

12

DAILY STAFF JOURNAL OR DUTY OFFICER'S LOG

For use of this form, see AR 220-15; the proponent agency is Office of The Deputy Chief of Staff for Operations & Plans

PAGE NO.

NO. OF PAGES

ORGANIZATION OR INSTALLATION

LOCATION

PERIOD COVERED

AASF#1

Hammond, La (KHDC)

FROM

TO

HOUR

DATE

HOUR

DATE

0645

08 Mar 15

1420

08 Mar 15

ITEM NO.

TIME

IN

OUT

INCIDENTS, MESSAGES, ORDERS, ETC.

ACTION TAKEN

INL

1

0645

Pharmacy Crash Tested

2

0910

MJ69 Flight(2) dep HDC

3

1025

CH47 70116 15 min from HDC

4

1045

[REDACTED] off HDC

5

1045

CH47 70116 arr. HDC

6

1142

[REDACTED] 5 min to HDC

7

1152

[REDACTED] arr HDC fuel on request

8

1300

VOCO MJ69 am DTS 1037

9

1420

Cast Entry

TYPE NAME AND GRADE OF OFFICER OR OFFICIAL ON DUTY

13

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 Fleming Hall, Jackson Barracks, New Orleans	2. DATE (YYYYMMDD) 20150319	3. TIME 1300	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS CW4	
8. ORGANIZATION OR ADDRESS DET ID, 2-151			

9. [REDACTED], WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
IO: Please state your name, your rank, and your units, because you have two, you have your Monday through Friday, and then the weekend unit, and also your positions in both the unit and the facility.

WIT: [REDACTED] am an instructor pilot at the facility, ASF #1 during the week, and I am [REDACTED] for the Lacota unit, DET ID, 2-151. I forget what else you wanted.

IO: She wants your last four, but I didn't tell you that.

WIT: [REDACTED]

IO: And your MOS?

WIT: 153L.

IO: Before we get started, just give us a little bit of background, I know you have been flying the Lacotas, and the 60's at the facility, but just a little bit of background about you, and how long you have been at the facility and such.

WIT: How far do you want me to go back?

IO: A few years.

WIT: I was a course crew chief when I first started out, in the 58's, and Hueys, and Blackhawks. I then went to flight school. Out of flight school I went to work with Lockheed Martin as a technical inspector. I then got re-hired on at the facility as a flight ops guy, as a warrant officer, I then became a maintenance test pilot in the 58's, a maintenance test pilot in the Hueys, and an IP in the Hueys. I then was a full time maintenance test pilot at ASF# 2 in Pineville, because there was a job opening in 2007. [REDACTED] called me and asked me if I would be interested in it, and I said, "Yes, I am". Because that was what I wanted to do. I then got hired on there, and I went down there, and that was prior to us going to Iraq. I was Blackhawk qualified but not as an IP, not as a MP or anything like that. I was just a PIC when I got there. And probably after three or four months they sent me to the IP course. I went straight from the IP course and then we deployed to Iraq. I went as an instructor pilot over there, I flew Blackhawks that whole time. Roughly two and a half years ago the Lacota unit was being brought online and one of our pilots was going to be the SP. I was like, "OH man that's pretty cool, good luck with that". Then they heard that we were getting a different type of 60, and he said, "guess

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF 17 PAGES
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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.

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

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

what, I am not going to do that now. You are going to do that, and I am going to go fly the M models", and I was like, "Awesome". Then I went to the OEM course. From there I went to the instructor pilot course, the IE course after that, and then the M model transition. I fly both aircraft, but of course I have a little more time in the Lacota, because I instruct in it as well as the SP. I was building up the unit, so I had to do what the pilots, and the crew chiefs do during the week. I do the Lacotas and I do the Blackhawks. I love flying the Blackhawks. I didn't want to get away from it, but I don't know how many hours I have in the M model. But I have little over 1200-1300 in the 60 itself.

IO: When did you go to flight school?

WIT: I went to flight school in 1997, and graduated in 1998.

IO: When did you go to M model AQC?

WIT: I went to M model AQC in March of 2011, or 2012. But I did back to back courses. I went to the Lacota IP course, then I went to the staff course, then I went to the M model transition course, back to back. I think in 2013 is when I went to the instrument examiners course.

IO: We want to get some details, and some background on the mission. So what I want you to do, I want you to reflect on, and maybe start from Saturday, and I want you to be as detailed as possible. So if you could take a couple minutes and sit back and reflect and put yourself back into the planning process. When you started getting information about this mission, and then work your way through the mission brief, and going home on Saturday, and going back in Sunday. Tell me a story, with as many details as possible, all the way through Wednesday of this week if you can. Take a couple minutes, and just kind of reflect back, and think back, and put yourself back in that time frame.

WIT: Do you want it all the way up to current, or up to the mission time?

IO: Up till you landed back at the pad.

WIT: If you want to start out on Saturday, I knew of the MARSOC mission, but I wasn't familiar with what was going on. I wasn't privy to the training that went on a couple weeks prior. But I know they did that, but I know Mr. Griffin, and [redacted] were in contact with the all the MARSOC guys, and they did some training with them. I don't know what they did. Maybe it was fact to face things and getting everything going, like a I said I did know of the mission but I didn't know what they did. It was probably a couple days prior to that, because we had drill that weekend. It was probably a couple prior to that, [redacted] said "hey would you like to go on that mission?" And I was like, "Yea, sure." I asked what are we were doing, and he gave me a run down on it. Wayne was busy still building the SOPs. I don't know what SOPs he was working on, he just said, "I'm working on SOP's.". I didn't get a chance to talk with him. So I asked [redacted] "Hey, what do you need me to do?"; what process is this? That was probably Friday evening. He said, "We pretty much have all the planning done." I said I will read through all the ATM procedures and see what they consist of, because I have never done that stuff, being in the Lacota unit. We came in for drill that day, and I was taking care of my unit, and unfortunately I have a young LT as an commander. I am not going to say that I run the show, its not what I mean, but they come to me for flight schedules. I have three guys that are on progression, and I have pilots I am trying to get progressed. I am the only IP, so there was a lot on my plate, as far as trying to jockey, and get the flights out. We had an AMR that day, so I was making sure those guys got out. I think that was the day we showed up at 1300 because we were doing hoist training. So we did our hoist training for the day and then night. We got out of there maybe 8:30 maybe 9 o'clock. I knew that we were going to leave on Sunday, so we came in to finish up all of the stuff with my unit. I had to call and tell everyone what I needed done. They were talking about classes, and I was like, "OK". I then finally got them all squared away with what I needed them to do, and then I talked to [redacted] and said, "Hey I am going to go down and pre-flight the aircraft." He said that he was going to look at the book." I said, "I know your the PIC, do you need me to do anything else?" He said, "Just make sure you get the aircraft uncovered and pre-flight it, I will take care of all the briefs, all of that stuff." I then went downstairs and pre-flighted the aircraft and put all of our gear in it. I know we were supposed to leave at eight, but I know that didn't happen. It took a little longer and we left at maybe nine or ten. I am not really sure. We got the crews together, and we did our brief, which included normal crank up procedures, and taxi procedures, in order to get us over to Destin. As far as what we do for our SOP, we took off and headed towards Destin, and I want to say that we went along the shoreline. I don't remember the exact route, but it was pretty much along the shoreline all the way down to Destin. I think it only took us about one hour and 40 minutes or 45 minutes to get there, and we landed.

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 _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

