

2

SUBJECT: E-Mail traffic in reference to AR 15-6 Report of Investigation: UH 60M (Model Tail Number 13-20624) Accident Resulting in Fatalities.

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

From: [REDACTED]

[REDACTED]

Sent: Monday, January 12, 2015 03:27 PM

To: [REDACTED]

[REDACTED]; [REDACTED]

Subject: LAANG Support

[REDACTED],

Just spoke with [REDACTED] about possible support for your mission. They are interested in supporting but need to discuss further. His info is below.

[REDACTED],

Below is POC info for [REDACTED] and a summary of what he's looking for. Hope you all can work out some mutually beneficial training.

S/F,

[REDACTED]

[REDACTED]

[REDACTED]

"What I am putting together on the 5th of March is:

Air Assault planning classes, followed by a scenario brief and then integrated planning. I would like one of the pilots that will be flying it to come and give a class (or input to the class) and then participate in the planning. I can coordinate further details with them if they end up being the best choice...but that is just some up front info. If all they can do is the integrated planning and execution, then that works for me as well.

I have HMLA-773 interest in supporting with at least a section with multiple turns through Stennis for gas. I am also continuing the conversation with them for the best range, but it looks like Shelby is going to be the answer, with Stennis for gas. The plan is day insert into a night extract which will allow us to get the maximum training requirements knocked out for everyone involved. Looking at being on the objective 1730-2030 or maybe out to 2130 depending on how much CAS we can get. Endstate would be the assaults being on deck at Pensacola by 2230 (at 120 kts) at the latest barring any delays."

CLASSIFICATION: UNCLASSIFIED

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

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Monday, January 12, 2015 4:33 PM
To: [REDACTED]
Subject: Re: LAANG Support

Looks like our type of mission. How many Pax are we looking to support?

[REDACTED] - hit me up during the week if you need some H60 assets. We are limited on personnel, so we need to plan well in advance.

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

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Wednesday, January 21, 2015 11:07 AM
To: [REDACTED]
Subject: RE: LAANG Support

Sir,

I just wanted to touch base again and make sure everything still looks good for training with us 5-6 March. I tried calling your office but had no luck.

Also, we are having some trouble with 3/160th and would like to see if you are interested in some training the following week (9-13 Mar). Attached is the training plan and support that would be requested.

I will be out of the office this afternoon starting at 1330. The rest of the week I can be available whenever works for you to talk about the plan for 5-6 and if you are interested in the second week as well.

Very respectfully,

[REDACTED]



From: [redacted]
[mailto:[redacted]]
Sent: Tuesday, January 27, 2015 5:38 PM
To: [redacted]
Subject: RE: LAANG Support (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED



I need to ask if your unit is willing to do a "cross org" line of funding IOT pay for our guys to imbed at Hurlburt. That would def help our cause. Would be cheap, I'm just asking for 8 soldiers for 2-3 nights of travel orders from 9-13 March. If you can't, just let me know so I can work another angle.

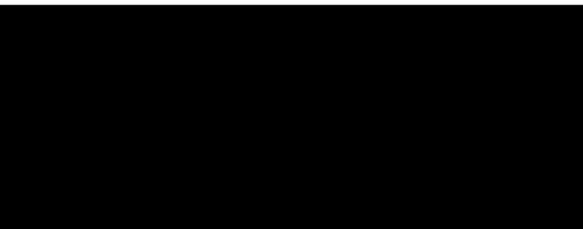
From: [redacted]
[mailto:[redacted]]
Sent: Wednesday, January 28, 2015 7:08 AM
To: [redacted]
Subject: RE: LAANG Support (UNCLASSIFIED)

Sir,

I'll pitch it to the [redacted] today...hopefully we can help out. Also, from talking with some of our guys here it usually works out best for the Det to work out of the Destin or Milton airport. That might be something for you to look into.

Truth in advertising, we are still waiting to hear back from 2/160th to see if they will be able to support the full training plan that 9-13 Mar so that our guys can do FRIES. Otherwise, we are also going to start working to get FRIES bars for your aircraft. Do you have some more specific information for the part number, NSN, TAMCN, or units that could provide the equipment?

