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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS For use of this form see TC 3-04.11; the proponent agency is TRADOC. Yes No Aircraft: UH-60A/L/M CBRN Requirements: Name: Florich, Thomas Day Night NVG NVS CBRN Sim TECH Remarks Tasks 2 3 2010 PERFORM MULTISHIP OPS 1 2014 Perf. ECM/ECCM 1 2022 Transmit tactical reports 2 2024 PERF, TERRAIN FLT NAV 1 2026 PERF TERRAIN FLIGHT 1 1 2036 PERF TERRAIN FLT DECEL 1 2040 PERF EVASIVE MANUEVER 1 2 2042 Actions on contact 4 2081 OPERATE NVGs 1 1 2093 PERF SIM MAX WGT LND · 1 2095 PERF SIM MAX WGT T/O 1 2 2169 Perform Aerial Observation 1 ١ 2058 Perform Spies 2064 Perform Paractop Ops 2076 Perform Caving ladder 2018 PerbHelorost Ops

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Florich, Thomas UH-60A/L/M	1 JUL 14
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ROC-V (SW Asia)	Date Completed:
AMS Training (Threat Capabilities, Airspace Deconfliction, TT	PS) Date Completed:
Annual Academic Training IAW SOP (OAATS)	Date Completed:
Annual Aeromedical Training IAW SOP (OAATS)	Date Completed:
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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS For use of this form see TC 3-04.11; the proponent agency is TRADOC. Yes 🗙 No Aircraft: UH-60A/L/M CBRN Requirements: Name: Florich, Thomas Day Night NVG NVS CBRN Sim TECH Remarks Tasks 2010 PERFORM MULTISHIP OPS 3 2 2014 Perf. ECM/ECCM 1 1 2022 Transmit tactical reports 2024 PERF. TERRAIN FLT NAV 2 1 1 2026 PERF TERRAIN FLIGHT 1 2036 PERF TERRAIN FLT DECEL 2040 PERF EVASIVE MANUEVER 1 2042 Actions on contact 2081 OPERATE NVGs 1 1 2093 PERF SIM MAX WGT LND 1 2095 PERF SIM MAX WGT T/O 2 2169 Perform Aerial Observation

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION For use of this form see TC 3-04.11; the proponent agency is TRADOC.

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	Crewmember designated RL3 D/N/NVG for AC Qualification	31JAN13
	All CBRN req's waived IAW unit memo dated 31 Jan13	31JAN13
	effective24 Oct 12	
	Performs Non rated Crewmember Flying Status orders no. 305-046 dated 31 Oct 13	310CT12
	17 Apr 12 effective 11 Apr 12	
confinancer's Signature	Transferred to DET 1, D/2-151 AVN orders no. 108-050 para/line no: 509A-10 dated	17APR12
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RW			11.6	11.6									
							,						
				SI	ECTION B.	. TOTAL I	HOURS						
a. Combat			b. Imminent Da	anger		c. Civ	vilian RW			d. Mili	itary RW		
											12	5.9	
e. Civilian FW		f	f. Military FW			g. His	storical Hou	rs		h. Tota	al Hours		
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					CERTIFICATE proponent agency		(Cont'	d)	1. Sh	eet No.	2
2. Name	1113 101111, 300 7	AI (00° I, AI ()	70-20, and 1	107 5-04.500, 117	a proportent agency	3. Rank			4. Pei	ind	3
	ान	lorich, Thom	as C				SGT			Jul 14 - 3	0 Iun 15
	1,1	onon, mon		PAR	T III. ATP		201		1.	,uı 14 • 3	0.1011.13
1. FAC	2. MTFE		3. Phys	Exam	4. Ejection Se	at	5. Alt Cha	mber	1 6	3. APART	Completed
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7. Primary Acft	l	8. RL	1 -		9. Std Flt Eval		. L .	10. lns	t Eval		
UH-60M			1			04 Jun 14					
11. Alternate Acft		12 RL			13. Std Flt Eva			14. Ins	t Eval		
										- 3	184
15. Additional Acft		16. RL			17. Std Flt Eva	al					
Section (1994) — Annual (1994) Annual (1994)				PART IV	. REMARKS	:	.' i				
1. Records closed 30 Ju	in 15 due to	end of birth	month.								
2. Individual has compl	eted 32 mon	nths flying d	uty.								
							.*.				
Commander's Typed Name	, Rank, Branc	ph .		Signature				· I	Date		
Brandon J Lemley	,										
CPT, AV						•					

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04,300; the proponent agency is DCS, G-3/5/7.