I don't remember if we landed at Destin first, because I know that Sunday we did go to that restricted area, the MARSOC area. I think we went to Destin and got gas first, and I think that we went over there after that, then we shut down. That was when we went into their big briefing room, and I think that was when I started to get the picture of what we were going to be doing. Because you can only read so much and figure out how things are going to go reading through an ATM. That was when they did their big brief, day to day, pretty much, at this time this is what we are going to be doing, and then this time we are going to be doing this at this day, and they walked through the whole week. After meeting everybody, we walked out to the aircraft, and they started pulling the SPIES and ropes out just to see how they fit, what they looked like, and how it worked. We went through all of that with them, and that probably took several hours because we did all kinds of stuff with that. They then started talking about cable ladders. I don't remember if we were messing with the boat that day, or not, I am not really positive. I can't remember if we loaded the boat that day to see how to get it in and out of the aircraft, and how we were going to strap it down, and how everything was going to get tied in there. That was a fairly long day, so probably about 4 o'clockish we went back to Destin and shut down. We daily'd the aircraft, and the crew chiefs took care of the books. We helped them daily the aircraft, wash windows, wipe down the struts stuff like that. I went back to my room, I think we all met up for dinner, maybe downstairs, and that was Sunday, Monday, I think it started off kind of early, because it was going to be a full filled day. I remember them saying to meet downstairs at 10:45, it was 10:45 I believe. We met downstairs and went over to the flight line, cranked up, and that was when we went back over to A15, shut down, and went back through what we were supposed to be doing and how we were supposed to do it. The guys were telling us what they were looking for. I want to say that we both did SPIES, because I remember saying, "This is pretty cool, this is stuff you see on TV." I think Mr. Griffin and them did theirs first. We then briefed how we were wanting to do our stuff. I remembered what I kind of read through. Then we took them around, not the sound, but we just took them to the beach line and turned around and came back. We then came back to here and we did it dry. Then we did it wet. The biggest thing they were talking about was the air speeds, and the altitudes, and what they wanted us to be at, and how fast they wanted us to fly. It kind of correlated with what we had already read in the ATM, I think it was 70 knots when they were dry, and 50 knots ground speed when they were wet. We were asking how long those ropes were, and how high do they need us to go. They said we have 120 feet of rope, and we are looking for a 250 feet buffer zone, so 370 feet is our safe zone. They told us that is when you call that out, and that's when we tell you that you are clear for forward flight. That was pretty much what we did, we picked them up, came up to our altitude, and took them about three miles down the beach. Then we made a slow right turn, and came back in, and then we made our approach back into A15. Just like everything else, your reading off altitudes and air speeds, and we knew that about 126 feet the first guy should touch down and he will walk out, and around 90 feet the last guy should touch down, and just the opposite coming back up. We were talking that back and forth, and they wanted slow descent rates. So we gave them slow controlled descent rates, and it was slower than the ATM was talking about at 100 feet per minute, but it was way slower than that. They didn't like that speed, because they wanted to be able to just walk out to the left side when they touched down. We did that, and then I think we did Helocast that day, because we did it wet, with recovery on the SPIES, after we both did the day runs. I think we went and got gas, then we shut down, and got prepared for the night portion. We re-briefed where they wanted us to go, and I want to say that we did that at the night and that didn't take that long, we just did maybe one or two runs on that. I don't remember if that was when we started messing with the rolled ducks. It has to be because we didn't do anything on that Tuesday. So if had to be rolled ducks and SPIES that day, because the next day I knew was going to be cable ladder. So we did mess with the boats that day. So that's what we had to do, it was load up the boats. They were going through nice and slow how they were wanting to do things; what was our altitude, you know five feet, ten feet what do you want? We talked through that whole piece with the MARSOC guys. They were pretty much showing us how we were going strap it in the aircraft, and what we were going to do. Each time briefed each other, I would ask [redacted] "How do you want me to do this?" He did most of the flying because I was on the right side, and everything happens out the left side of the aircraft. So he pretty much did most of the flying. I would just call out altitudes, and turn on windshield wipers. I tried from the right side, but I had no reference with them. So I said, "this is not working, you have the flight controls, I am not doing you all any good", I think that I pretty much was trying to drown them, I think. As soon as we got done with the night run we went back and shut down at Destin. We refueled and went to our rooms. I don't know what everybody else did, but I had to go to my room. I had some stuff that I needed to take care of. I was kind of in a bind, I didn't feel well. So I told them that I was going to the room to chill out. I think that was about 10:30. I was out, I was tired, but of course I was the oldest guy there so imagine what names I was being called. I think I woke up around 8 o'clock that next day on Tuesday. I went and worked out, of course I worked out both days. Once I got done I got dressed. [redacted] went and got us a sandwich and we went and picked up our crew chiefs. I think we had to be at the airfield, by two o'clock, or two thirty, because we were over there and got it uncovered. We were over there at A15, at about 1600, 1610 or something like that. That's when they sat us down, and we went back through the briefing for the cable ladder. This is when we learned that they only wanted a dry and wet run. So Mr. Griffin did all that training, and we just sat there and looked on. As a crew we just sat back and watched them do all that, we marveled it, people climbing up and in and out of the aircraft, and after that they shut down.

INITIALS OF PERSON MAKING STATEMENT [redacted]

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9. STATEMENT (Continued)

I think that they said something about that we were supposed to start a little bit earlier than the time we did, because there was some training going on over there in that area. I swear they said something to do about a C130 working the area for something, I don't know what it was for, and maybe he was working the range over there. So they wanted all that place clear. So it was a little later than what we expected to get started. We went and ate hot dogs and hamburgers with the MARSOC guys, and talked to them, you know joking with them, talking about the day's mission there. I know that I was talking to this one guy there, and we were talking about how the training went well and that maybe we needed to change a couple things. I can't remember the guy's name. We then got down there and walked out to the aircraft and were prepping everything, getting the goggles ready, and getting the aircraft ready. I was in our aircraft, and Mr. Griffin was in his aircraft. [REDACTED] had a brief over at their aircraft with the crew chiefs, and I didn't know what they were doing at the time. However, I had one of the MARSOC guys going through the routine with me again saying, "hey, I need you at five feet, I need you at this, and this is what we are going to do with the boats." Because that was all we were going to be doing that night. Just the boats then we were going to be done. He said, "This is when we are going to belay it out, I know that we tried that at ten feet, I think that is a little too high." So I said, "So you need five feet and this fast?" "We can do that for you at that time." He started talking to me about something else. No, he was still talking about what the guys in the back of our aircraft wanted to see from our perspective. The crew came back over and [REDACTED] briefed me on the weather. You could tell it was getting foggy, but there is a tower that is like three miles down a strip of beach, this tower is roughly 2.8 miles from there. It is a big ole' overwatch tower. I don't know what they use it for, but we could see the lights blinking, because that is the same route we took the day prior. It was where our turn around point was. He briefed me on what we were looking at and he said that at, I think, Whiting field, or Pensacola, was reporting that they had 1400 foot ceiling and six or seven mile visibility. I could see some stars up in the skies as I was sitting in the cockpit looking up. I said I know we are going to take it slowly, so you want to take it nice and slowly and nice and easy we are just going to try it, he said, "Inadvertent IMC, if that happens we briefed it." "Wayne would go to 3500 feet I think, and we would go to 4500 with our return 20 degree clear of whatever side we were on. We would then contact approach controls, and we had like five airports we could go to, Whiting, Hurlburt, Crestview, Pensacola, and they were even looking as far as Florida. We asked the crews if they were comfortable with everything that we were doing, everybody said yes, because it seemed like any other routine flight that we normally do. Mr. Griffin was facing the opposite direction, so when he cranked up he had to pick up and do a pedal turn to be facing the same direction we were. We called our redcon, ready to go, and I know they briefed at like 1940ish, but we took off at like 1955, 1956 something like that, that time frame sounds about right. We kind of picked up together. I was on the flight controls at the time, so I said, "hey I am going to hang back and let him get a little bit ahead of us, I don't want to be right on his tail in case something happens." [REDACTED] said, "Okay, sounds like a good idea." We were probably talking 8-10 rotor disk or something like that. This is A15, and right here, and I think our area to go is right off, and there is a house right off of this point. I think it was right here that was our drop area. If I am not mistaken, we punched it as a grid coordinate, and we were just using the FMS to get us back and forth and that was what we talked about prior to that. I said, "hey look A15 is on the GPS and we have that spot on the FMS", and we pulled it up and had our little line drawn. I said "that's not very far, and that shouldn't take us too long to get over there", and that was pretty much was the same spot we were had done prior to. I want to say this is a road, so when we took off we were heading roughly, 04-05 something like that. I lifted up, he lifted up, I let him get ahead of me, and I didn't see any problems. I could still see the lights of the tower down there, and I could still see all the MARSOC buildings, and we started heading over there. I don't know what the time frame was, but you were only looking at a mile and a half right there, and you are talking at 50 knots and 100 feet. It doesn't take very long to get over there. I was letting the crew chiefs know that if they lose contact with the ground to let me know, and I said to the crew chief to help me keep an eye on the aircraft and he said, "got it." We were calling out everything. I noticed that when he started getting around the wires, or the road, because he had flown over this thing numerous times on the day's prior. So [REDACTED] and him were talking back and forth, and he said, "hey don't forget the wires", and we said, roger we got them. We knew where they were at. Then he said he was going to shine them for you, which I could see them, he shined it then turned it off. Then [REDACTED] it our search light, I guess to let them know that we got it, and that was when I said we had them in sight. Probably about the time I was approaching the wires, Mr. Griffin was probably just approaching the shoreline. Just where he was going to get on to the water, hits there, and right prior to that I told to [REDACTED] hey man, I am starting to lose him a little bit, I'm turning right, I'm going back, we

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9. STATEMENT (Continued)

are going to turn around and go back." About that time for me to make that turn, I was right over those wires at probably 100 feet, and we were still at 50 knots, and we were slowing down a little bit because I was making a turn. I knew that if I turned south I could see all these lights here. When we started making the turn, I said, "Do you have the power poles and the road?" And [redacted] said, "Yep, I got them." I said, "alright continuing right turn." He then said, "hey I have everything clear out my side, would you like me to take the flight controls?" I said, "if you can see out your right side then yes." He then said, "Plus up to A15", I said "roger." So I pulled up to A15. At that time you are only talking .2, because by that time he was already starting to make his right turn, I noticed that I had several landing areas. And I cant remember if I thought it or if I told him, but I think I told him, hey, if anything happens to us we have a spot here, we have a spot off our nose. I am looking this side, if anything goes wrong we will just land it and just shut down right here when we are clear of everything.