Very respectfully,



From: [REDACTED]
[mailto:[REDACTED]]
Sent: Wednesday, January 28, 2015 9:00 AM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Aw shucks Destin. The guys will be devastated. Let me see what I can find out about the FRIES. Most of my maintenance and supply guys are out of town this week.

Thanks!

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Wednesday, January 28, 2015 12:02 PM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

Haha...I know, it is a rough life. We might just have to come over there with you.

I have a few more questions for you:

Are your crews qualified to conduct all of the profiles we are requesting pending FRIES bar (HeloCast, Fastrope, SPIE, Hoist, and/or conduct ladder recovery)? Or, will there be some initial training required?

I will be around the rest of the afternoon. When you get back to the office if you could give me a call, that would be great.

Very respectfully,

[REDACTED]

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Friday, January 30, 2015 2:46 PM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

FRIES NSN [REDACTED] ea
60' rope [REDACTED] ea

From: [REDACTED]
Sent: Monday, February 2, 2015 11:25 AM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

Sir,

I'm putting the cost estimate together for the cross-org LOA and just want to make sure I have the right numbers for your guys. I'm tracking 8 soldiers, but how many nights would you actually be in Destin?

Very respectfully,
[REDACTED]

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Monday, February 02, 2015 12:58 PM
To: [REDACTED]
Subject: Re: LAANG Support (UNCLASSIFIED)

Let's go with 2 nights.

Original Message

From: [REDACTED]
Sent: Monday, February 2, 2015 12:03 PM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

I went ahead and pushed the worst case scenario that you would want to fly over Sunday night (8th) and stay for 7 days to support the whole week. If they deny it, I will amend it to 2 days.

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Monday, February 02, 2015 1:08 PM
To: [REDACTED]
Subject: Re: LAANG Support (UNCLASSIFIED)

Lol. OK sounds good. Looking forward to seeing how the mission develops. I'm meeting with [REDACTED] again on Tuesday to discuss Raven.

Sir,

From [REDACTED] 2 Feb 15 2:52

When you get a chance give me a call so that we can talk through the training plan and verify what you guys can and cannot do in the training plan to manage expectations for our teams.

[REDACTED]
From: [REDACTED]
Sent: Thursday, February 05, 2015 12:12 PM
To: [REDACTED]
Subject: RE: LAANG Support (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

[REDACTED]
BLUF: just talked to my [REDACTED] and new reg states that tactical infil/exfil OPS will require National Guard Bureau approval (NGB). I'm putting together a packet for justification today. I will need a CONOP with safety considerations from you ASAP. I don't need a finalized version, but general overview will suffice. Luckily, we have a few weeks to work this.

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

From: [REDACTED]
Sent: Friday, February 06, 2015 10:40 AM
To: [REDACTED]
Cc: Griffin, G Wayne CW4 USARMY NG LAARNG (US)
Subject: RE: (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Sir,

I have Wayne Griffin currently messaging and adopting USSOCOM's Tactical Insertion/Extraction SOPs (USSOCOM 350-6) so that we may use them as our own. Once that happens, all we need are signatures from: [REDACTED] and You, which will ratify the SOP as the State Standard. As far as METL - several publications has made reference to conducting Insertion/extraction operations.

1 - We are currently already executing PARADROP and Rappelling with AASF#2. So I assumed that someone has already added those tasks on the METL. All we need to do is add the rest of the tasks.

2 - FM3-04.133 (Utility and Cargo Helicopter Operations) has listed Insertion/extraction operations as one of the primary missions for Assault Helicopter Battalions. Furthermore, para 3-135 thru 3-149 specifically

addresses SPIES, FRIES, HELOCAST with planning considerations for Air Assault and GS Battalions.