		•		AIRC	RAFT C	LOSEO	UT SUM	MARY		•			1. Sheet No.
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2. Name		TN .	1 001			3.	Rank	2	4. Perio			_	5. Acft/Flt Sim
- 1		Floric	h, Thoma			(T) (C) (1 ID (SG	<u> </u>		I Jul 14	- 30 Jun 15) I.	UH-72A
FLIGHT	a.	b.	C.	d.	e.	TY SYMBO		h.	T i	Τ:	Total	From	m.
COND SYM	CP/ CE/ EO	PI/ OR/ AO	PC/ PO	UT/ MO	IP/ FE/ IO	IE/ FI/ AC	g. SP/ SI/ SO	MP	i. ME	j. XP	This	Sheet No. 2	Total
6. D												44.6	44.6
7. N		-										6.0	6.0
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9. W										į		8.2	8.2
10. NG												14.1	14.1
11.													
12. NS													
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14. TR													
15. AA													
16. Total this Sheet												XXXXX	XXXXXXXXX
7. From Sheet No. 2	67.8	5.1									xxxxx	72.9	xxxxxxxx
8. Total	67.8	5.1							Ī	-	xxxxx	XXXXX	72.9
9. Combat													
0. Immi- nent Danger		,											

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

													1. Sheet No.
				AIRC	RAFT C	LOSEC	UT SUM	IMARY					3
2. Name						3.	Rank		4. Perio	d			5. Acft/Fit Sim
		Floric	h, Thoma	s C.			SG:	Γ			- 30 Jun 15	5	UH-60M
		110110	, 2.10.114		FLYING DL	ITY SYMB			1		k.	l.	m.
FLIGHT S COND SYM	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP	i. ME	j. XP	Total This Sheet	From Sheet No. 2	Total
6. D	17.5										17.5	2.1	19.6
7. N	0.5										0.5		0.5
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9. W	0.8									-	0.8		0.8
10. NG	16.2										16.2	4.3	20.5
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13. DG/ DS	- 1												
14. TR													
15. AA													
16. Total this Sheet	35.0									-	35.0	xxxxx	xxxxxxx
17. From Sheet No. 2	6.4										xxxxx	6.4	xxxxxxx
18. Total	41.4										xxxxx	xxxxx	41.4
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7. 1. Sheet No. AIRCRAFT CLOSEOUT SUMMARY 3. Rank 5. Acft/Flt Sim 2. Name 4. Period UH-60A SGT 1 Jul 14 - 30 Jun 15 Florich, Thomas C. m. FLYING DUTY SYMBOL **FLIGHT** Total From COND This Sheet CP/ PI/ PC/ UT/ IP/ IE/ SP/ MΡ ME ΧP Total SYM Sheet No. 2 РО FE/ FI/ OR/ МО SI/ CE/ ΕO 10 AC SO 6. 1.0 1.0 5.1 6.1 D 7. Ν 8. Н 9. W 10. 1.5 5.5 4.0 4.0 NG 11. 12. NS 13. DG/ DS 14. TR 15. AA 16. Total 5.0 5.0 |xxxxx| xxxxxxxxx this Sheet 17. From XXXXX 6.6 XXXXXXXX 6.6 Sheet No. 18. XXXXX XXXXX 11.6 11.6 Total 19. Combat 20. Imminent Danger

UNCLASSIFIED

2408-12 PERSONNEL SUMMARY

Name:

Florich, SGT Thomas C.

