

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.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION: Camp Lejeune, North Carolina
2. DATE (YYYYMMDD): 2015/03/20
3. TIME:
4. FILE NUMBER:
5. LAST NAME, FIRST NAME, MIDDLE NAME:
6. SSN:
7. GRADE/STATUS: E7
8. ORGANIZATION OR ADDRESS: MSOB 8232

9. I, [redacted], WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
IO: Can you explain your, MOS, full name, and what your duty position was during the time of the crash?
WIT: [redacted] My position during the crash was [redacted]
IO: If you could, could you just walk us through from the beginning of that day on through the end of the incident? What you did? What you heard? What you thoughts were? What you saw?

WIT: The beginning of the day for us started with nautical nav. We were conducting classes in the morning, prepping our boats and stuff like that for the evening iteration. Then all morning we were just in the channel doing nautical nav. When that was finished I believe the MOJO flight showed up. We then did casting and in water recoveries with the nylon ladder. Then we were planning that night so our night navigation was going to coincide with our rolled-duck insertion. We were going to go in that night and insert and immediately upon finishing that, we were going to do a night nautical navigation course in the sound. For the rest of the day, after the in water recovery we were getting our gear prepped, eating some dinner and stuff like that. I know that we wanted to insert earlier but due to a conflict with some CV-22s, who actually never ended up showing, we could not. They were going to do some hoisting. So we had to push the insertion until 2030-2100. But we ended up pushing to 2030. After that I just remember relaxing. We invited all the pilots and the crew to eat burgers with us. Just prior to that, we had brought the ducks and got everything staged. They had helped load all of that stuff on. We were just kind of waiting for insertion. Once we had gotten back there we were getting ready and we definitely saw some fog rolling in. But our leadership went over and talked to the pilots. We was just getting our stuff prepped and getting ready to go on the bird. Everyone was comfortable and it was a go. So we did our last face to face with the MOJO. Since I was going to be on the ICS, I was just talking to the [redacted] I was saying, "what height are you comfortable with? Eight feet, 10 feet or whatever?" Just trying to work some of the issues that we had prior. These were not really issues, we were just to make it as easy as possible to rope that boat down without rolling it or anything like that. We were just talking through what we had already done that day and night before, without much hassle. We were just going to go knock that out again. Me and him talked about that, and I was like, "Ok cool." We did our last checks, safety-briefs, and everything checked out. We loaded up, I got on ICS with them, got good comm checks. The other flight, MOJO 69, loaded up and they took off. They took lead and we had trail. The movement was really slow, I noticed, and pretty low. Once they got up, and I can only speculate at that point because I was in the rear of the aircraft facing back, I could see out the door. Everything else seemed normal. Being on ICS before, I was familiar with what I was hearing, crew guys calling in checks, they are calling in this and watching that and doing their thing. I don't think we actually got over the water.

10. EXHIBIT:
11. INITIALS OF PERSON MAKING STATEMENT: [redacted]
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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.

STATEMENT OF [REDACTED]

TAKEN AT _____

DATED 2015/03/20

9. STATEMENT (Continued)

WIT: We came to a hover right at the edge of the island. That was when he called one minute to me, and I called one minute to our guys. Then we had come to a hover and stopped. And if I remember correctly, they were working on some power line issues, just making sure they had them identified. From what I gather from them later, the fog got considerably worse once it was over the water. It was at that time, and I didn't know who it was at that time. But I found out later that it was the safety boat that called 'MOJO flight, MOJO flight, no drop, no drop.' That is what I remember hearing and our pilots "roger'd" up to that. Then we started turning, and right before we did I asked if we were going back to the pad. The pilots stated that we were. We flew back to the pad, they turned it down, started getting all our stuff off and started talking to the pilots. I just asked them what happened, and he stated from what it sounded like MOJO 69 had elevated once they had gotten in the fog and our pilot was not going to elevate because he lost visibility on MOJO 69. He didn't want to cause a collision going up. That was, I think, all around the same time that the safety boat out on the water had called, "no drop, no drop." I never heard anything from MOJO 69. That was the last we saw or heard from them after that point. So we landed and we were talking some of the stuff out. We figured they were just going to get above the fog and then go land at either Hurlburt, or there was Fort Walton beach right down the way or Eglin. They could get over too, not knowing how broad the fog was. The pilots were already trying to make communications with them. We were doing the same thing with MSG Saunders, who also was on MOJO 69. Progressively as it went by, the guys kept stating they don't have 'comms' with them yet. They started to call around to the different air bases to get in touch with their base ops and asked if these guys (MOJO 69) landed yet. While they were doing that, I think that is when the [REDACTED] and [REDACTED] had gotten back and they had told us about the 'boom' sound. I had them walk over to tell the pilots about this. This is when everyone started to get fairly worried. You could tell there was some tension with the pilots. Then the pilots started asking specific questions like was there a whining? They were assuming if there was a crash it would have been more than just a 'boom.' Hurlburt field is right up the road. There is AC130's dropping 105's and all kinds of booms. A 'Boom', especially muffled through the fog out that way, isn't anything to just jump at. But we wanted to make sure that the pilots knew about that. He had his follow on questions. The guys said, "No it didn't sound anything like that." Then everyone, judging by what we saw with the pilots, people kind of relaxed a little bit. But as time passed, we started asking what their SOP was in this situation before we start putting out SAR. They told us an hour from no Comms (communications). We then started talking again and planning just in case because by that time and space distance, they would have been able to land and they would have gotten Comms. The crew on [REDACTED] were using their cell phones to try and get in contact with MOJO 69. Then we started talking to them to get ourselves spun up for going out on the water with the zodiac. After 45 minutes, somewhere in that time frame, we just started getting ready to go search. We launched two trucks to go search up and down the island. I know that an hour later, SAR was called so we stuck to that SOP. I had gone over to the fire department asking for some lights to see out on the water. I just wanted to see if they had some big high beams, because the fog was considerably thick. It was at night and all we had was our little headlamps. So to do anything effective we had to get those lights. They immediately called SAR. I had to talk to somebody from Hurlburt Field to let him know what was happening and what assistance that we were asking from them. Before we launched, the pilot informed us the last time he had visibility on MOJO 69 was right over a red buoy in the channel. Using that reference, we launched and got out on the water, and we were out there from 10 something to 0545-0600 the next morning. When we were out on the water, we found some wreckage of the aircraft as well as some biological remains.