B - ATM Covers all the tasks we need:

- a - 2054 - FRIES
- b - 2056 - Rappelling
- c - 2058 - SPIES
- d - 2064 - Paradrop
- e - 2076 - caving ladder
- f - 2078 - HELOCAST

4 - Being legal would be a matter of having the ATP Commander(s) adding the abovementioned tasks on certain CTLs. I personally recommend only the following people be considered for such OPS:

a. RCM: Griffin,

b. NRCM: Bergeron L.,

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

From:

Sent: Friday, February 06, 2015 9:22 AM

To:

Subject:

Jacques: See excerpts below. The way I read this, I have to get approval from NGB-AV then we have to have this as part of supporting tasks on BN METL. Are the tasks MARSOC is asking us to support part of BN supporting METL tasks and do we comply with the other requirements in NG SUPP to AR 95-1? COL B

AR 95-1 Excerpts:

4-15.1 (Add) Tactical Ingress/Egress operations

a. Training Requirements.

20 NG SUPPL 1 TO AR 95-1 . 8 August 2011

(1) Tactical Ingress/Egress operations are performed by crewmembers in

support of ground units. Tactical Ingress/Egress operations will not be conducted unless the task is identified as a Mission Essential Task List (METL) item for the supported ground unit and as a supporting task on the aviation unit's METL. Tactical Ingress/Egress operations will only be performed from ARNG aircraft by military or civil law enforcement/emergency response personnel who are qualified or undergoing training IAW the appropriate task training standards.

(2) Tactical Ingress/Egress tasks include:

(a) Rappelling;

(b) rescue hoist;

(c) Special Patrol Infiltration/Exfiltration System (SPIES);

(d) Fast Rope Insertion and Extraction System (FRIES);

(e) Helicopter Cast and Recovery (HELOCAST);

(f) parachute operations (Paradrop); and

(g) Combat Rubber Raiding Craft (CRRC) (also known as K-Duck operations).

(3) The following requirements must be fulfilled prior to performing Tactical Ingress/Egress tasks:

(a) Commanders will designate specific crewmembers to train and maintain proficiency in Tactical Ingress/Egress tasks by identifying each task and annual task iteration requirements on each crewmember's CTL.

(b) Primary consideration for identifying Tactical Ingress/Egress task proficiency should be to FAC 1 aviators.

(c) For each Tactical Ingress/Egress task to be performed, a comprehensive SOP must be developed prescribing the Tactics, Techniques, and Procedures (TTPs) required to accomplish the task in addition to the qualification, sustainment training, and currency requirements for crewmembers. SOPs must also include procedures and/or checklists which will be utilized when coordinating with supported units. Supported units/agencies must also have SOPs for each Tactical Ingress/Egress task they perform.

(4) All military participants in any Tactical Ingress/Egress operation must be in an official duty status, such as AGR, Technician, Active Duty Operational Service (ADOS), Active Duty for Training (ADT), IDT, Full-Time National Guard Duty - Counter Drug (FTNGD-CD), State Activity Duty (SAD), or AFIP.

(5) Tactical Ingress/Egress operations will be conducted IAW the ATM and, if applicable, U.S. Army Special Operations Command (USSOCOM) Manual 350-6. They will not be conducted for adventure training purposes.

b. Additional requirements exist when performing Tactical Ingress/Egress tasks as part of an aerial demonstration in the public domain. Refer to AR 360-1, DODD 5410.18, DoDI 5410.19, and NG Pam 95-5.

NG 95-5 Excerpts:

7-8. Tactical Ingress/Egress operations support

a. ARNG aircraft may be used as a tactical ingress/egress platform to support military ground forces and civil law enforcement/emergency response teams and their agencies for training and emergencies IAW NG Suppl 1 to AR 95-1.

10-1. Federal missions

a. Support missions flown in a federally-funded status for other than ARNG purposes are normally categorized based on users supported from the following:

(1) DoD Agencies;

(a) Active Army or U.S. Army Reserve (USAR); or

(b) other DoD Services (USAF, U.S. Navy [USN], U.S. Marine Corps [USMC]);

(2) federal agencies (FEMA, Environmental Protection Agency [EPA], Congress, etc.);

(3) Foreign Military Sales (FMS);

(4) all other users (public agencies, Community-Based Organizations [CBOs], etc.); and

(5) SAD.

b. Annually, the ARNG-AV Programs Integration Branch (ARNG-AVP) publishes reimbursable rates in the FHP Library on the ARNG Operations and Training website on Guard Knowledge On-line (GKO) at [REDACTED] that provides current cost figures for categories shown above. Reimbursement rates are published annually by the ASA (FM&C) Army C&E.

c. DoD agencies. Missions requested by Active Army or USAR units (intra-service) will be billed for direct operating costs (Petroleum, Oil and Lubricants [POL], Depot-Level Repairs [DLRs], and consumables).