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[redacted]

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9. STATEMENT (Continued)

I think he said, "No I am starting to pick up the lights". At that time, we were paralleling the wires and he did a Z-Axis plunge, which brought us to a level hover. I think we were at 85 feet and then we did a pedal turn towards the south. We knew if anything, it is clear out here, and that was something that was briefed earlier. That is, that if worst comes to worst, we will just turn south and go towards the ocean. There is nothing out there, and that keeps us well clear of here, and well clear of any of these towers over here, and pretty much well clear of the city over here. I was like, well okay. We continued our right turn, and the crew chiefs and myself were calling out, "hey I got the power poles, and "I got the ground in sight." And then I think the right side crew chief said, "hey I got the lights to the little MARSOC compound over here." We continued our right turn and about that time we were starting to make our turn back towards, I think [redacted] I cant remember his call sign, but the [redacted] was out here in the sound. I know that it is taking a long time for me to say it, but we are talking seconds all this stuff is happening. He is trying to call, so finally I said, [redacted] is return to base", he said, "Roger ,we are canceling the mission." About that time, as we started to make that turn and paralleling, we did that Z-axis plunge, I noticed that Wayne's aircraft was going up into the fog layer, and I heard him say, "Hey, we are going in." Everybody looked and said yep, we see the slime lights, and we see him in a nose high attitude. I just assumed that it would be like any other time you go inadvertent IMC, you get your climb and you go up with approach controls. So there wasn't a whole lot of chitter-chatter going on between the cockpits. But inside, I don't know what went on in their cockpit. But me and [redacted] were communicating back and forth about what we could see. When we made that turn, I remember looking at him and seeing the slime lights and thinking, OK, he is going inadvertent IMC, thank god we didn't have to do that. We made our turn and starting picking up the lights of the building right up in here. We made our way back around here, went over the pad right about over here, made a pedal turn and landed. Unfortunately, we didn't try and call him. I knew that even though he is one of the most experienced pilots I have ever met, if he went in, I know that their cockpit would be kind of busy. I said that we are not going to mess with them, we will just let them do their business, and we will go up with an approach control, and try to get them. Not thinking that when you get on the ground you cant get anyone, especially Eglin approach. And I forget their name, but it is almost like Eglin's range control guys. When we got on the ground we did our shutdown procedures, and we were back on idle. I said, "hey lets try and give them a call." We tried to call, nothing, tried to call Eglin, nothing. We are looking at this at about 2010 maybe, tried to make the call. Nothing, I said, "hey man he is probably busy, he is trying to get with approach control, so we are not going to and mess with them." So that is when we tried to call Eglin themselves. I said, "we are not going to get those guys on the ground." So we shut the aircraft down, and got out of the aircraft, and talked about what had happened. We said, "hey, I am glad that we made our turn", and I remember asking, "hey, did you all see what we saw?" "Did you see Wayne go up?" They said "yea, we saw everything, we had contact with the ground and we had contact with the tower, we felt comfortable with what we did coming back to here." I think that [redacted] then went over and talked to the MARSOC guys. All of our guys got out of the aircraft and walked over to their little building. I think that about that time that [redacted] that always had the radio, showed up, and they asked us, "Have you heard from them?" I said, "no." I said, Hey, [redacted] lets go out there and get on the P and see if we cant contact someone on guard or something like that. [redacted] and I went out there, and we contacted some aircraft, something "dot com." I don't know what they were doing out there, but we called several times on guard. He came up with whatever his call sign was and said, "do you need me to relay a message?" We said, "roger." I think what we asked him to do. We asked him to call Eglin approach to see if they had heard from a MOJO 69. But what he did was call MOJO 69 three times, and then came back and said, "Hey I am unable to contact MOJO 69." We said, roger. It is now about 8:25ish, maybe 8:27 or something like that. We knew the area that we were in. We figured that no more than 45 minutes he should be at an airfield because we were literally right by, I guess Whiting, and Pensacola. We were right there. So I was like, that shouldn't take him longer than that. I said, if worst comes to worst, I said an hour and some minutes. I said that is because he probably had 1600-1700 pounds of fuel. I don't know what he landed with, but I know that we landed with 1800-1900 pounds because we didn't do that mission earlier that day. Me and [redacted] got with the MARSOC guys, and said, this is our plan of action. They were asking what our game plan was if we hadn't heard from them in a certain amount of time. I said that normally an hour and a half is when we need to start talking to someone. I want to say that this transpired probably 30 minutes between us talking and me and him looking at the ipad and finding out the airports. I was trying to pull up the weather with the ipad and it didn't have any signal. So I was like, I cant do that. I am 47 years old, I am no techie. Do I have weather on my phone? Yes. But I am not smart like these young kids, and they can get it. So he got on his phone and we were trying to contact approach control by phone. I said lets call them by phone, and we were having problem trying to get somebody to give us phone numbers to the approach controls. So I said, "lets try flight service, and they have got to have phone numbers." So that was around probably 8:25 or something like that, I cant remember. I think he finally go ahold of Eglin, I think, or he got a hold of a approach control, I don't know which one it was. I could hear him and I was over doing something with the ipad. He was on the phone, and he said, "Have you heard from a MOJO 69?" And apparently they said, "no". He said, "Ok, I understand that you haven't heard from them." I was like, that doesn't make a whole lot of sense, because Eglin is right there, something ain't right. He said, "Ok, I understand that you haven't heard from them." I was like, that doesn't make a whole lot of sense, because Eglin is right there, something ain't right.

INITIALS OF PERSON MAKING STATEMENT

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9. STATEMENT (Continued)

So I said, "what do you think we need to do?" He said, "I am not sure." I said, "look its 8:30." He looked at me and said, "We need to start making phone calls." I said, "I know its only 15-20 minutes but no one is hearing anything." That took about 25 minutes to make all the phone calls, and was almost ten till nine after all the phone calls. I said, "we haven't heard from them.", He said, "Yep, I am tracking with you." So we tried to call [REDACTED] and [REDACTED] I want to say we finally got a hold of [REDACTED] We let him know, what was happening, where we are at, this is what we are doing, and we haven't heard from them. At about the same time, the fire chief that was right down the road came over. All this is rolling in probably 2110 or something like that. Do you want me to continue on?

IO: Sure.

WIT: When we finally got in contact with the fire chief, that is when everything started. They said, "Can we get a boat in the water?" He said, "yes, we can try, we will call coast guard." Then, I think a couple of us tried texting them, and no response. I think a couple of them tried to call and it went straight to voicemail. Then that I am not sure we are getting around to, it is probably getting close to 10 o'clock. That is because we had to help the guys get the boat out, and get the boat prepared, and get all that stuff, and get someone out, because I think they called the Coast Guard. And the Coast Guard said that it would take some time to get out there. I think that is when the search started, and me and [REDACTED] walked up the beach line just to see if we could see anything. Of course we could not see nothing. We then just walked the beach line. We were like, well nothing here, so we went back and got back in the truck. That is when I think they started pulling out their emergency van, or whatever they call it, like the command center van. [REDACTED] spent most of his time with them, and I grabbed our guys up, and I took the two crew chiefs, and we moved back to the MARSOC building. I told [REDACTED] that if he needed me for anything to just give me a call, I am taking these guys over here. I said we will figure out what we need to do from here. This is when everything started to come in that was probably around 2 o'clock, I think. They started to say that they had found some stuff on the beach, and I was like, "no there is no way, that's over there, we weren't even there. I said there is no possible way, I didn't even think twice. I said that I was not going to worry about that, I was still kind of of concerned. As good as polcy was, I just didn't even affillate that he shouldn't have been gone that long. I finally went down to the command center and I brought him the ipads and we were trying to plot some stuff. Then I heard everything that was going on, on the radios, because we couldn't hear anything because we were down by ourselves. I think that [REDACTED] was pretty busy. I called him up and asked him, "hey what do you need me to do?" He said, "come up here, I need this, this, and this." I think that was when they started to find some pieces of the aircraft, and I was like, "well, shit." We were running through our heads, how? We still don't understand it, I still don't understand it, that was pretty much the whole day. And they took us to the ISOPREP or whatever they call that building at probably about 4:30 in the morning. I pretty much did my best to keep the guys informed as I could. I didn't know how they would react, so I would say, "Hey look, we don't know what is going on right now." So I just kept them as informed as I could, with the crew chiefs [REDACTED] was right up in it. So I was trying to keep the guys as informed as I could, trying to help out. It was a full court press in that place, they were busy, it was chaotic in there for a little while, and they finally got us out of there. That is when we went over to, I think to Hurlburt, to the ISO, whatever that building is called. They got us in there, and then the rest of the day was pretty much a blur.

IO: I appreciate that [REDACTED] I know that it is challenging and tough to think back. You answered a lot of the questions in your conversation, which what was I hoping would happen, but I am going to ask, and [REDACTED]s probably going to ask some questions to make sure that we get everything covered that we have. You talked earlier that you hadn't done any of these type tasks that you looked at in the ATM prior to this. Have you supported any SOF guys in the past?

