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APD PE v1.00 Mode IV not installed AMC > Mode IV not installed REMARKS * MANDATORY FOR ALL FLIGHTS ¥sw RAV. RRIFFER INITIALS For use of the form, see AR 95-1; the proponent agency is DCS, G-3/5/7. PC CX-CANCELED MISSION STATUS
MC-MSN COMPLETE
NC-NOT COMPLETE AS BRIEFED; SEE REMARKS 1000/14K 0900/5400 ETD /* ETE 0905/542 PREVIOUS EDITIONS ARE OF SOLETÉ MISSION SCHEDULE/BRIEF LEGEND MS MISSION* MARSSC CL CY TAPSANT. FLIGHT* 1,5,6 1,5,6 CALIFFU STRAHER BERETOWN FLORICH CREWMEMBERS* 4. IMC/SIM IMC 5. MULTI A/C 6. TERRAIN FLT FLIGHT CONDITION μ DA FORM 5484, JAN 2006 PC, AC# BIME SEY 624 2 mapris | 569 2. NIGHT 1. DAY 3. ND 8MAP15 DATE*

FLIGHT PL	AN FORMAT			MAR15		7. CRUISING
TYPE 2. AIRCRAI		4. TAS	5. DEPARTURE POINT	6. DEPARTUR	ACTUAL	ALTITUDE
VFR IFR	H-60/ <i>€</i>	121 kts	KHDC	PROPOSED 0900	0910	10
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DTS	2 400	READING	FILE#_ /5-6	E # 8. HOME BAS	F	15. NUMBE
. FUEL ON BOARD	13. ALT AIRPORT	14. PILOTS N	NAME, ADD, TELEPHON AT HDC,	E # & HOINE BAS		ABOARD
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S. COLOR OF ACFT			·			
	WT & BALANCEC	N FILE AT H	IDC APPROV			
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MISSION SCHEDULE/BRIEF the form, see AR 95-1; the proponent agency is DCS, G-3/5/7,	MISSION*	1051/E/E/ Mork 1200/1046/20	MET/ COCK! Mary Mary 1200/1040				- -								-						•	•			LEGEND	MS	MISSION STATUS MC-MSN COMPLETE NC-NOT COMPLETE AS BRIEFED; SEE REMARKS	
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	*27d	30.79.3												, .							- -				,	FLIGHT CONDITION		JAN 2006
	AC#*		569													-			1	.			-				· THE	DA FORM 5484, JAN 2006
	DATE*	GMORTS (02)	ELSMASP !																								2. NIGHT 3. ND	DA FC

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FLIGHT PLAN		· · · · · · · · · · · · · · · · · · ·	6. DEPARTURE TIME 7. CRUISING
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near Hurlbur	of Field), FL.	
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Night Supervisor	ervisor						
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Supervisory Instructor Pilot

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	<u> </u>		MARSOC		Assigned AVN Unit:	AASF #1
Mission Date: Tu	e 10 MAR	15 Support for: VIATION M	MARSOC ICCION R	FOUES	Ī	
	Α			SAC	APPROVAL	NGLA-TAG
REQUESTING UNIT	MARSOC	VALIDATO	A 1639年2	5A0	Authorizing Official	
Name of Requestor		Authorizing Mis-			Duty Phone	
Duty Phone		Signature			Sign. of Auth Official * Document current as	of: 04 OCT 12*
Sign. of Auth Official Date to VALIDATOR	30-Jan-15	PUJC	354	1A 1		
		PURPOSE OF F	LIGHT:		MARSOC Training	
				<u>·</u>		
USTIFICATION (Req	uired for Priori	ty 2) FIXED-WING		ROT	ORY-WING (HELICOPT	ERS) UH-60M
TYPE ACFT REQUE	STED	C-12	· -	JH-72	UH-60A/L BLACKHAWK	BLACKHAW
TYPE ACFT MODEL		BEECHCRAFT]	AKOTA 100	100	130
AVG SPEED (KT	S)	240		4 - 5	. 10	10 2, 3 or 4.
PASSENGERS	i	8 2		2	2, 3 or 4	\$3,292.00
CREWMEMBER COST / HOUR	lS	\$1,560.00	\$2	527.00	\$4,059.00	137
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ગુ:			DAVI		EMAIL:	
[CE:			CARGO:	(LBS.)	MSN #	5069 -001

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	. 2		HOIST TNG (LIVE & WT)		4 X	2	N/A	Location >8	6-8 <6	and ARR	nfm nelq R31	ğ	MIN
CURRENCY >1500	SS	<500		*	±	H.	N/A	Garrison (L)	M	IFR	-1	+	±
₩ 09<	∑.	П	WATER BUCKET OPS	Z	N/A	N/A		Held	π.	SAN/MIG	2/000/3 <1000/3	2/00/2	S00/1
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OF NITHWILL	TOTALTIME	ME	CDOPS BELOW 500" AGL	-1	Ŧ	Z	N/A	Extension within the last 24 hrs	hrs increase the	TURB	SUBSTITUTE OF THE ONLY	CTITE ONLY	5
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094	╁	E		y to mainten	ance ground	runs.	· 	Mission adequately planned		\			
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_	1.	<25 <5	s VAGUE		Σ	Ŧ		Risk is mitigated to lowest level		\			
	_ @	H .	1 IMPLIED	, r		Σ		Req. special mission equipment is operational	rational	7			
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AASF#T Local Tolli (O		DAT		March	7015
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Local In	FII / GXPIL	e Egrin	U Ronge	Combiex	
near Hu	alburt Field), FL.			·
DESTINATION	10. EST TIME ENROUTE	11. REMARKS			
KOTS	Daily	READING FIEL	15-10 TELEPHONE#	& HOME BASE	15. NUMBER
12. FUEL ON BOARD 0. 2 十36	13. ALT AIRPORT	ON FILE AT HDO	C, (985) 340)-7333 / 7334	ABOARD
16. COLOR OF ACFT	WT & BALANCE-C	N FILE AT HDC	APPROVED:		
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JE/OR/MO. NO	NAME	PASSENGER MANIF	EST	ORGANIZATION /	LOCATION
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monage MARS	d <u>by</u>			· · · · · · · · · · · · · · · · · · ·	
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Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed Mode IV not installed REMARKS * MANDATORY FOR ALL FLIGHTS Anne Anne MS* RAV* ! INITIALS For use of the form, see AR 95-1; the proponent agency is DCS, G-3/5/7. 7 2 1.3 5 4 INFI / GREI MANGE 1200/1044 CAS CX-CANCELED MISSION STATUS
MC-MSN COMPLETE
NC-NOT COMPLETE AS BRIEFED; SEE REMARKS 1200/04S ETD /* · ETE PREVIOUS EDITIONS ARE OBSOLETE. MISSION SCHEDULE/BRIEF LEGEND MRI/EXFAIT Morsoi MS WISSION* 355 FLIGHT* Strother Bergera, Floren . CREWMEMBERS* 4. IMC/SIM IMC .5. MULTI A/C .6. TERRAIN FLT FLIGHT CONDITION <u>*</u> DA FORM 5484, JAN 2006 34.00 βÇ J. AC# 2. NIGHT 3. ND 11 MARIS: ii Mari DATE*