IO: You guys did do night rolled-ducks the night before?

WIT: We did, and day.

IO: Same iterations the day before that you were doing?

WIT: The exact same thing.

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 2015/03/20

~~9. STATEMENT~~ (Continued)

IO: As far as the day of, did you guys get an air mission brief from the pilots stating their minimum weather? Were there any contingency plans for if one aircraft broke? Or how long you could push it?

WIT: I personally did not get any I was getting stuff ready. But I believe that our leadership did through, MSG Saunders and some of the other flight leads during the day. Some of us had to run around and do other things. But I personally did not.

IO: Did you hear any conversations about weather between the pilots before you took off?

WIT: No. I know our leadership went down and talked to them about that, but again at that time I was getting things ready.

IO: How about when you were on headset?

WIT: No, not that I can recall. They were doing what I had heard being on ICS times before. Guys are giving checks this way, and, "hey watch that," "I got this out to the left", and I couldn't really tell if I was on external comms or strictly internal. I know that sometimes it can be entirely internal. If I am not mistaken there, so I think that we may have been. In country, I have been on where you hear every SATCOM, any and everybody, you can hear AC130s, you CH47s between each other, you can hear the escorts, and I think that we may have been entirely internal.

IO: At any time did you hear Comms between the two birds?

WIT: I may have sir, but it is kind of hard to tell sometimes because they are doing their things and I am watching my men. So I am looking specifically for any questions posed at me and our time warnings. Other than that they are sort of on autopilot doing their thing.

IO: So when they lifted off, talking about the flight route for the night iteration, from the time they came off the pad, what would you say altitude and airspeed was?

WIT: It is hard to say, because I didn't have my NODs on because I had to put the cranial on. I would say, 75-100 feet if even, and speed was noticeably very slow.

IO: Were you able to see chalk 1? Could you tell distance and separation between the two?

WIT: No.

IO: You were facing backwards?

WIT: At that point sitting there I am facing backwards. My back is right to the two crew chiefs and I am watching what we have going on with our guys.

IO: So they took off, they departed out low and slow, and then came to a hover?

WIT: Near the edge of the water if I can remember correctly, like right on it.

IO: Do you remember how long they sat and hovered? Seconds, minutes?

WIT: 45 seconds to a minute.

INITIALS OF PERSON MAKING STATEMENT

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STATEMENT OF



TAKEN AT

DATED 2015/03/20

9. STATEMENT (Continued)

IO: Then what happened after that? Where did they go after that?

WIT: At around that time, when all that stuff was going on and right after I had gotten the one-minute call, we got into our hover. The safety boat called 'MOJO, no drop, no drop.' We turned around and came right back to the pad and set down.

IO: Straight back to the pad?

WIT: Yes straight back to the pad.

IO: Could you tell who was on the controls? Could you tell who was flying whether it was



WIT: No sir, I did not.

IO: Did you hear any exchanging of the controls?

WIT: I think so. I remember hearing something similar to 'hey, I am going to take the controls from you if you don't mind.'

IO: By the time you got to the pad what did the weather look like then?

WIT: It had gotten worse, it was bad. It was definitely worse over the water then it was on the land. Then the fog rolled in for three days. Beyond that, where we were on this side and we would see it on the water, I think that it was kind of what happened that night, it would be clear for 25-30 minutes then you couldn't see anything, it would just roll in, and it did that consistently for the next couple days.

IO: Do you know who roger'd up to the safety boats call when they said, "no drop no drop"?

WIT: I believe that was our pilots.

IO: You didn't hear chalk 1, MOJO 69 saying anything at that point?

WIT: Not that I can remember, no.

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

INITIALS OF PERSON MAKING STATEMENT

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

9. STATEMENT (Continued)

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AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 5. 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] (Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 1 day of APRIL, 2015

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

at [REDACTED]

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT [REDACTED]