WIT: I have. In Iraq, I forget what SEAL team we worked with, but we worked with a SEAL team in [REDACTED] for probably a couple months. I think, but we were working with them between [REDACTED] They would call with a mission and we would do whatever they needed us to do for that. Then probably around [REDACTED] they moved us into their special operations place, and that was were we pretty much did all of our missions. It was pretty much insert/extract type missions. They would need us to go to this grid coordinate, and this is what time we need to be there, stuff like that. I don't think that anything that we did there was any different then that.

IO: Had you worked with MARSOC before?

WIT: No I have not.

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9. STATEMENT (Continued)

IO: Do you know if Wayne, or [REDACTED] or Dave have?

WIT: I couldn't tell you. I know that they had been in contact with them for several weeks. I know, I don't know how long. It may have been two weeks, but I don't know exactly. I just know that I heard MARSOC through the build while I was doing what I was doing [REDACTED] and Mr. Griffin were heading that project up. Then I want to say [REDACTED] got pulled in. I don't remember that time frame. But it was after, I guess they did all that face to face. Then him and Mr. Griffin went the week prior and did a face to face. You know, exactly what do you want us to do exactly and how do you want us to do it? I think that they were gone for like a week, because they came back that Saturday, and then we left that next Sunday. That was the first time I have ever messed with MARSOC.

IO: Who was the AMC for the flight?

WIT: Mr. Griffin was the AMC.

IO: Did you guys sit down and discuss collectively the plan of attack, like an A and B?

WIT: For which part?

IO: For the week, or by day?

WIT: I want to say, when we were being briefed by those guys, on the first day, when you say a regular AMB (Air Mission Brief). Like going through the whole nine yards AMB brief? I don't remember that. But I know that we sat down with the crews and said, ok this is how we are going to do this. This is what we are going to do here. This is what we are going to do here, and this is what we are looking at. Because I know I had some questions. Like, what does this mean? And they were like, ok, this means, because I didn't know all the lingo. I knew what a SPIES was by reading it, but once I finally put my eyes on it, I was like, ah, that's what that is, I have seen it a thousand times. That was how we briefed it, we just briefed it as, just like how you would go out and brief a regular mission. Hey, this is what we are doing, this is how we are going to do it, and this is pretty much the time frame. Of course we briefed as a crew, as our individual crew, as just as another regular flight, like what we would need to do, and what our responsibilities were, and stuff like that, but I don't remember a big AMB.

IO: When you briefed as a crew, where and when did you guys do that?

WIT: Usually by the aircraft. The way the day runs, we would brief, hey we are going straight from here to A15, and we are going to shut down, this is what we are going to do. When they all gave their little brief, once we got out there and everything started rolling, then we would brief, this is what we are looking like, and the crew chiefs would look at everything, and of course I don't know what I am looking at for the most part, I understand what was happening. I understand the concept of everything, I had just never seen that stuff, so I was pretty interested in it. Then we would brief, hey, this is what they want, they want us at five feet, this is where we are going to go, this is what we are going to be doing, you are going to be flying, I am going to be sitting here, I have the radios. Once we briefed that, we pretty much knew what we needed to do, so we just went and did it.

IO: Do you know if the MARSOC guys flown before?

WIT: With?

IO: In Blackhawks, was it a new-passenger-brief for those guys?

WIT: I have no idea. I don't talk a whole lot. I am kind of shy. So I don't talk to those guys a whole bunch, so I wasn't like, "hey guys have you done this before?" I just assume, like I assume with SEALs, and anyone else, that they have done this training before. I am just trying to keep up with them and see what they want us to do. I am not sure, I am not positive so I cannot answer that question.

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9. STATEMENT (Continued)

IO: For passenger brief, and operations in and around the aircraft, how was that brief done for those guys?

WIT: I am not really sure how they did that. I do not remember. I don't know if you are looking for a full brief or what you are looking for. We just kind of briefed what we were doing and what we needed to do. I can't tell you for certain if we did a full out crew brief each and every time we did something. I don't remember, but probably not. We were working with them for the past three days, we just assumed that since we were doing the same thing with just different iterations. But I know we did brief some stuff. Like if it was something new, they would be like, hey this is how we want things done. And I said, ok. They were pretty much talking to [REDACTED]. The crew chiefs in the back were helping him do whatever, since we had the straps and everything in the back. They were telling us, hey this is where you strap in." We probably didn't do a regular crew brief for each and every time.

IO: So it sounds like you were pretty busy at Saturdays drill, with the [REDACTED] unit. But can you talk to us about the mission briefing and approval process, and risk assessments?

WIT: I wasn't involved in all of that. [REDACTED] took care of pretty much all of that. I went to the aircraft and pre-flighted it. Got all of our stuff ready to go, because he said, "hey I will take care of the briefs, and all of this stuff, you just go downstairs and get the aircraft ready to go." And I was like, "ok, I can do that."

IO: When you guys got together as a crew, did you have or talk about any kneeboard packets, any supporting maps, any of that stuff?

WIT: If you are talking about imagery and stuff like that, we didn't have anything like that. We have a MFD that has a map of everything that we are doing. As far as kneeboard packets, the only thing that I had on my kneeboard was all the frequencies that we took with all the people that we needed to contact, and whoever we needed to talk to. Nothing like, hey this is imagery of this. Nothing like what we got when we worked with the SEAL teams. They would give us, this is where we want to be, this is what we want you to do, this is who you are going to be working with. I didn't have a kneeboard packet, and I don't know if [REDACTED] did, but everything was right there on that MFD as far as maps go.

IO: So you said you had the frequencies, did you hand write those or did you get a hard copy of the frequencies?

WIT: I hand wrote the frequencies.

IO: Did the MFDs have point plotted on them, or were they just on the EMS (Flight Management System)?

WIT: We had A15 plotted on ours, and that drop site on ours.

IO: So it would actually show up on the MFD (Multifunction Display)?

WIT: Yes, it looked not cluttered, but they were so close together. So we would just scroll in and out. I don't remember what maps we had up on it, if it was JAWS, but I know my was up on the VFR section or portion.

IO: You talked earlier about the SOP's and that Wayne and [REDACTED] were working on those, did you have any understanding on how they were developed?

WIT: No not really..

IO: Did you get a chance to look at them?

WIT: I did not get a chance to read them. I glanced at them, but I glanced at them and I saw them. But they were still working on them. I don't know how they did them, but I am sure that they went through the TC's, the 2124, and the 350-6. I know they went through them because they were briefing that they were some of the manuals we are using. Wayne was really good with SOP's. He and [REDACTED] were working together as far as SOPs, and that part of the operation.

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9. STATEMENT (Continued)

IO: You have been with the unit for how long again?

WIT: I have been flying Blackhawks in the battalion since 2007.

IO: You have been on some cross-country flights with the unit?

WIT: Oh yea, I have been on several cross-country flights.

IO: What is the procedures in place, and the norm for obtaining briefing and/or weather while you are doing cross-country flights? How do you do it?

WIT: Normally we are at an airport. So we have ADDS (Aviation Digital Data Service) available to us, and we a computer too look up weather and stuff like that. That is pretty much what we do. Whatever airport we land at, we look at the weather, and assess what is going on. A lot of guys still use their phones, but I am more of a computer guy. It's easier for me to look use a computer and look up ADDS, or whatever. But, I still have stuff on my phone that I can run through, but I just normally just do it via computers.

IO: What about briefing?

WIT: The briefing depends on if you are looking at us coming back from going to pick up an aircraft and bringing it home, or if they say, "Hey look we need you to go to Shreveport to go drop this guy off." The briefing is pretty much the same. The guy gets the risk assessment, does the risk assessment, and gets everybody's stuff, and make sure everybody is signed off on reading files and stuff like that. Then we take that to the briefer and the briefer briefs it. If they are in the facility, sometimes the briefer becomes the approver. Unless the risk is higher then what they can do, then we have to take it to the next guy for the final mission authority.

IO: If you are away from home station, do you guys normally brief one brief for the mission for the duration, or do you guys call back on a daily basis? What is the norm?

WIT: For something like this, I don't know how they did it here. I don't know what they were doing on this, but normally if we are on a cross-country flight like we are bringing an aircraft home, each day we would call back, and we would say, we are going to take off at this time, and when we land over here we will call, and if you have any weather issues there just give us a call and let us know. That is normally how it worked out. The briefing sheet had to be filled out for the every two or three day time periods. We would call in that morning, but I was a PC but I was never in charge of any of the AMC portion, so I am sure that they would call back to Hammond, and say, this is our weather, this is what we are doing, and we will be leaving at this time. They would look at the briefs, and make sure they had the briefs, and initial the briefs. But I think that all the briefs were initialed prior to us even leaving, because there was no way we could fill one out and fax it back to them. Well, I guess we could. But that is what we did, we just called back to home base, and said, this is where we are at, and this is what we are doing.

IO: For this mission that is what you think they did?

WIT: I am not privy to that. I do not know. I assumed that Wayne was doing all of that. He was always on the phone doing something. But I don't who he was talking to, or what exactly he was doing. I pretty much stayed at my aircraft and made sure that everything was good with the aircraft I was on. I didn't go mess with him, because there was so much going on, our team was on there, and there was the MARSOC team that was on our aircraft. And there was the guys that were on his and we kind of grouped up on our own individual aircraft. Once they kind of figured out that they were always on this individual aircraft, but I am not sure exactly.