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				LAARNG	AVIA	TIO	V RIS	K ASS	RNG AVIATION RISK ASSESSMENT WORKSHEET	# 1 1 c	· ·	
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									and a second sec		9 NIGHT CONSIDERATIONS (UNAIDED FLT)	
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TIME IN AO	.101	, (1)			۵.	z -	DAN -	MO		MOON ANGLE LESS THAN 30"	D	
	9	8		ROUTINE		, -	<u> </u> -	8	CREWMEMBER > 60 DAYS SINCE NVG FLT: M	CREWMEMBER > 60 DAYS SINCE N FLT		∑.
₩ #	- E	Z -	z G	EVAL/ EMER PROCTING			1					
1	EXPERIENCE (Category)	ategory		MULTI AIRCRAFT OPS	<u>ာ</u>	Μ.	Q	4	10. FIGHTER MANAGEMENT AND THE PARTY OF THE	TT: WEALDON	A CASA A COLONIA A CASA	
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	\vdash	-	vi l	SEATS REMOVED W. PAX	*=	£	£	T.		and ARR	JFR plan min min min	MIN
	Ð	M		HOIST TNG (LIVE & WT)	<u> </u>	A/A	≱ !	N/A	N C	IFR.	, W	÷
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₩.	Σ	Σ		WATER BUCKET OPS	Σ -	t I	Z Z	I		DAY/NVG (i)		÷
30-60	(-	2	SLING LOADS	, -	x	Σ	N/A		NIGHT L	ż	ä
Sale Carry Mark		-	Ŧ	OUTSIDE LFA (> 250NM)	ž	ž	Σ	¥.			JRFACE WIND	N
1500 500	11ME	<50	, 10 10	CASEVAC/MEDEVAC	-1	π	Z	Σ	<u>"</u>	X45	AT-MS	3
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				SEARCH AND RESCUE)-	I	2	N/A	24 L H H	TRAC	LIGHT MOD	SEV
				STATIC DISPLAY		-	1		3 3	ICING	M.	÷
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CA MIRA		TOTALTIME		CDOPS BELOW 500" AGL		π .	Σ .	A/A	extension within the last 24 his inclease and sick to the next higher level. 14 Limit.		SURFACE TEMP (LUH ONLY)	
OC All Times	>1500	500-1500	€300	MOBILE SURVEILLANCE	. اد	Σ .	<u>-</u>	4/N	All items with an "*" denote a non-mitteatable	-44-	>4"-40"< >40" TO 50"	>20.
Ą	٦	Σ	Σ	RECONNAISSANCE	د	Z.	,	N/A	mitigatible parameter.	M	ĹM	ī
>25	€	-	Σ						- 新城市 市 市	松 并	SONTBOI MEASI IBES	MCSIDUAL RISK
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	2 5	500-1500	\$500	MISSION TASKS NOT ON CTL.			-1	Ť	2. CREW SELECTION- PI]-
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89	9	-	1	POTENTIAL WHITE OUT/ BROWN OUT	WN OUT			Σ	S. ADDITIONAL FACTORS	TOTAL RANGE STATES COLUMNIA WILLIAM	STAN CONTRACT	N
	TOTAL NVG	TOTAL NVG FLIGHT TIME		SINGLE PILOT (LUH72, does not apply to FCF)	ot apply to	5		*±	6. MAINTENANCE COMPLEXITY	101.101 112.00 I	Canal Canal Can	
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HO CE EX	a Archinata	-		MINOR		-		٠			7.	
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				SPECIFIC	"	4	4					

					LAARNG	AVI	ATIO	NRI	SK AS	RNG AVIATION RISK ASSESSMENT WORKSHEET	JENT	WOF	KSH	H						
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	1														o Micury	MCIDEDA	MI / SNOIL	ANIGUT CONSIDERATIONS (INVAIDED BLT)		
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Ž	NVG FLIGHT TIME	ME			OUTSIDE LFA (> 250NM)	ž	, N	Σ	M		LENGTH	LENGTH OF DUTY DAY	*		1	S	SURFACE WIND	, , ,	20100	
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	₿	\vdash	Σ	Σ	RECONNAISSANCE	نا	٤	1	N/A	All items w	All items with an "*" denote a non-mitigatable	denote a	ಗಿಂಗ-ಗಾಟಕ್ಟ	table		4	X 79.4	윘		
	ž	e		Σ						mitigatible	mitigatible parameter,	ëf,				Σ	-	W	-	-,-
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_L		9	M	_]	PARSSION TASKS NOT ON CT			Y Y	Ŀ	2. CREW S	2. CREW SELECTION-P	la		.,					ŗ	- 1
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	8	E	-		POTENTIAL WHITE OUT/ BROWN OUT	HOWN OUT.			Ā		5. ADDITIONAL FACTORS	ORS		王	WATER TENDESTOON & BESCH DOWNTANT	55 (bay. }	ज्यु काड्य	いんかんていない	ال	Ti
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<u></u>		250	<50	of \$	BG-FPI < 1000-hours TOTAL TIME	TIME		٠	. M*	7. PLANNING TIME	NG TIME	o No		7 8		1	1 1 1	4 67	1	T
		(1)	M	Ŧ						S. INVO.	S. INVG CONSIDERATIONS	SINCIE		1	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\					١
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<u></u>	NO CE-EVENT HEATON - M	n+114-72A	2				MOC	<u>e</u>	Nage.	11. WEATHER	HER .			Ļ	500	100	1000 16		J	T
1 12	TOTALTIME		-{				1,1	7/	-	<i></i>									+	T
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	¢30			Z.	ENVIRONMENTAL FACTORS	SS.	7	SS :	IMC	RRIFEE	RRIEFER CHECKLIST	2			REO	UIRED S	REQUIRED SIGNIATURES			7 #
	DAYS SINCE LAST FIT	THE LOW	4	2	ONE TIME MAINT EVAC FLT	/ / ×	+	╁	+	Flight In su	filght in support of operational unit mission:	tional unit mi	ssion:			RESIDL	JAL MIS	RESIDUAL MISSION RISK:	I ¥	
		> 200	25-200	100	MP TRAINING		Σ	Σ	M.	Crew unde	Grew understands mission and possesses SA:	sassod puz u	ies SA:		1					7
	97	Σ	╀╌	-		do not apply to maintenance ground runs.	nance grour	d runs.		Mission ad	Mission adequately planned	ned			7					
	30-60	-	×	Σ						Crewsare	Crews are qualified and current	current		.	7					
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		\$25	\$Z.>.	Š	VAGUE .	-	Σ	+	1	Risk is mit	Risk is mitigated to lowest level	stieve			1					
		@ —	Σ.	π	IMPLIED .	-	-	Σ	_	Req. spec	Req. special mission equipment is operational	lipment is op	ranonat		2					
					SPECIFIC	<u> </u>	<u></u>	1 1	_		CREWMEMBER MUST RESEST WITH COMP	MEMBER 1	AUST RESE	ST WITH C	OMP					
	Indated	26 FFB 2	015																	

