the water, so I figured we were going to turn back.

IO: Where were would you say they were sitting? We are not talking over the pad, so they had departed out?

WIT: It was south of sound DZ, over the land, over the strip.

IO: So they came to a hover then did what? Which way did they turn out?

WIT: Well they turned right, because they would have turned right to come back.

IO: When they were turning, just prior, during, or immediately after, what did the visibility look like to you? Your best estimate at a distance.

WIT: Honestly all I remember is, because I am waiting to get over the water and waiting for 30 seconds to do what I had to do, all I remember is that I was really focusing on the ground; that is all I remember, looking at the ground like what are doing? That was really what I was focusing on. We were rotating guys through positions so that everybody got a feel for what everybody was doing, [REDACTED] was on ICS at the time. He would have heard what they were talking about.

IO: The came to a hover prior to turning around?

WIT: They did.

INITIALS OF PERSON MAKING STATEMENT

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PAGE 3 OF 4 PAGES



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

9. STATEMENT (Continued)

WIT: It was, I think that they did use the lights on the road to guide them, which I remember seeing but when we turned I wouldn't have been able to see that anymore, but they flew back pretty slow.

IO: That was what I was going to ask, when they were going back, did you perceive that it was a lot faster, slower, or same speed when you came out?

WIT: I say it was a lot slower.

IO: Higher or lower altitude?

WIT: We stayed low, it was a lot slower.

IO: And land back at the same pad you guys took off of?

WIT: Yea, I am just trying to remember the flight back did I look out or see anything, I might not of I was just looking at the guys inside and telling them it was off.

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

AFFIDAVIT

[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.

α [REDACTED]  
(Signature of Person Making Statement)

WITNESSES:

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

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT α

[REDACTED]

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**From:**  
**Sent:**  
**To:**  
**Subject:**  
**Attachments:**  
**Signed By:**

[REDACTED]

[REDACTED]

I made your changes and attached is the final copy for your signature.

[REDACTED]

Original Message

[REDACTED]

--  
[REDACTED]

I have some corrections, please update and send back. I will get the signed copy to you as soon as possible.

[REDACTED]

DELIVER RESOURCES

500 FT DAY

1000 FT NIGHT

VS

2 MI

TUESDAY 10<sup>00</sup>

1000 / 1700 / 1900 / 2000 ~~2100~~ 2200

1300 - LADDERS / ROLLS / ASCE

WED 11<sup>00</sup>

1200 1300 1400

- NEED TONS INFO

- RISK SURF REPORT (SHEATHS 3)  
PILOTS