IO: Lets back up just a tad, so on Tuesday you guys did some day ops, and Monday you guys did the SPIES back and forth on the beach, did both of you guys get feet wet on Monday?

WIT: Yes, we both did feet wet on Monday.

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9. STATEMENT (Continued)

IO: On Tuesday you went out, and you said that it was a 1400-1430 departure from the Hotel or something like that.

WIT: We got here at about 1600'ish.

IO: You did a day go?

WIT: We didn't do anything, we sat on the ground. Mr. Griffin and them did all the cable ladder portion, they did all that, and I think that took 45 minutes to an hour, and maybe not even that long.

IO: Then you talked about how the C130 had the airspace for a while.

WIT: Well that is what them guys had said they said, "Hey man we are getting pushed right a little bit, because the airspace is still", and something to do with a C130, and I swear he said a C130.

IO: You guys went up and enjoyed some hot dogs and burgers?

WIT: We went to their building and ate hot dogs and hamburgers.

IO: Then back to the aircraft, and getting ready for the night go. Was there any discussions in that time line of weather, or weather changing, anything like that?

WIT: Not that I can remember. But I do remember that [REDACTED] and Mr. Griffin got together and that they were talking about that weather. I don't know if they talked about it back here, I am not sure. And to be truthful I don't remember if they did or not.

IO: What about in the cockpit?

WIT: Within my cockpit if we talked about what was going on?

IO: Yes.

WIT: Yes, I said after he briefed me on the weather, I asked if there was point that we should say no, were are not going to do it. He said, "well, we have three miles visibility", and I was like, "yea ok." He then said, "we are just going to take it nice and slow", and I said that if I start feeling uncomfortable, that I am going to turn around and go back, because I am a little more conservative than everyone else. So he said this is what the weather that is over here, at Eglin, and Hurlburt, and I don't remember what he reported at Hurlburt, I don't remember what the weather was there, I don't know how far away we were, and I think that we were maybe a 30 minute drive, so maybe 15 minutes from there. But I don't know exactly what they were report. I wished I had gotten on the phone and started looking at stuff. But I took what they were calling for the weather. I know that you could see the fog there, but like I said, we could still see that tower, three miles down the beach. He said that if we cant see the tower, then we know that's its starting to get bad. So when we took off, I could still see it. But by the time we turned to go out there, you couldn't see it. And then it did even after we landed, it would clear up and you could see the tower, then for the next four minutes you couldn't see anything, it was so strange. That was after we landed. So when we took off I could still see it, and I could see a water tower that was probably 200-300 yards from us, and once we picked up I could almost see the power lines and the road, that is when he said, "we are going to it nice and slow and if anything looks bad, and you don't feel comfortable we are going to turn around and go back" I said roger that we are going to try it.

IO: You guys are flying goggles?

WIT: Yes.

IO: HUD?

WIT: Yes.

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9. STATEMENT (Continued)

IO: Do you know about Wayne and Dave did?

WIT: I am not sure.

IO: Did you guys ever talk about illumination, or as far as what the illumination for either Monday night, or Tuesday or the week?

WIT: No not that I remember, as far as Illumination and stuff like that, I don't remember that.

IO: So put yourself back in that cockpit for a couple minutes as you are departing out for that night, and you're [REDACTED] And you said you gave him about 10 rotor disk, you sitting left seat or right seat?

WIT: Left seat.

IO: Cockpit doors on?

WIT: Cockpit doors were off.

IO: Since they were out in the back.

WIT: Yes sir, seats were out.

IO: As you guys are moving up, you talked about flashing the spotlight on, was there any other communication between 69 and as you guys are moving out?

WIT: I wasn't talking on the radio. [REDACTED] was, I know they were talking back and forth. Not a whole lot of chatter. Just this is what we are looking at, this is what we see, and don't forget the power lines, and we said we had them we were looking at them, he said, "Alright roger." I don't think too much was said after that. I think that me and [REDACTED] were talking back and forth in the cockpit, like, "hey do you still see him?" I said, yea I got him. Then when we got to the point when he crossed over the power lines, I said that I couldn't see him anymore, I said, look guys apparently its gotten worse, I am turning around I am coming back.

IO: Any COMM's between the boats the marines, either in the back of the aircraft?

WIT: When we got to the power lines I heard him calling, I did hear a call, and I don't know if he was calling us, or if he was calling MOJO element, or if he was saying MOJO 69, or whatever he said. But he was trying to get a hold of us when we made that parallel turn, that is about the time that he took the flight controls and I went on the radio and said, because he was trying to get a hold of someone, so I on the uniform frequency, and said, this is [REDACTED] we are [REDACTED] we are RTB, and he said, "Roger mission is canceled, mission is canceled", and we said roger, we understand that, we are returning to base.

IO: When you said he was talking, that was the guy on the boat?

WIT: Yea, that was the guy on the boat, he probably made two or three calls, and I said, well I will answer him, that is when I said that we were returning to base, and he said, "Roger".

IO: You talked that about you are kind of conservative, did you have any uneasy feeling with you on trying to push this and get it done?

WIT: No, it is like a bunch of missions we did in IRAQ. They were calling weather one way, and they would say, "Hey we need you to try and do this mission." So we would take off and try it, and if it didn't look good, we would turn around and come back. I am confident in my flying abilities. I may be conservative, but I am confident in my flying abilities. I said if something doesn't look a little right to me I am going to turn around and go back. And as far as the visibility, when we picked up and started to head that direction that I could that it was starting too deteriorate a little bit, that is why I said I am going to hang back, if he goes in I am not going in. When they crossed over the power lines I was like, well ok, its too bad for us to be out here, we need to turn around and go back, but we just knew what we could see.

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9. STATEMENT (Continued)

IO: You talked a little bit of the crew selection, about how you got tapped, any concerns or issues with the crew mix, the front seat and/or back seat, or combination there of?

WIT: No I didn't have any concern. Wayne is probably our highest time guys, and is probably one of the best pilots I know hands down. And [redacted] or as young as he is, is an excellent pilot. So I felt comfortable, and I have over 4000 hours so I am comfortable with myself. Maybe our crew was a little bit stronger because I had been flying the M models for a couple years, and I think that Mr. Strother had just gotten out of the AQC. Yes because he had to go to Arizona, but he was our SP, the highest guy in the battalion. I fly a lot without crew chiefs, because of our different aircraft, but these guys I had flown with them several times throughout the years. So I was comfortable with who I had as my crew. Lance you probably couldn't ask for a better crew chief, he is our SI. I used to go to him. I'm used to taking him records, but my records are more aviators. But once I started getting into the non-rated crew members, I would go to him, he was my subject matter expert, and I was like, hey what do I do here? He was right next door to me, and as far as the crew mix, I think that they were fairly strong, I don't know if you could get any stronger than that.

IO: Do you know how they were selected?

WIT: I do not know. I assume that Wayne and [redacted] being the guys that were heading up everything, that he was going to be PC in one aircraft, and [redacted] was going to be PC of the other aircraft. But for however they selected, probably knowing my luck, they probably selected me last for all I know.

IO: We have been on Army ranges for eons, and you know someone hoists the little red flag up, and talks on the radio, in your assessment who was in charge of this?

WIT: I would say the MARSOC guys were in charge of that program. I don't understand how all that works, but the MARSOC guys, I guess it would be like us going to AT. They came there for their training, and there was one guy that was in charge of the ground piece, which was the guy that was always on the radio. I forget his name, but I asked him if he was with these guys, and I think he said that he was stationed here. But he was more of an liaison between the guys training on here, and my training base. That was what I thought he was trying to say. That was why I thought it was kind of like us going on AT and going somewhere and taking over someone buildings. 18/6

IO: From the helicopter side it would be Wayne?

WIT: In charge of the entire mission for us? Yes I would say it would be Wayne.

IO: Over water training, HEATs, dunker?

WIT: I believe that we are still, within. But I am not sure about [redacted] But I believe me an Wayne were, but I am not sure about Dave because he just started working out of our facility. But I am pretty positive me an Wayne were still current, I think it is a five year currency, and I think that we were still good, because we had been talking about several months before about getting something going so that we could stay current.

IO: Where did you get to go and get dunked?

WIT: We went to Pensacola.

IO: They try and drown you?

WIT: No they were pretty good, glad we didn't go to Rucker.

IO: So did you guys have over water equipment with you, like your HEED's?

WIT: No HEEDs, but we did have out LPU40s, but no HEED's bottles.

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9. STATEMENT (Continued)

IO: Does the facility, I know that my guys have really capitalized on using the I pad's since the AWR that came out that came out not long ago, do you guys use the I pad's?

I think that there are 10. Wayne that was his project. He would keep them all to date, because I think that he got the account set up, and not everybody uses it, because everybody that I know has it on their own ipads. Somebody had an ipad in the aircraft, and we had it up with us that whole week. I pretty much always have one, especially with the stratus, then I can get the weather on it, and pull up all the VTARS, and I can pull up all that stuff.

IO: Were you guys running the stratus that night?