)))	9. NIGHT CONSIDERATIONS (UNAIDED FLT)		MOON ANGELESS HANDS		11. WEATHER			IFR L M* H*	\$ 1000/3 < 1000/3 < 700/2	DAY/NVG (i) L	¥.	+	1-	$\frac{1}{2}$	TRACE LIGHT MOD SEV	ICING L M* H* EH*	T	SURFACE TEMP (LUH ONLY)	<4. >4.40 < >40.10 50	ă	CONTROL MEASURES				Cold Ledder Howard Tomoral Bros	Water Kmp S. Boots on Trains	A COUNTY SOUTH OF THE PARTY OF	Coultary 1, 34ther to Bong Control Brates Li			1,500 bay 1620, May 1, 1, 1	:::		REQUIRED SIGNIATURES	SESIDITAL MISSION RISK:								
ESSMENT WORKSHEET	Strother . CE ISEGGRON,	8. NVG CONSIDERATIONS - LOW RISK UNLESS	+	1	CREWIMEMBER > 60 DAYS SINCE NVG FLI	O DICHTER MANAGEMENT	HOURS REST		1	+			LENGTH OF DUTY DAY	Consec days \$10 10-14 14-16 >15	+	X.	Σ	>7 M H H M T<	Extension within the last 24 fils lift ease the	risk to the flext ingiler lever	mitigatible parameter.	CATEGORY	JG NO DAY	1 CREW SELECTION- TC	· OW	A MISSION TYPE / COMPLEXITY	5. ADDITIONAL FACTORS	6. MAINTENANCE COMPLEXITY	7. PLANNING TIME	8	10 FIGHTER MANAGEMENT	11. WEATHER		•	101000000	BRIEFER CHECKLIST	Fright in support or open Crew understands mission and possesses SA:	Mission adequately planned	Crews are qualified and current	Forecast mission weather meets requirements	Crew meets unit grew endurance requirements	Risk is mitigated to lowest level	Req. special mission equipment is operational	CREWIMEMBER MUSI RESEST WITH COLL
LAARNG AVIATION RISK ASSESSMENT WORKSHEET	y pc Griffin . PI Stra	Special process of the second	MVG IMC/H	, , , , , , , , , , , , , , , , , , ,	NOISSER	CTNG L L L	A/N (J)	(L) M	\vdash	M* EH* H*	OPS M N/A N/A N	Z T	٠	MM) MM	N/A		1 1	SIGNIC DISPLAY	St. L H M	M	RECONNAISSANCE L M L N/A			S. ADDITIONAL FACTORS		NO LZ/PZ RECON or SITE SURVEY	ND or <60 H2O temp)		SINGLE PILOT (LUHY, duce in the property of th			6. MAINTENANCE COMPLEXITY	MAINT	MINOR MINOR	MAJOR MAJOR D N NG IMC	L M* M*	MAINT EVACEE M"		BLOCKS 45.21 do not apply to maintenance ground runn		7. PLANNING LIIVE	_	-1	SPECIFIC
	DATE 12 MARZI 15 AJC 629		1. CREW SELECTION PC		00 <500	× ×	F			× 0	1500 500-1500 SUU	W W	, , , , , , , , , , , , , , , , , , ,	SHT TIME	0 <50 <10	M. H. TA				TIME IN AD	M	×25 (T) L M	읪	200	005 0025-003 0025-	M M M			TOTAL NVG FLIGH			3. CREW SELECTION- CE/MO	NO CE: Except UH-72A M		,		NAVE SINCE I AST FLT	2200 - 25-200 - 25	>60 M M H	l M	30 05	IME	+	M

					LAARNG	AVI	VIIO	NRI	SK AS	RNG AVIATION RISK ASSESSMENT WORKSHEET		
DATE -	7:	12 mon 51		A/C 569	DG .		'	Pl		CE	MO	
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χχ	ł				MULTI AIRCRAFT OPS.	(3)	*∑	0	N/A 1	10. FIGHTER MANAGEMENT	11. WEATHER STANDARD	
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				15	STATIC DISPLAY .	ı		اد		Μ.	ILLINS T W. H.	Τ.
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	\$	r	ž	M	RECONNAISSANCE		Σ		N/A	All tems will all deliate a northmeaster	M* L. M* H*	
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ರ	L ö	٦٢	500-1500		MISSION TASKS NOT ON CIT.) Eg	'	\setminus	×	/MO · ·		0
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上	1	TOTAL NVG FLIGHT TIME	TTIME	Ì	SINGLE PILOT (LEHTZ, does not apply to FCF)	ot apply to	řG)		ž	OMPLEXITY		Ι,
با:	-	>50	<50	<10	PC-FPI < 1000-hours TOTAL TIME	IME			M*	7. PLANNING TIME	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
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m l	3. CREW SELECTION- CE/MO SELECTION-	ECTION- CE)MO	10 miles	S. IVIALIN ENABLE CO.		7004	1		11. WEATHER	L 500 D/1000 N Gg	
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¥Ι,	TOTAL TIME	900	25.200	K	MAJOR		-	Σ	Σ			
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lo	DAYS SINCE LAST FLT	AST FLT			ONETIME MAINT EVAC FLT	Z	\dashv	-	+	Flight in support of operational thir mission.	RESIDUAL MISSION RISK: M	T
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	>60	Σ	Σ	×	BLOCKS4,5,11 do not apply to maintenance ground runs.	ly to maint	nance grou	nd runs.		Crews are qualified and current		
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<u>دي.</u>	TOTAL NVG FLIGHT TIME	FLIGHT TIME	- 1		GUIDANCE	- N	IN-DEPT ADEQUALE		I I	Risk is mitigated to lowest level		
		82	<25	\$\$	VAGUE	1	+	+	2	Req. special mission equipment is operational		
		(-)	Σ.	I	IMPLIED	+	_ _ (:	+	+	CREWMEMBER MUST RESEST WITH COMP	WITH COMP	
					SPECIFIC	_	- - -	_	_			