Tactical Agree
Routed Thru [redacted] Approval

On Military Base

Support to Active Army, USAR or Other Service Organization

Unit Training Event

1) Event Coordinator

2) SAAC

3) ARNG-AV

ARNG-AV

1) Original Request from other Army or Service

Component

2) SAAO Concurrence/Endorsement

3) Chief, ARNG-AV Approval

14 Days Prior

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

From: [redacted]
[mailto:[redacted]]
Sent: Tuesday, February 10, 2015 10:32 AM
To: [redacted]
Cc: [redacted]
Subject: RE: LAANG Support (UNCLASSIFIED)

Sir,

[redacted] is our Hurlburt [redacted] and he is working the ramp space and PPR for you to come out and plan on the 5th. I will send you the info as soon as I have it. I told him to plan for 2 x H-60M.

PPRs for NAS Pensacola (KNPA) on 6 March:

1515-1615: 15-0080

2000-2055: 15-0081

I might end up changing the PZ to Pensacola Regional (KPNS) because NAS closes at 2100 and doesn't support our timeline. I wanted our JTACs to get exposure to the PPR process and what a military base ops can provide a planner, but I may end up just briefing to it instead of executing. I will have to verify that Pensacola Regional will have ramp space and fuel for you, but I doubt it will be a problem sine USN/USMC flight school uses that airfield all the time.

I hope the large file doesn't crush your inbox, but attached is a similar brief to what you will be doing the second week (9-13 March). Slides 16-21 are what are really apply to put together a CONOP for the part you are supporting, but wanted you to have the whole thing in case questions about the exercise come up.

CC'd is [REDACTED] who is the [REDACTED] and has some more detail about exactly what his company needs to do...so I wanted to include him in the conversation. Just a heads up, there will be some AFSOC CV-22s supporting some of the events, so the exact dates and timeline that we need your support is being worked.

Also, I should have an answer about the cross-org LOA soon. Our cost estimate was routed to our fiscal officer and he is looking over the entire exercise.

Thanks again for the help and let us know what questions you have. I am out of the office today, so my cell is the best bet to get a hold of me.

Very respectfully,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 10, 2015 12:02 PM

To: [REDACTED]

Subject: RE: LAANG Support (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

[REDACTED]

Ok roger. All your dates on this brief are in February, so I assume this is an exercise from a previous OP, or something currently on going. This looks great. I see the safety considerations listed out for the HELOCAST, etc.

FRIES: I'm still working it. I was hoping to borrow some from the 101st out of Ft. Campbell, but they don't have any to spare. So unless you can acquire some, we are stuck like chuck. I have my POC from the 101st emailing me a comprehensive parts list of everything needed for H60M FRIES ops. This will include parts and NSNs for both the A kit and B kit. The NSNs I sent you were apparently just B Kit stuff.

This stuff is so annoying for us. This task and item is so simple, but the Army makes it impossible.

Keep in mind, March 7-8 is our Drill weekend, and we probably won't be able to dedicate crews that weekend. I need to know what time you need our planning cell at PCOLA on March 5th. If it's not too early, then it's preferred that they fly to PCOLA on morning of 5th, then just stay 1 night and execute the mission on 6th. We can talk it out.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 10, 2015 12:51 PM

To: [REDACTED]

Subject: FW: LAANG Support (UNCLASSIFIED)

He didn't reply all....

From: [REDACTED]

Sent: Wednesday, February 11, 2015 11:43 AM

To: [REDACTED]

Cc: [REDACTED]
MARS [REDACTED]

[REDACTED]

Gents,

I've sat down with the teams for the 9-13 March iteration to refine the training schedule based on expected air support. Please let me know what is/is not supportable. All training will be conducted at the teams' beach site on Santa Rosa Island.