WIT: I don't think so. Either the batteries were dead, because I know I couldn't get the weather off of it. It would still show me were I was at, because of the cellular data of the ipad, but I do remember trying to weather off of it, and wondering why it wasn't working. Maybe it broke, but the map is up and it is still going, and I said that I would have to put it to a hotspot, because it finally dawned on me that I would have something to run that system.

IO: So you had the stratus in the aircraft?

WIT: I am not sure.

IO: In your aircraft?

WIT: I am not sure if it was in our aircraft. I know the ipad was, but I am not sure about the stratus. I don't know if he had it in the console, to be truthful I don't remember seeing it. Especially with the doors off because we had everything by the console.

IO: Do you know if anyone had a GoPro or if anyone was taking pictures?

WIT: Not that I know of. I know I took pictures when I was on the ground when Wayne and them were doing the SPIES. We were sitting in the aircraft, because they had to do theirs', and we would then do ours, because they only had one rope, I was taking pictures of that, when we were sitting on the ground looking at that, as far as GoPro's, I don't know, I don't think so.

IO: The doors are off, is that something that guys do, or have done?

WIT: I know that when we flew with the SEAL teams, we flew with the doors off quite a bit. That was one of the first times I was introduced to flying with the doors off. When we worked with those guys. But any other mission I don't think we flew with doors off, except with the Special Forces guys. Then we of course did it with this mission here.

IO: Was Dave with you guys doing the SEAL guys?

WIT: No, he went on the first rotation. But I do not know, because Wayne and him worked with the 160th on the first tour too. But I don't know exactly what they did. But that is when they met my brother, so I don't know exactly what they were doing, I don't know if Dave was with them or not. I know Mr. Griffin was, but I don't know if Dave was.

IO: The logbook, or laptop, do you know where it was for 69?

WIT: I didn't know until we went and were retrieving their car, and when I opened the car. I went, Okay that is not good. I did not pay attention to what they did, but I know that when we went to pick the cars up, it was sitting in their rental vehicle.

IO: So no reason or any understanding why it might have been there?

WIT: I don't know. I cannot fathom why you wouldn't have it. Back in the old days you had the green books and you would take off without it, and someone would call you back saying, "Hey look your green book is dangling over here", so we would turn around for it, and the laptops are a pain in the butt, but I do not know why it was here, I have no earthly clue.

INITIALS OF PERSON MAKING STATEMENT

PAGE 14 OF 15 PAGES

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

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: When you guys were coming across at the wires, and you saw Wayne and Dave, and you talked about the call, that they were going in, what did they look like, and you can overlay it the map as far as to where their position was?

WIT: When I saw them they were going maybe 10 degrees nose high, and I could see their slime lights, their position lights, and it looked like they were in a climb to me, that is why I dint think twice about anything, I said that Wayne has hundreds of hours in the clouds, and I assumed that it was going to be an everyday thing where he just goes up, it didn't look unusual to me, if that was what you were asking, it didn't look unusual, it just looked like he was going up though that fog layer.

IO: And his orientation was?

WIT: The same heading that we were heading out there.

IO: So about a?

WIT: So about a 050 roughly, and that looked like the same heading that we were heading, I don't know if the perspective of me seeing it with us in a left turn, because if I were to picture it in my head as me doing it, it would be go around button, and of course it climbs for you so it does everything for you, and that is what I assume he did.

IO: How about altitude? In relationship?

WIT: We were probably at 85 feet, and he was higher then us because I had to look up at his. And his altitude was probably 125 feet probably I don't know exactly. Because when we made our turn, he was higher, I don't know exactly what height, but maybe 100-125 feet I think, that I estimate in my head.

IO: Do you designate a flight lead? Do they usually separate the duties between the lead cockpits, with say the AMC?

WIT: Are you talking about between the two aircraft?

IO: So if you have a flight of two aircraft, is there a standard procedure where the AMC and the flight lead are the same person or not the same person?

WIT: Normally it all depends. Sometimes the AMC is trail, and sometimes they are lead. I don't think it really all depends on that, but for that him being the AMC he just happened to be lead aircraft, is that what your asking me?

IO: How do you go about designating the AMC? Would that be a clearer question?

WIT: If you are asking how we get the AMC, it is normally the most experienced guy that is doing that mission, the most experienced, most knowledgeable guy with what we are doing, and I think that we did whoever was the highest time guy was the AMC, just like in IRAQ, command would say okay your AMC for this mission, and I think that is how they have always done it.

IO: You talked about how you hadn't seen that mission task before the, SPIES the T-ducks, and the Helocast, does the facility or company have an annual academics that you go through, before you went an did them did you guys talk through, this is the task, this is how we do it, there are the pieces and parts, just familiarize yourself with the nomenclature?

WIT: I cannot tell you exactly what happened prior to me getting assigned to that mission. But me, I did not see any of that stuff, or any of the missions. But I don't know if they did that, when they did for that week prior because he and [REDACTED] went, so I don't know if they did it then but I did not see it.

IO: Prior to the departure between the day and night iteration, was there any conversation that you took part of or that you were aware of between the safety boats regarding weather?

WIT: For what time?

INITIALS OF PERSON MAKING STATEMENT

PAGE 15 OF 17 PAGES

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

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: Before wheels up for the nighttime portion?

WIT: No. But I do not know if we could have heard them on the ground. I am not sure, because I don't remember talking to them while we were on the ground. We had to actually be in the air if I remember correctly, and about the time that everything started to happen was when he was calling saying they were going to abort the mission, and I said, roger [REDACTED] we are returning to base.

IO: He being the boat guy?

WIT: Yes, whoever was out there?

IO: Did he say why they were canceling?

WIT: Yes, he said something about visibility decreasing rapidly, if I can remember correctly. I know he said something about visibility decreasing rapidly or decreasing. But if he said rapidly I do not know. But he did say visibility is decreasing out here, and we said roger, we can see that now.

IO: Just prior to departure, was there something particular that drove the departure was there a call from the boat saying that you were clear to drop, or whether you were trying to make a TOT?

WIT: I am not sure. I do not know if Mr. Griffin was talking back and forth between him somehow, or if the guys in his aircraft could talk to him on the ground. I am not sure. There is always one guy on comm's with us in the back, but I do not know if he could hear them. But I know that I finally heard them when we got in the air, but I don't remember hearing anything before that. But I don't know if it was because of where we were positioned. I am not sure; if that is what your asking if we contacted them prior to that?

IO: What drove you guys to the lift off? There is always something other, like a TOT, or you were released to lift or something like that.

WIT: I don't think it was a TOT. But I do not know if they were talking back and forth, I am not positive on that, I know I didn't hear them in my aircraft.

IO: It sounds like there wasn't a formal A and B, but crew briefs, were the ground element, the MARSOC guys, were they involved in any of those, whether they were up there speaking a portion or standing listening to you, to whoever was giving it.

WIT: Not that I can remember. I think that we just took the assumption that when we briefed the stiff the days prior, when we went thought that whole process, and we talked to the guys who were on our aircraft; because the first day or so I didn't know any of them, but I started to recognize faces because everybody was starting to get on the same aircraft; so it was almost like we would always get together, and be like, hey this is what we are going to do, we were always around the aircraft. I just assumed that that was always part of our briefing, they were always saying, hey we want this altitude and this airspeed But if your asking me if we did a, hey this is a crew brief thing, we did that with our crews, but as far as the MARSOC guys, we just briefed them on the part that they wanted from us.

IO: Where they all wearing their water wings, or their waist rings or their LMBs?

WIT: Who's are they?

IO: The MARSOC guys.

WIT: They had on wetsuits and quite of few of them had the BDUs on over their stuff. They all had one of those vests on, and they all had that little clippy things on the special guys wear.

INITIALS OF PERSON MAKING STATEMENT

PAGE 16 OF 17 PAGES

STATEMENT OF _____ TAKEN AT _____ DATED _____

9. STATEMENT (Continued)

IO: The waist rings LMBs ok.

IO: Do you know what seat Wayne was sitting in?

WIT: Did I physically see him in that seat that night? I could have sworn I saw him in the left seat. He had flown that way the whole time, because I remember seeing Dave on the right side, , And I am pretty positive, Wayne was in the left seat that night. I am not 100 percent, but I am pretty positive he was in the left, because I don't know why they would switch up. So Wayne was always in the left seat so I would assume that he was in the left seat.

IO: Did you guys talk about duties, like IP, IE, SP, ABCD, in your cockpit, and as well as do you know what Wayne and Dave were doing?

WIT: What do you mean?

IO: What were you logging? Were you logging PIC, or PI?

WIT: I know that since I was being trained on that stuff [redacted] was logging IP time, and I was logging PI time, because since he went through it the week prior I assumed that he was training me on it, because I remember asking him, you're logging IP? And he said, "Yes", so I said I was the lowest man on the totem pole.

IO: Do you have any idea what Wayne and Dave were logging?

WIT: No, Sir, I have no idea, I would just assume that they would be logging the same thing since Dave was new at it and it was the first time he had seen it. I know I make a lot of assumptions but I can't answer for them.