APD PE v1.00 Mode IV not installed REMARKS * MANDATORY FOR ALL FLIGHTS - Anne MS# RAV* 1 ! INITIALS For use of the form, see AR 95-1; the proponent agency is DCS, G-3/5/7. 1000/00cm 1.3 5.4 (6.4)/@191 Mast 1200/1044 Ca PC CX-CANCELED MISSION STATUS
MC-MSN COMPLETE
NC-NOT COMPLETE AS BRIEFED; SEE REMARKS ETD /* · ETE PREVIOUS EDITIONS ARE OBSOLETE MISSION SCHEDULE/BRIEF LEGEND 356 MRI/ (EXENT MARSO) SIS *NOISSIM FLIGHT* Stoother Bergeon, Floren CREWMEMBERS* 4. IMC/SIM IMC .5. MULTI A/C .6. TERRAIN FLT FLIGHT CONDITION ř DA FORM 5484, JAN 2006 17.35 C PÇ, Sleg 13 MAUS 1024 AC# 1. DAY 2. NIGHT 3. ND (3 MAPRIS DATE*

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DA. 13 MAC 15 MC (12 9) PC Criffin PI Strother CE Bergeron

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1 29	Σ	Σ		 	-	-		CREWMEMBER > 60 DAYS SINCE NVG FLT.	G PLT:	∑ ∑	CREMENTAL STATE SO DAYS SINCE NELT	SO DAYS SING	TINES	+	2 2	
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			STATIC DISPLAY	1	-	-		5-7	H	I		TRACE	UGHT	MOD	SEV	
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>1500	500-1500	\$00	MOBILE SURVEILLANCE	-1	Σ	٦	N/A	risk to the next higher level. 14 Limit.	vel. 14 Limit.			SURFACETE	SURFACE TEMP" (LUH: ONLY)	ONLY		
	Σ	٤	RECONNAISSANCE	, L	Σ	7	N/A	All items with an "*" denote a non-mitigatable	iote a non-mitig	gatable	٠	.\$	>4-40'< >40'TO 50'	40, TO 50	.>50	
×x×		Z						mitigatible parameter,				Μ.	1	¥.	Ŧ	
EXPERIENCE (Category)	Category)	-						CATEGORY	CATEGORY	INITIAL RISK	NO.	TROUME	CONTROL MEASURES	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	erstoliat arce	
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DAYS SINCE LAST FLT			ONE TIME MAINT EVAC FLT	ž	ž	M	M	Flight in support of operational unit mission:	unit mission:		ن	141012	BESTOLIAL MISSION BISK:	N DICK-	7	,
> 200	25-200	4	MP TRAINING	7	M	¥	,M	Crew understands mission and possesses SA	possesses SA:		1	באייטוני.	OICCIINI -	NOW.	ן ר	_
. M	Σ	Ŧ	BLOCKS4,5,11 do not apply	not apply to maintenance ground runs.	nce ground n	uns.		Mission adequately planned								
+	Σ	Z						Crews are qualified and current								
<30 (L)		 	7. PLANNING TIME	1		-4]L	等も張る野食の	Forecast mission weather meets requirements	is requirements							
TOTAL NVG FLIGHT TIME	1		GUIDANCE	IN-DEPT	r ADEQUATE	크		Crew meets unit crew endurance requirements	ce requirements							
\perp	Ś	\$	VAGUE	اد	Σ	т		Risk is mitigated to lowest level	7							
① ·	≅.	Ξ.	IMPLIED	-	_	Σ		Req. special mission equipment is operational	it is operational							
			SPECIFIC	(·)	r	۲.		CREWMEMBER MUST RESEST WITH CO	BER MUST RESES	т wiтн со	-					
Updated: 26 FEB 2015	ιζ															

	-	COM	MANDER'S TA	onent agency is T	RADOC.		
	For use of the	is form	ART I. BIOGRAPH	IICAL			T-40:
		<u>-</u> -	Rank: SSG PID:		ВІ	rth Month: JUN	FAC:
ame: BERGERON, LANC	E		Aircraft Type: UH60 A	/L/M	✓ Primar	y Additional	Alternate
uty Title: UH-60 CREWCH	arr				TIONS		
	PART II	. AUT	HORIZED FLIGHT	EL SI AO	MO OR	Rema	rks
PI PC L	JT IP SP IE	MP F	OP ME XP CE FE	FI SI AO			
Right/Back Seat							
eft/Front Seat				$\times \times$			
Other Station							
VVG							
NVS				CUREMENT	rs		
	P/	ART III	FLYING-HOUR R	Second Pe	riod	Remarks/	Adjustment
	Annual		First Period	JAN15-JU			
Dates	JUL 14-JUN	15	JUL14-DEC14	12			
Total Aircraft Hours			12				
Total Simulator Hours							
Night Unaided Hours				5			
NVG Hours			5				
Hood/Weather Hours							
Other Hours (Specify)	· 					4	
Other Hours (Specify)	<u> </u>		TION E	FOLUREMEN	ITS		
		PART	IV. EVALUATION F	Oir (ARNG)		Remarks/Date Co	mpleted
		Designal	led Period (AC/USAR) or APR 15-JUN 15	Qu (Villia)			
Standardization Flight Evalua	ation		APR 13-101 13				
Instrument Flight Evaluation			APR 15-JUN 1			·	
Operator's Manual Written E	Examination		APR 15-JUN 13				
NVG Flight Evaluation			. AFK 13-3014 II				
Maintenance Test Flight Eva	aluation						
Other (Specify)							
Other (Specify)			PART V. ENCL	OSURES			
				1		.,, Y	es 🛛 No
1. DA Form 7120-1-R (Cre 2. DA Form 7120-2-R (Cre 3. DA Form 7120-3-R (Cre 4. Other (Specify)	ow Member Task F ow Member Task F ow Member Task F	erforma Performa Performa	nce and Evaluation Requ nce and Evaluation Requ nce and Evaluation Requ	irements Continu irements Remark	ation Sheeks and Cer		
5. Other (Specify)			PART VI. CERT	IFICATION			
This form, its enclosure(s)	and the aircrew	raining r	nanual establish your Air	crew Training Pro	ogram requ	Date:	
This form, its enclosure(s) Commander:	, and the anti-on		Signature:				1 JUL 14
Collination.			quirements contained on	his form its encl	osure(s), a	nd the aircrew traini	ng manual.
		4	udromonte contained oil	IIIs tottis to one		D-101	