Monday, 9 March

0900-1300 (or completion) w/ H-60s

FRIES (pending ability to conduct the training based on below email traffic); dry/wet ladder climbs at the beach (we will provide the ladders)

Tuesday, 10 March

0900-Comp w/ H-60s

Dry/Wet SPIE

RFI: Are you able to do SPIE? Based on some of the research we've done, the rope is attached to the cargo hook with a sling rigged through the cabin.

Wednesday, 11 March

EENT-Comp w/ H-60s

Nighttime swimmer cast/ladder recovery, followed by nighttime

Over-the-horizon swimmer cast (swimmers will then load boats and push toward land)

Thursday, 12 March

Times based on window of support from MC-130

Two day jumps (one jumpers only, followed by jumpers and boats)

So, to sum up, looking to utilize the LAARNG 60s on Mon, Tues, Wed and the MC-130 on Thursday. There is no intent/desire to utilize the CV-22s during this iteration. Please let me know if there are any questions.

V/r,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 12, 2015 11:03 AM

[REDACTED]

[REDACTED]

Subject: RE: LAANG Support (UNCLASSIFIED)

[REDACTED]

It was good talking to you and I'm glad you guys are able to help us out with the training. Just to sum up our conversation, copy all on conducting a face-to-face with our personnel on Sunday, 8 March. Time will have to be TBD based on when the teams arrive at Hurlburt and the best place will likely be out at their site at the beach since there is a nice large LZ out there to land on. We'll likely need to coordinate with range control and ATC so they are tracking you guys flying out there, but I don't see it being an issue. One of the team chiefs, MSgt Saunders, is familiar with the SPIE rig and will be able to assist with rigging the aircraft so your aircrew can do it going forward. For the dry runs, he recommended that we throw some dummies or at least some form of weight on the rope if you're going to do dry profiles with the rope attached, otherwise it's just a matter of flying the proper flight and altitude profiles to simulate it (at least that's how I've done it in the UH-1N). I've never done it with ropers, but I imagine it's very similar to flying with a sling load.

We will be fine-tuning the ORM on our end today; once we've solidified that with the CONOP, I'll push it your way so you can route it through your chain for approval on your end. Obviously we can address any issues/concerns as required. Let me know if anything comes up in the meantime.

Thanks again for the support and we look forward to working with you guys.

V/r,

[REDACTED]

From [REDACTED]

[REDACTED]

One more question for you regarding aircraft capabilities...do your aircraft have hoists? Based on an NSW Air Ops (derived from U.S. Army Pubs and 350-6) pubs we've been researching, it looks like a lot of the training we want to do (most notably fastroping) can be also accomplished via the hoist. It also opens us up to a few other amphib options that would be great training for both parties. I've attached the pub for your reference, specifically page 8-15 that discusses how the rope attaches to the hoist. Obviously if you don't have a hoist, then we roll with the original plan,

but I wanted to check. Please let me know if you can.

Thanks,

V/r,

[Redacted signature block]

From: [Redacted]
[mailto:[Redacted]]
Sent: Friday, February 13, 2015 11:11 AM
To: [Redacted]
Cc: [Redacted]
Subject: RE: LAANG Support (UNCLASSIFIED)

No Sorry we can't. Those depicted in the 350-6 are for the HH60 and SH60. We only have the UH60, which does not come with the external hoist configuration. For the most part, any Army HH60 will be in the MEDEVAC configuration anyway. I know there is an HH60M Medevac unit out of Jacksonville FL, with the Florida Army National Guard, but regulation may not allow for MEDEVAC acft to participate in this type of exercise. You'll have to ask. If you need a contact for them, let me know.