AFFIDAVIT

[redacted], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE _____. 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]
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 30 day of March, 2015

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

PAGE 17 OF 17 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 Fleming Hall, Jackson Barracks, New Orleans	2. DATE (YYYYMMDD) 2015/03/25	3. TIME 1300	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS CW4	
8. ORGANIZATION OR ADDRESS DET 1D, 2-151			

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: I am unsure I was not there.

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 would assume the Pilots in Command got it off their phone

IO: Who was responsible for getting the weather each day? Who got the weather?
 WIT: The PC. PCs briefed us

IO: What mission tasks were planned to be performed on the 8th, 9th, and the 10th?
 WIT: 8th -- no task planned to be done; I don't recall any missions done that day; I know we loaded the boats on the aircraft and hooked up SPIES ropes.
 9th -- SPIES, some helo-cast, I think the rolled duck. All of these tasks were planned to be day and night
 10th -- Caving ladder, rolled duck

IO: What mission tasks were performed on the 8th, 9th, and afternoon of the 10th?
 WIT: 9th -- SPIES, helo-cast- rolled duck All day and night
 10th -- G-Wayne did the caving ladder and we got everything ready for the night rolled duck

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: We had an Operational iPad. But I do not know if the iPad was in the aircraft or not. The iPad is the facilities ipad

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 [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.

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 2015/03/25

9. STATEMENT (Continued)

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

WIT: I am unsure. I cant be positive. I would assume it would have been Griffin or [REDACTED] Not to my recollection on weather brief.

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

WIT: G-Wayne.

IO: You previously stated the crew was in the aircraft and that G Wayne was in front of his aircraft and what was he doing? [REDACTED] stated he got out of the aircraft and went to the front of G Wayne's aircraft. What was discussed when you met with G Wayne? Weather? Five Airfields?

WIT: I think they were over there discussing the weather but i am not positive. I do not know specifics.

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

WIT: I am not sure as far as the MARSOC guys go

IO: What time did that conversation take place?

WIT: Approximately around 1945

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

WIT: If there was I didn't hear it.

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: I would assume that the visibility to the point of where if it got to bad we would be using IMC procedures.

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 don't remember

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: There were halo effects around the lights themselves

IO: What was your reason for not passing these concerns to Chalk 1?

WIT: I don't remember

INITIALS OF PERSON MAKING STATEMENT

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 _____ DATED 2015/03/25

9. STATEMENT (Continued)

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 got as high as about 120 feet and I noticed if we went any higher than that we would have to punch into IMC

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 do not recall

IO: It was stated that IMC recovery airfields were briefing between 400' and 1000' ceilings. Who checked this weather?

WIT: I would assume the PC

IO: Which fields corresponded with those ceilings?

WIT: I believe Whiting and Florala

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

WIT: I am 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: No I did not. I know that my PCMCIA was built by [REDACTED]

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

WIT: I do not know. I think for Chalk 2 – for A15 it was A15 and I don't remember for the DZ. Possibly just DZ

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

WIT: Not that I can recall

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

WIT: Not that I am aware of.

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

WIT: Yes sir, it is updated. I updated it myself.

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

WIT: I am unsure

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

WIT: I am not current in bambi buckets but qualified. Qualified in hoist.

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 4 PAGES

9. STATEMENT (Continued)

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

WIT: I am unsure.

[Caveats]

- I was sitting in the aircraft, battery on, and [REDACTED] got out and went to talk to Wayne. I am not sure what time but it had to be in the process of before we took off.
- Never had understanding of weather criteria/limits.
- Prior to leaving Hammond to make movement to Destin, I don't recall receiving a brief.
- After we left A15 for the night mission, when we got passed the pad and started to get closer to the water I started to get concerned because the weather was deteriorating rapidly.
- We did not use a checklist for the crew briefings.

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 INDUCEMENT.

(Making Statement)

WITNESSES:

 ORGANIZATION OR ADDRESS

 ORGANIZATION OR ADDRESS

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 24 day of March, 2015 at Jackson Barracks

[REDACTED]

INITIALS OF PERSON MAKING STATEMENT: [REDACTED]

PC briefed me of Lox & APPROX 1955 hrs. we discussed the
brief IIRB procedure and we would go to 4500 MSL at 8000 ^{Pensacola}
~~Whiting Field~~, to KRET, Eglin, Whiting Field, Crestview ~~Pensacola~~.
At APPROX 2000 we both took off & started to sound PB.
we stayed 10-15 Power D.B.E's in trail @ 120ft & 500ft, we could
see the lights at that time across the sound, in the direction of our
flight, when Chk 1 crossed the road & we still had Chk 1 in sight
and we could see the ground. He crossed the Power & APPROX
75 to 80 ft & called them out to us. The visibility started
deteriorating, when we crossed the road & I started
loosing visual contact, we were at 80ft & 500ft. I announced
loss of visual contact and I started a slow right turn race
to A-15 PAB, [REDACTED] Asked for the flight info because we had the
Fuel and LTB of Whiting, we were heading OBO then continued
turn to APPROX 1200 where we could see the lights and
ground of A-15 compound & PAB. This all ~~happened~~
in APPROX 5-8 minutes, when started making our turn
Chk 1 ~~was in the~~ ^{was in the} vicinity of the tower & he announced I'm
going in, we noticed a good climb from Chk 1, and
we continued our turn to A-15 PAB, no radio contact
was heard after that we assumed he was going up with Eglin AP.
we landed we called Chk 1 with response we assumed
he was busy with AP, Control we shut down our acct. During
that whole time ~~could~~ the entire crew had positive
sight of the ground. After shutdown we waited for APPROX
5th hour & got on the Air to try to contact radio 69
on internal freq, obviously we tried Eglin approach as well,
another acct answered our call on Guard and no response was heard.

14

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 HAVEACE Compound, Hurlburt Air Field	2. DATE (YYYYMMDD) 2015/03/18	3. TIME 1000	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN	7. GRADE/STATUS CW3	

8. ORGANIZATION OR ADDRESS
OSJ

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

IO: Please state your name and your billet position.

WIT: [REDACTED] I am [REDACTED]

IO: Could you go through your involvement and/or knowledge in the planning leading up to the crash, as well as what happened during the incident?

WIT: The LNO that is running that class, he completes all the coordination's for the aircrews. First he finds out what the team wants to do with their training. If that can't be supported inside the 1SOW (1st Special Operation Wing), then we go to outside agencies such as the Louisiana National Guard. That was all coordinated prior, we checked the schedules to make sure that we had a good timeline that everyone could facilitate. They got all that done - getting all the air coordination done is a two or three month process. Everything was in line. The aircrews showed up on I think Friday to do their initial planning and to make sure they had parking spots so they could get fuel. The team showed up on Sunday to do their initial and get everything set up at Alpha 15. They then started their training on Monday, but I wasn't out there for the training. Typically our guy is out there just to provide a safety for these guys, and to make sure they are doing the right thing, at the right place, and following the range procedures. We are more the facilitator for the training, we are not providing the instruction for the training they do that on their own. On Tuesday, everything was fine, we had no issues, the day iterations went fine, we were out in the water, and we were going to conduct hoist operations with the CV-22's between the Guards' and the Marines day and night operations. We were going to go out with the CV-22s, they needed to do some hoists, and in the office we said, "Hey we will go ahead and assist you guys with that." We went out there, around 1815 waiting for these CV-22's to come in, and we were sitting on the water at Sound DZ waiting, and nothing happened. Then they called us on the radio, "Hey we can't take off," of course it was clear where we were, and we were like, "Well, whatever, then we are not going to support this unit." When we get back, coming around the airfield, you couldn't even see Hurlburt from the fog, but where we were at it in the sound it was clear. Everything was fine, and that evening I knew that they were going to do their night operations, and I went home. [REDACTED] called me and said "Hey Chief I don't know if this a big deal, but we were getting ready to do our night drops, and the first aircraft came in, and we called him off because we couldn't see." Because one of our jobs as a safety guy is, "If you can't see you dropping, no drop". He then said "We called him off, and then we returned back to the pad, and the other aircraft went back to the pad and landed, and we are sitting here waiting on contact from him." I said, "Let's give this a couple minutes, and we will see what's going on," after five to ten minutes passed I said, "Alright let me give him a call back, because I haven't heard anything from him." So I called him back, and I said, "Hey, what are you doing? You got anything?" he said, "No we are still waiting," I said, "What is the aircrew doing?" He then said, "They are just hanging out, we are starting to call the airfields around here to see if they know if anything has happened." At that time I said, "Ok, I'm on my way out."

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF 3 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.