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

EMARKS:	1 Jul 14
ergeron, Lance	
	Date Completed:
CT-E Sustainment	•
	Date Completed:
nnual CBAT Training Requirements:	Date Completed:
CMWS	
AN/APR 39A V(1)	
AN/APX 118	Date Completed:
ROC-V (SW Asia)	Date Completed:
(OC-A (2 A Spin)	
A disease Deconfliction, TTPS)	Date Completed:
AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)	
	Date Completed:
Annual Academic Training IAW SOP (OAATS)	• • • • • • • • • • • • • • • • • • •
, income a second	Date Completed:
TANGOR (OA ATS)	Date Completed:
Annual Aeromedical Training IAW SOP (OAATS) The evaluator will select a minimum of three mission tasks for evaluator these tasks will be selected at the evaluator's disc	uation during the crewmember's APART/annual cretion.
Annual Aeromedical Training IAW SOF (OAATS) The evaluator will select a minimum of three mission tasks for evaluator NVG evaluations. These tasks will be selected at the evaluator's disc	uation during the crewmember's APART/annual cretion.
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/ Title: Aviation	n Standar	dization	PAR	cer								IES/	STA	TIO	NS					
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other Hours (Spe	ecity)			F	AR	T IV.	. EV	/ALL	JATI	ON F	REQ	UIR	EME	NTS	<u>-</u>			(s/Date (Complet	ed .
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Standardization	Elight Eval	uation					JAN	N 15	- MA	R 1:	<u> </u>			-						
Standardization Instrument Fligh									- M/					-						
Operator's Manu	ual Written	Examina	tion						- M					+-						
NVG Flight Eval				_			JA	N 13	- M	TIX I				1						
Maintenance Te	est Flight E	valuation																		
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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

	1 APR 14
EMARKS: UH-60M	I APK 14
RIFFIN, GEORGE W	
	Date Completed:
CT-E Sustainment	B
	Date Completed:
nnual CBAT Training Requirements:	
CMWS AN/APR 39A V(1)	
AN/APX 118	Date Completed:
LOC-V (SW Asia)	Date Completed.
	Date Completed:
AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)	Date comp
	Date Completed:
Annual Academic Training IAW SOP (OAATS)	
	Date Completed:
Annual Aeromedical Training IAW SOP (OAATS)	
The evaluator will select a minimum of three mission tasks for evalua	tion during the crewmember's APART/annual
The evaluator will select a minimum of three mission tasks for evaluator NVG evaluations. These tasks will be selected at the evaluator's disciplination.	etion.
NVG evaluations. These tasks will be selected at the evaluation of the NVG evaluations. These tasks will be selected at the evaluation of the NVG evaluations. These tasks will be selected at the evaluation of the NVG eva	sfy three crewmember requirement in TC 3.04.11
RCM is authorized to operate as a C1 during	and L series aircraft
PART II AUTHORIZED FLIGHT DUTIES/STATIONS to include A a	
CERTIFICATION: I have/have not completed my ATP flying-hour, task performance.	nce, and evaluation requirements.
I have/have not completed my ATP flying-flour, task porterman	
Crew Member's Signature:	Date:

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

Calffin Goorge W		Air	craft: \	JH-60ľ	VI			1 of	1	
ame: Griffin, George W	TECH					NVS	CBRN	SIM	Rema	ırks
Tasks		. 4	<u> </u>		4			1		•
010 PERFORM ULTIAIRCRAFT OPERATIONS			ļ		ļ					
012 PERFORM TACTICAL LIGHT MISSION PLANNING		4	<u> </u>		4					
Ul4 Pertorm Electronic ountermeasures/Electroni Counter-Countermeasures Procedures	1						,			
022 Transmit Tactical Reports	1					-				
2024 PERFORM TERRAIN PLIGHT NAVIGATION		4		_	4	ļ		ļ		
2026 PERFORM TERRAIN		4			4	ļ		<u> </u> ,		
2036 PERFORM TERRAIN FLIGHT DECELERATION		4		-	4		ļ	ļ		
2042 Perform Actions on Contact	2					-	-			
2048 PERFORM SLING LOAD OPERATIONS		2			2			-	-	<u></u>
2050 Develop an Emergency Global Positioning System Recovery Procedure	. 1									
2052 PERFORM WATER BUCKET OPERATIONS					_				_	
2081 OPERATE NIGHT VISION GOGGLES				_	4			-		
2086 OPERATE AVIATOR'S NIGHT VISION IMAGING SYSTEM HEADS-UP DISPLAY					4					
2127 Perform Combat Maneuvering Flight	1							<u>. </u>	 	
2169 Perform Aerial Observation	1			_	_	_			-	
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			PART I. BIOGRAPH	IIOAL	Birth	Month: JUN	FAC:
ame: FLORICH, THOMA	S		Rank: SGT PID:		✓ Primary	Additional	Alternate
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Dates	JUL14-JUN	13	12	12			
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Total Simulator Hours							
Night Unaided Hours		+	5	5			
NVG Hours							
Hood/Weather Hours							
Other Hours (Specify)				<u> </u>			
Other Hours (Specify)	J	DART	IV. EVALUATION F	EQUIREME	NTS		
	T	Designa	ited Period (AC/USAR) or	Qtr (ARNG)	F	Remarks/Date Corr	ipieled
			APR15-JUN15				
Standardization Flight Evalua							
Instrument Flight Evaluation	Tramination		APR15-JUN15				
Operator's Manual Written E	Examination		APR15-JUN15				
NVG Flight Evaluation	aluation		<u>.</u>				
Maintenance Test Flight Eve	aiualion		•				
Other (Specify)					<u> </u>		
Other (Specify)			PART V. ENCL	OSURES			
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5. Other (Specify)			PART VI. CERT	IFICATION			
This form, its enclosure(s)	and the alrerew	training	manual establish your Airc	rew Training P	rogram require	ments. Date:	
This form, its enclosure(s)	, and the ancrew		Signature:				1 JUL 14
			Į.			u - Irozow trainin	a manual.
I certify that I have read a			1	his form, its end	closure(s), and	the aircrew training	g mana