[Redacted]

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

From: [Redacted]
Sent: Friday, February 20, 2015 01:23 PM
To: [Redacted]
Cc: [Redacted]
Subject: Tactical INFIL EXFIL Approval for MARSOC

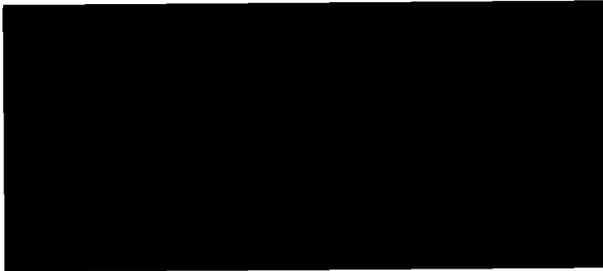
Sir,

Our next support for MARSOC is fast approaching. They requested 2 H60s for seats IN INFIL/EXFIL assault on March 6th. Then SPIES, HELOCAST and Caving Ladder ops from the 8th to 11th. We are 2 weeks away from their request, so please let me know what you need for ARNG-AV approval. Attached is a copy of their seats out request (albeit not needed along with a general CONOP that needs updating). Below is an overview of the timeline:

Thurs, Mar 5th - dep HDC, arrive Destin, drive to Hurlburt for parallel planning with MARSOC. RON Destin Friday, Mar 6th - Day INFIL vic Shelby, night EXFIL back to Hurlburt. RON Destin Sat, Mar 7th - RTB/drill

Sun, Mar 8th - dep HDC, arrive Hurlburt for static load training and rehearsals for SPIES, HELOCAST, Ladder OPS. RON Destin. Mon, Mar 9th - Caving Ladder OPS (day only). RON Destin Tues, Mar 10th - SPIES (day only). RON Destin Wed, Mar 11th - HELOCAST (day and NVG). RON Destin Thurs, Mar 12th - RTB. EOM.

V/R



Sir, if your unit has the fabricated sling, the 12' aerial delivery slings and support straps we have the rest. We do not have the pre-fabricated slings however and thus were planning on doing rolled ducks (we take the zodiac, roll the motor up inside the deflated boat and belay it out the door and then inflate it in the water using a SCUBA tank). If you do have the slings, then we are completely open to doing "Kangaroo" or "K-Ducks" with the proper equipment.

Thanks,



From: Griffin, G Wayne CW4 USARMY NG LAARNG (US)

[mailto:george.w.griffin.mil@mail.mil]

Sent: Tuesday, March 03, 2015 11:47 AM

To: Saunders, Thomas A MSgt USSOCOM MARSOC 2D MSOB;

Cc:

LAAR

Subject: UH-60 air support 8 Mar

It will be possible to hook the CRRC to the bottom of our UH-60s without the FRIES bars using the Harness method from Army FM 3-05.210 (Special Forces Air Operations).

The following equipment will be required for this operation: (I need to know which of these items will need to be supplied by my crews).

11-55. The hookup crew requires the following equipment and personnel for rigging the CRRC using the harness method:

- ☑ CRRC with 35-horsepower engine and two full 6-gallon fuel tanks. (CRRC with the engine and fuel weighs 475 pounds.)
- ☑ Fabricated sling assembly.
- ☑ Sling, aerial delivery, 12-foot, 3,000-pound minimum capacity, one each.
- ☑ Bow release strap, one each, fabricated.
- ☑ Belly support strap, two each, fabricated.
- ☑ Doughnut, 1-inch tubular nylon, about 1 foot in diameter. (Soldiers use doughnut to attach equipment and rucksacks into the CRRC.)
- ☑ Clevis assembly, large, MS 70087-3, one each.
- ☑ Padding material, cellulose wadding or felt sheet.
- ☑ Tape, adhesive, pressure-sensitive, 2-inch-wide roll.
- ☑ Webbing, nylon, 1/2-inch tubular, 1,000-pound breaking strength.
- ☑ Tie-down strap, cargo, CGU/lb, one each.
- ☑ Energy-dissipating paper honeycomb, as required.
- ☑ Cord, nylon, Type III, 550-pound breaking strength.

Note. The personnel must maintain CRRC harness IAW TM 10-1670-201-23/NAVAIR 13-1-17, especially when being used in salt water.

V/R

CW4 Wayne Griffin

Standardization Pilot

AASF #1 / 1-244TH AHB

HAMMOND, LA

985-340-7328