STATEMENT OF [REDACTED] TAKEN AT Hurlburt Air Field DATED 2015/03/18

9. STATEMENT (Continued)

At that time I took off, went out there, and I called 1SOW, and [REDACTED] to give him an update, to let him know, "Hey I am heading out to the Island, this is the situation." Then I get out to the island, and we are sitting out there waiting, and now everyone is getting a little concerned, because from what they said they had 1600 lbs of fuel on the aircraft, and we were getting to the point where the aircraft was going to run out of fuel. Talking with 1SOW, they started spinning people up, and we had them start calling everybody within two hours of where the aircraft could possibly land. We asked them to possibly call 911 on a landline, so it didn't just go straight to a local tower, asking if anyone has reported anything, like "Is there a Blackhawk in the Walmart parking lot," and "There is a Blackhawk flying over my house." Because people around here complain a lot from aircraft noise, and I know they call a lot for different stuff like that, so they called them. From there everyone started showing up, the Eglin Fire Chief showed up, and we started coming up with a plan, because a couple hours had passed, and we were going to start actively looking. We said "We are going to start at Sound DZ where they were, and start working our way up." I would say between 0130-0200 they said, "Hey we found some debris." I said that didn't mean a whole lot to me, because there is plenty of debris out there, but I have a pilot sitting next to me, and I am a ground guy, so I want to see the debris. They said "Ok, we will get it and bring it to you," Because these guys don't know what they are looking at. Shortly after that one of our Maritime operation boats found the tail section, with the tail number on it, at that point we realized that we had an aircraft in the water, and they started smelling fuel. We had definitely confirmed everything so we didn't need to see those parts anymore, and from there it has been continuous search operations.

IO: When you guys are out on the boats, do you guys get weather from a source, can you contact the tower sometimes?

WIT: I know that the MAROPS (maritime operations) guys called weather.

IO: Hurlburt Air Field weather?

WIT: Yes, to see what is going on and what the weather was looking like. Typically with the ground guys, the aircraft have a lot more restrictions than us, so if the pilots are going to fly, then we are going to go.

IO: When you say the MAROPS guys who are you referring to?

WIT: That is [REDACTED] I know this because I know that I was talking to him, and that he said he called weather.

IO: Going back to earlier when you were saying the CV-22 canceled, did he tell you why he canceled?

WIT: He did not tell us why he canceled. You see, that happens a lot with the CV-22's, they always tell us when we are out in the water waiting, "Hey we are not going to be able to make it this evening."

IO: About what time did they say that they were not going to be able to make it?

WIT: They were supposed to do the first lift at 1815. It was about five minutes after they were supposed to be on station. So I would say between 1820-1825 they had said, "Hey we are not going to make it this evening."

IO: Do you know when the weather started to become a concern to the two boat crews that were out there?

WIT: No.

IO: Do you know where the two helicopters were located at around 1825?

WIT: They were still parked.

IO: Parked where?

WIT: The two Blackhawks were still at the Alpha 15 pad. They had done their day iterations, then we were going to do our days and nights, then they were going to do their night stuff.

INITIALS OF PERSON MAKING STATEMENT

PAGE 2 OF 4 PAGES

STATEMENT OF



TAKEN AT Hurlburt Air Field

DATED 2015/03/18

9. STATEMENT (Continued)

IO: Once the call was received from the CV-22 that they were not coming, any idea if the Helicopter crews knew about that call?

WIT: I don't think they did. I think the only way they would have known that they canceled was that they never showed up. I think that their plan was to do their days, which they successfully completed, to grab some chow, and then wait for the sun to go down for the one night run.

IO: Do you know if the guys sat down and did a formal air mission brief with both the ground guys that were in the back and, the crews?

WIT: We usually have that CONOP. The typical mission briefing of 'this is how we are going to operate tonight...Bird 1, Chalk 1, Lift 1, Bird 2,' etc.

IO: Do you know if they actually sat down and did it?

WIT: I don't know.

IO: Is there a pre-planned contingency for a situation such as weather or maintenance? Or is that left to the team and the aircrew?

WIT: We don't usually have weather days built in, they were going to do their boat stuff that night, and we were doing static line drops. Then we were going to do SOCEPS (air drops) with the MC130, so it was a steady progression of water ops. Typically if something happens with weather, if they didn't get that night drop, and they still needed to do the night 'air drops', then we would just adjust the next days training. Once the guys are out here training with us its really easy to adjust, because its our schedule and their schedule, so the crews are like, "Hey we have this much time, we can knock out these requirements and still meet our stuff". A lot of times if we only have one day for an aircraft, and we get that aircraft for a jump here, and we lose the aircraft, then we just lose the jump, because the next day they have another commitment. These guys were here just with us, so the training schedule was really fluid, where we could adjust and say "Ok, we have the same crews, and the same guys, and they are here for the same amount of time". Then we ask Number one, "What do the teams need, do they still plan on METL training?, and two," "What can the crews provide?"

IO: How long were the helicopters going to be available to you guys?

WIT: For the whole week.

IO: So several more days after Tuesday? All the way to Friday?

WIT: Yes, I know we were doing stuff on Thursday, I don't know if they were leaving Friday, or Saturday. I think Friday.

IO: In the list of training they had, do you know what they had set as their priority training? Such as a 'T-Duck,' 'Para-drops', or anything else?

WIT: I don't know what the priority was exactly.

IO: Would it have been fairly easy if they hadn't gotten the mission done that night for them to roll it over to the next day?

WIT: They could have easily rolled it over to the next day, there wasn't any pressure to.

IO: They were out there that day and night prior doing the same thing?

WIT: They didn't do nights.

INITIALS OF PERSON MAKING STATEMENT

PAGE 3 OF 4 PAGES

STATEMENT OF _____ TAKEN AT Hurlburt Air Field DATED 2015/03/18

9. STATEMENT (Continued)

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

AFFIDAVIT

I, _____, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE _____. 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.

(Signature of Person Making Statement)

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

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

(Authority To Administer Oaths)

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT PAGE OF PAGES

[Redacted]

From: [Redacted]
Sent: Tuesday, March 24, 2015 1:30 PM
To: [Redacted]
Subject: FW: Statement ready for your review and signature
Attachments: [Redacted]
Signed By: [Redacted]

Afternoon sir, I was just following up on the status of your statement changes? I know the IO's are wanting to push these through fairly soon. Please call if you have any questions or concerns regarding your statement. Thanks!

Respectfully,

[Redacted]

-----Original Message-----

[Redacted]
Sent: Friday, March 20, 2015 2:33 PM
[Redacted]
Subject: Statement ready for your review and signature
[Redacted]

Attached is your statement from 18Mar15.

Please read over your statement and mark any changes you see fit and scan back to me to change. But if they are minor changes I'd rather you give me a call and I can simply fix it digitally. Please note that this is not a verbatim transcript. It is summarized. Some terminology may be different so that whoever is reading this understands exactly what you are saying (i.e. bird vs aircraft).

If everything is good to go - You will initial at the bottom of every page where instructed. On the last page you will sign on the line of (Signature of person making statement) As Well As initial on bottom of page.

After this is complete please give me a quick call at [Redacted] so our JAG can simply verify it is your statement and your signature. Thanks!

Respectfully,

[Redacted]

15



DEPARTMENT OF THE AIR FORCE

16 Mar 2015

MEMORANDUM FOR RECORD

FROM: 96/OSS/OSAR

SUBJECT: Eglin Radar Approach Control (ERCF) Tape Transcript

1. **RECORDING FACILITY:** ERCF, Eglin AFB, FL
2. **FACILITY/CONTROL POSITIONS/ABBREVIATIONS:**
 - a. South Approach/SA
3. **POSITION BEING RECORDED:** South Approach
4. **DATE/TIME:** March 10, 2015 20:49:08Z-20:55:34Z
5. **SOURCE OF TIME ENTRY:** Reconstruction from timing tape

I, [REDACTED] USAF Air Traffic Controller, certify this to be a true and exact transcript of the original recording on file at Eglin Air Force Base, FL.

20:49:08 (MOJO69) Eglin Approach Mojo six nine is just taking off of Destin squawking four six four four VFR to alpha fifteen.

20:49:17 (SA) Mojo six nine ident.

20:49:19 (MOJO69) Mojo six nine ident.

20:49:25 (SA) Mojo six niner radar contact follow the coastline westbound coordination in progress local altimeter is three double-o six.

20:49:31 (MOJO69) Three double-o six follow the coastline.

20:50:00 (SA) Mojo six nine is radar contact coordination in progress.

20:50:04 (MOJO69) Six nine roger.

20:51:02 (SA) Mojo six nine contact Hurlburt tower one-two-six point five.

20:51:06 (MOJO69) One twenty-six five

20:54:57 (MOJO69) (Broken) Approach Mojo six nine is with two-hundred.

20:55:01 (SA) Calling approach say again?

20:55:02 (MOJO69) Mojo six nine uh (rest of transmission unreadable.)

20:55:05 (SA) Mojo six nine stand-by what's your request?

20:55:09 (MOJO69) Uh over Hurlburt tower they told me to contact you we are about to land alpha one-five.

20:55:14 (SA) Roger sir and uh will you be getting airborne again?

20:55:17 (MOJO69) Uh it will be later and it'll be uh at or below three-hundred feet the entire time.

20:55:21 (SA) Mojo six nine roger radar service terminated frequency change approved squawk one two zero zero.

20:55:26 (MOJO69) One two zero zero six nine

20:55:27 (SA) Mojo six nine when you get airborne contact Hurlburt tower when you uh lifting off sir you can contact them in the class delta surface area.

20:55:34 (MOJO69) Six nine roger.

END OF TRANSCRIPT