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

EMARKS:		1 JUL 14	
lorich, Thomas	UH-60A/L/M	130111	
IOHOH, THOMAS			
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CT-E Sustainment		Date Completed:	
C1-E Sustainmont			
n an en 11. Daniel	romants.	Date Completed:	
Annual CBAT Training Requir CMWS	CHICITIS.		
AN/APR 39A V(1)			
'AN/APX 118	#		
oca II (CIV Asia)		Date Completed:	
ROC-V (SW Asia)		•	
	Mariana Deconfliction, TTPS)	Date Completed:	
AMS Training (Threat Capab	ilities, Airspace Deconfliction, TTPS)		
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Annual Academic Training IA	AW SOP (OAATS)	Date Compared	
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The evaluator will select a m NVG evaluations. These task	inimum of three mission tasks for evaluations will be selected at the evaluator's discre	ion during the crewmember's APART/annution.	ual .
The evaluator will select a m NVG evaluations. These task		ion during the crewmember's APART/annution.	ual

		_ 	CO	MMANDER'S TA	ponent agency is	TRADOC.		
		For	use of this for	PART I. BIOGRAP	HICAL			
			 	Rank: CW4 PID:		Birth I	Month: OCT	FAC: 1
ame: STROTH	ER, GEOR	GE D.		Aircraft Type: UH-60		⊠ Primary `	☐ Additional	Alternate
uty Title: INSTR	UCTOR P	ILOT				TIONS		
		F		JTHORIZED FLIGHT		MO OR	Remar	ks
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eft/Front Seat	$\times \times$							
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				III. FLYING-HOUR R	Second Pe	riod	Remarks/A	djustment
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Dates		NOV 1	4-OCT 15	NOV 14-APR 13	48			
Total Aircraft Hour	s			40				
Total Simulator Ho	ours		12					
Night Unalded Ho	urs			9	9			
NVG Hours		ļ						·
Hood/Weather Ho		ļ						
Other Hours (Spe		ļ						
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			PAR	nated Period (AC/USAR) o	Qtr (ARNG)	Re	marks/Date Com	pleted
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Standardization I				AUG 15-OCT 15				
Instrument Flight				AUG 15-OCT 15				
Operator's Manu		xaminatio	<u>n</u>	AUG 15-OCT 1				
NVG Flight Evalu								· · · · · · · · · · · · · · · · · · ·
Maintenance Te	st Flight Eve	aluation						
Other (Specify)								·
Other (Specify)				PART V. ENCL	OSURES			
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				PART VI. CERT	IFICATION		onts	
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Commander:	110100010(0)			Signature:				MAR 15
						and the	ne aircrew trainin	g manual.
			TD is	equirements conta		and u	Date:	

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION

REMARKS: STROTHER GEORGE D.	UH-60 M	1 MAR 14
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CT-E Sustainment	•	Date Completed:
Annual CBAT Training Rec	nuirements:	Date Completed:
CMWS AN/APR 39A V(1) AN/APX 118	•	
ROC-V (SW Asia)		Date Completed:
AMS Training (Threat Cap	pabilities, Airspace Deconfliction, TTPS)	Date Completed:
Annual Academic Training	IAW SOP (OAATS)	Date Completed:
Annual Aeromedical Train		Date Completed:
artic leations These t	ages will be selected at the	tion during the crewmember's APART/annual etion.
Aviator authorized "CP" d	uties from cabin during NVG flight to fuffi	1 three crewmember requirement in TC 3.04.11
	ý ý	·
CERTIFICATION:	3 3	es and ovaluation requirements.
I have/have not compl	eted my ATP flying-hour, task performand	
Crew Member's Sig		Date:

		vorn statement	nu la DMA	
	For use of this form, see	AR 190-45; the proponent agen	cy is PMG.	
- construction - cons	CALL THE PROPERTY OF THE PARTY	AND		SSN).
muonity.	PRI Tille 10, USC Section 301; Title 5, U	SC Section 2951; E.O. 9397 Sac	e allom Viun Ollicjaja Pallom Viun Ollicjaja	to maintain discipline.
Thority: Incipal purpose:	To document potential criminal activity	ly illy old and incidents		
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UTINE USES:	Information provided may be further of agencies, prosecutors, courts, child	projective services, victims, wiln	esses, the Departmen	it of Veterans Alteire, and
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	placement, and other personnel action of your SSN and other inf	ormalion is voluntary.		
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ACKEMENT (Confinised) WIT: Once I hung up the phone will state of the control of	use this page if he	eded. If this page is not needed, ple	ase proceed to final page of this form.	
(IT) Conce I hung up the phone will further tweather. I relayed to this what strated about the ceiling as well as fine fog. I informed hint that the fog further weather. I also stated that I wanted to call it (senced support) due to the ceilion of the control of the phone will be added the LMR to an individual on the helicopter who in-turn talked directly with the photos. I near the ceiling was that the would relay this information to the photos. Ontexted the control of the ceiling was the ceiling was the state of that I wanted to call it (senced support) due to the ceiling was the c		The state of the s		
	uriburt weather. I relayed to his the drop zone was bad and that by. He stated that they could see ledic via the LMR. The medic has member hearing the individual amphasized to his member hearing the individual amphasized to have will continue training. We fited enough at the drop zone that IVGs. Also around this time he medic and he were it; however, they did not show with me in my boat and the medic elicopters taking off, the pilots to 010 hrs and 2015 hrs, Mojo stated and Mojo were intermine helicopters from Sound DZ; the earling was a swishing sound as a rying to help have several failed attempts by make contact with Mojo. I do not moit in my last sentence. Mojo refer the pilot stated, "RTB", I find ar away the helicopter was at the neaded in the direction of A-15. Not able to see it, so I stopped ample from each other. We made it band in the direction of the Huriburt Field marina at an of our boats and then I called his from the Huriburt Field marina at an of our boats and then I called his frailered the other boat at 2140 by longer on the water and we are it contacted the stated that one of the I was an and then I called his frailered the other boat at 2140 by longer on the water and we are it contacted the stated that we started base in the III called the other boat at 2140 by longer on the water and we are it contacted the stated the weather static approximate time we started base IO: And that was the tower or the III called the weather static IO: The pilots knew that they have the pilots the pilots the pilots the pil	is why I called Hurlburt weather. I also as of fine at A-15 and that he would relay this tauded the LMR to an individual on the his state that the pilots said as long as they had the ceilings were only at 200 feet right to were not supposed to start the night portat I could see the lights on the north short contacted me on the LMR stating in route to the drop zone. Normally, it is up until around 1950 hrs. When ce stayed on his boat, the never relayed to any of us as to how the stated they were taking off via Harris 152 rittent after the pilot stated that they were that night it was hit or miss. I do not rentif a 105mm round was going through the ke contact with Mojo. The visibility at the make contact with Mojo of know which Mojo acknowledged my to make contact with Mojo, I acknowledged mally heard a sound of a helicopter turn and turned my anchor light on so he could a couple of mores times because we lost ack to A-15 and dropped off the field marina, took and turned my strobe light on so he could a couple of mores times because we lost ack to A-15 and dropped off the helicopters had not landed at A-15 yet and about 2112 hrs. I tried to call the two more times, one at 2116 hrs and I hers. I contacted the Hurlburt Field commifted dry. We waited at the dock for another the word of the weather station? On and I talked with her for one minute an adjoanceled for weather? The weather station? On and I talked with her for one minute and contact what they had canceled for weather?	the ceiling as well as the fog. I informed him that stated that I wanted to call it (cancel support) due to a information to the pilots. elloopter who in-turn talked directly with the pilots have 300 feet ceilings they could fly on instruments now. Into a stated that if the pilots state to the state of the pilots state to the pilots. At approximately 1940 hrs, the cas well as see the tower's flashing red lights with a state the medic was at the hoat ramp and that would take about flye minutes to get to Sound DZ trived at the drop zone, he dropped in about 100 yards from my position. Prior to the visibility was or what the ceiling was at A-15. Betwardio. The Harris 152 radio transmissions between taking off to start their first drop. Normally, I countember hearing them take off. The only noise I remair prior to it exploding. I thought nothing of it as the drop zone went from bad to worse almost in an oon his Harris 152, I picked up my Harris 152 and ransmission, but I was able to make contact. I state in, you DO NOT have clearance to drop. I emphasize, we do not have clearance to drop. I emphasize my most to make contact. I state in the drop zone. I do not know how close of the would be able to follow me by seeing this light. See my position. Once he saw my position, we slossight of each other and we were less than 25 yards and the medic. What would normally take us 1; and the medic. What would normally take us 1; and the medic. What would normally take us 1; and the medic. What would normally take us 1; and post at 2140 hrs stating that and post at 2140 hrs stating that are 10 minutes and then headed back to our shop, and informed him of what was happening. We got to know what he wanted us to do. In the proper was at 2140 hrs stating that are 10 minutes and then headed back to our shop, and informed him of what was happening. We got to have us launch our 32 foot rib boat with rasembn of the belicopter that had not yet landed. To bout 2300 hrs.	the tog the the ted the I is they can the fog they can they can the fog they can the fog they can the fog they can they they they they they they they they

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STATEMENT OF TAKEN AT	DATED 2015/03/18
:	· · · · · · · · · · · · · · · · · · ·
9. STATEMENT (Conlinued) O: To clarify about CV-22, the relay the CV-22 had canceled came to you?	
taran da araba da ar	, ,,,,
WIT: Yes, it was over 152-HARRIS radio.	•
O: I am trying to make sure that you heard direct, not secondhand.	•
VIT: I was the one that acknowledged it.	•
O: They gave you the reason that they canceled, or only that they were cancella	ng?
VIT: They were cancelling due to weather, it was the fog.	· .
O: From that call to you, you relayed that to	
VIT: Yes, over LMR, to say, "Hey they canceled".	•
O: But you don't know for sure what ! did with that information?	
VIT: No. I do not know. I have some pictures. [Showing/Describing pictures to entlemen's name here. You can see the fog in the background, it does not do it was at 1823. This is another picture but at 1847 and again it does not do it justice at 1854 within is the north shore, and you can still see a light, here and here.	AGEA BOOD HISTIGG OU HIST HOM OUT THE TOR IS: THE
O: Do you have those on digital, day and night, that you could foreward to us?	
VIT: Here is a better picture of this one. Here is the 1854 one, and these have a se the lights.	time stamp. This is facing north, and you can still
 When you relayed back to who ever was talking to the pilots, you said that i 	it was a 200-foot seiling.
TIT: The only time I spoke to the helicopter pilots is when I said they did not hoot the 200 ft. ceiling and he relayed that information to whoever was on the p	nave clearance to drop. I informed Jiane.
 They said that they were talking to the pilots and relaying that information t 	o the pilots?
/IT: Yes, I do not know what they did with it.	•
): Do you know who it was? Was that the medic that was over there?	
/IT: The medic was there, and the medic handed off to another individual, and I dividual was on the plane, but I do not know what was going on, I don't know if	do not know who that was, I know that the I have any more plotures that you guys can use.
D: The only direct communications between you and the pilots was what?	·
VIT: I said 'You do not have clearance to drop.'	
AT; I said 'You do not have clearance to drop.'	
AT: I said 'You do not have clearance to drop.'	
VIT; I said 'You do not have clearance to drop.'	
/IT; I said 'You do not have clearance to drop.'	

DA FORM 2823, NOV 2006

ATEMENT OF		TAKEN AT	DATED 2015/03/18
			} ,
STATEMENT (Conlinued) : You are not sure which aircr	raft?		
IT: Yes, but the noise happer	***	contact.	•
: Was there a call sign assoc			ı
	•		•
IT: There was but I do not re	Hoffindt Amer pan	n't one of the ground guys on C	COMM.v
			•
IT: It wasn't. It was definitely	y MOJO, but I don	L KUJOM AUBIT LIGHTDEN.	•
MOTHING FOLLOWS////	7	•	
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	•	,	
		AFFIDAVIT	
BY ME. THE STATEMENT IS TR	UE, I HAVE INITIAL	. I FULLY UNDERSTAND TH ED ALL CORRECTIONS AND HAVE STATEMENT FREELY WITHOUT H ON, UNLAWFUL INFLUENCE, OR U	(Signature or Ferson Making Statement)
WITNESSES:		Subscribed a	and sworn to before me, a person authorized by law to take the case of the cas
		administer bad	is, this to prove the second s
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Personal Statement – 10 March 2015

Personal Statement – 10 March 2010
At 1500 hrs, I launch my boat for water survival training (WST) conducted near the Hurlburt Field fuel dock and the inner coastal water.
At 1545 hrs. WST training concluded and I proceeded to Sound DZ to link up with
At 1555 hrs, I arrived at Sound DZ and waited for the state of arrive from A-15 with
I did not look at the clock when arrived with a sound DZ. It was relayed to me then that there would only be one helicopter at a time conducting drops due to only having one ladder for hoists. It was and I positioned ourselves on the south side of the drop zone. He was approximately 100 to 150 yards due west of me. A radar tower is southeast of the drop zone and I was approximately 400 to 600 yards from the tower. The sky was overcast, but visibility was good throughout the day portion of training.
I do not remember when the day portion concluded, however, at 1745 hrs, I went over to Wynn haven Beach, which is north of the drop zone, to pick up four personnel from 1 SOSS/OSJ HaveAce to be the safety boat for CV-22 hoist training. The CV-22 was supposed to be on station at 1800 hrs. Between 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling 1815 hrs and 1830 hrs, the CV-22
I do not remember the time when took took took back to A-15. However, and waited at A-15 boat ramp for the on scene medic to return. I do not know where the medic went.
The fog rolled in around 1900 hrs very quickly and the visibility was very limited. I would normally be able to see the radar tower's flashing red lights, but was unable to see them. I put my NVGs on and could barely make out the flashing lights that are located just below the catwalk of the radar tower.
At 1924 hrs, I called a coworker, the second of the number to the Hurlburt weather and explained to him about the weather we were having. Explained to him about the weather we were having. the weather shop and that he would cancel our support if the fog did not lift any time soon.
At 1926 hrs, I called the weather shop at Hurlburt Field and talked with what the ceiling was and she stated 200 feet. I informed her how bad the fog had gotten as well as the visibility. I also asked her what the weather was going to be and she stated that the fog was going to roll in and out as well as become very dense at times. I was on the phone with minute and 9 seconds.
Once I hung up the phone with I contacted

they could see fine at A-15 and that he would relay this information to the pilots. contacted the medic via the LMR. The medic handed the LMR to an individual on the helicopter who inturn talked directly with the pilots. I remember hearing the individual state that the pilots said as long as they have 300 feet ceilings they could fly on instruments. I emphasized to that the ceilings were only at 200 feet right now.
We were not supposed to start the night portion until 2000 hrs. At approximately 1940 hrs, the fog lifted enough at the drop zone that I could see the lights on the north shore as well as see the tower's flashing red lights without NVGs. Also around this time, the medic was at the boat ramp and that the medic was at the boat ramp and that the medic and he were in route to the drop zone. Normally, it would take about five minutes to get to Sound DZ from A-15; however, they did not show up until around 1950 hrs.
When I arrived at the drop zone, he dropped on the medic stayed on his boat. The medic stayed on his boat. The medic stayed on his boat.
Prior to the helicopters taking off, the pilots never relayed to any of us as to how the visibility was or what the ceiling was at A-15.
Between 2010 hrs and 2015 hrs, Mojo stated they were taking off via Harris 152 radio. The Harris 152 radio transmissions between and Mojo were intermittent after the pilot stated that they were taking off to start their first drop. Normally, I could hear the helicopters from Sound DZ; that night it was hit or miss. I do not remember hearing them take off. The only noise I remember hearing was a swishing sound as if a 105mm round was going through the air prior to it exploding. I thought nothing of it as I was trying to help make contact with Mojo. The visibility at the drop zone went from bad to worse almost in an instance. After several failed attempts by to make contact with Mojo on his Harris 152, I picked up my Harris 152 and tried to make contact with Mojo. I do not know which Mojo acknowledged my transmission, but I was able to make contact. I stated, "Mojo, this is you do not have clearance to drop. I say again, you DO NOT have clearance to drop." I emphasized 'do not' in my last sentence. Mojo replied, "Mojo, I acknowledge, we do not have clearance to drop, we are RTB." Right after the pilot stated, "RTB", I finally heard a sound of a helicopter turn away from the drop zone. I do not know how close or how far away the helicopter was at this time.
Once we received acknowledgement, and I drove our boats closer together and headed in the direction of A-15. I turned my anchor light on so would be able to follow me by seeing this light. He was not able to see it, so I stopped and turned my strobe light on so he could see my position. Once he saw my position, we slowly made our way to A-15 stopping a couple of mores times because we lost sight of each other and we were less than 25 yards away from each other. We made it back to A-15 and dropped of and the medic. What would normally take us 15 to 20 minutes to get back to the Hurlburt Field marina, took and I about 45 minutes to get back. We were about 15 minutes from the Hurlburt Field marina when called him back at 2043 hrs. Stated that one of the helicopters had not landed at A-15 yet and asked us to wait at the dock. In and I finally reached the Hurlburt marina at about 2112 hrs. I tried to call at 2113 hrs, but did not get an answer. We trailered one of our boats and I trailered the other boat at 2140 hrs.

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I contacted the Hurlburt Field command post at 2	2140 hrs stating that and I are no longer on
the water and we are feet dry. We waited at the	dock for another 10 minutes and then headed back to
our shop. I contacted	, at 2158 hrs and informed him of
what was happening. We got back to the shop a	round 2200 hrs and waiting for to call us
back to let us know what he wanted us to do.	called me back at 2232 hrs, after talking with
to h	ave us launch our 32 foot rib boat with radar at the
Hurlburt Field marina and wait for	arrival to assist in the search of the helicopter that had
not yet landed. The approximate time we started	back to Sound DZ to start our search was about 2300
hrs.	