Period:

01 Jul 2014 to 11 Mar 2015

Page:

ACFT DATE FLOWN . DUTY CONDITION MISSION TIME FLOWN **TOTAL** UH-60A 24 Jul 2014 CE D T 1.0 UH-60A 24 Jul 2014 CE NG Т 4.0 5.0 UH-60M 16 Jul 2014 CE D Т 0.4 UH-60M 17 Jul 2014 CE NG Т 0.4 UH-60M 21 Jul 2014 CE NG Т 1.5 UH-60M 21 Aug 2014 CE D Т 8.0 UH-60M 21 Aug 2014 CE NG T 1.0 UH-60M 16 Sep 2014 CE D T 0.5 UH-60M 16 Sep 2014 CE NG Т 1.2 UH-60M 18 Sep 2014 CE D T 1.4 UH-60M 18 Sep 2014 CE D T 1.6 UH-60M 29 Oct 2014 CE N Т 0.5 UH-60M 29 Oct 2014 CE NG Т 1.1 UH-60M 06 Nov 2014 CE NG Т 1.8 UH-60M 14 Nov 2014 CE D Т 0.7 UH-60M 14 Nov 2014 CE NG T 1.7 UH-60M 15 Nov 2014 CE D Т 2.3 UH-60M 15 Nov 2014 CE NG Т 2.0 UH-60M 17 Dec 2014 CE D Т 1.1 UH-60M 18 Dec 2014 CE D Т 1.3 UH-60M 18 Dec 2014 CE D Т 1.4 UH-60M 19 Dec 2014 CE D T 1.9 UH-60M 19 Dec 2014 CE D T 1.3 UH-60M 19 Dec 2014 CE W Т 0.8 UH-60M 08 Jan 2015 CE NG Т 1.5 UH-60M 10 Jan 2015 CE D T 1.0 UH-60M. 14 Jan 2015 CE NG Т 1.2 UH-60M 08 Feb 2015 CE D Т 1.8 UH-60M 11 Feb 2015 CE NG T 1.0 UH-60M 11 Feb 2015 CE NG T 1.8 UH-60M 07 Mar 2015 CE D T 1.6 UH-60M 07 Mar 2015 ·CE D Т 1.3 37.9 Total Hours 42.9

42.9

Total Front Seat Hours
Total Back Seat Hours

0

শ্বর্থ কিলে Communications Narrative প্রেক্তিক স্থান

Ser, Me : 100

I started my investigation and interviews on Sunday morning, 15 Mar 15. My first stop was to Regal Air FBO at Destin-Fort Walton Beach Airport (KDTS). I went with The first person we talked to was
He showed us the logs of when Regal Air refueled both of the LANG aircraft (13-20624 and sections). He also showed us the logs of fuel tests and refuel vehicle truck inspections.
I also talked with the LANG utilizing their planning and office space. She said that they have never had any issues with them occupying their work area and that they have allowed them to use their conference room for briefs and planning on numerous occasions. I asked her for the names of who was working at the desk the night prior to the accident and the afternoon of the accident.
also provided me with the fuel receipts of aircraft 624 from 9 Mar 15. The last receipts were time stamped at 2037. When I talked with on the phone the next day, 16 Mar 15, she verified that as far as she could remember, by the time she had closed the desk at 2100 on 9 Mar 15 all the aircrews had departed for the evening. talked with on 17 Mar 15 and she could not remember exactly when the aircrews showed at the FBO on 10 Mar 15, but she thought it was around 1445 to 1500.
On Monday, 16 Mar 15, I reviewed the tapes and logs from Eglin Approach. There was no record of any transmissions from either aircraft around the time of the accident. There were recordings of the aircraft transitioning from KDTS to A-15 (the PZ) around 1545 the day of the accident. When they landed at A-15 around 1550L, Eglin told them to make contact with Hurlburt Tower (KHRT) when conducting the mission if they were going to enter the surface Class D. had gotten copies of the tapes and logs from who had gotten them from Eglin Approach. The first contact that the aircrews made with Eglin was to report and overdue around 2145 the night of the accident.
During the afternoon of Monday, 16 Mar 15, and I went to talk with Eglin Mission Control about how aircraft operate in the Restricted area. Once the aircraft are cleared into the restricted area, as long as they are stay in the same general area and remained at low altitude (less than 300'), they do not need to get clearance every time they take off and land while in the restricted area. They offered to make copies of the approach tapes, but we already had them. They also offered to show us the video DVD (we could not play it on our computers because we lacked the proper software) from the radar screen, but told us it did not show any radar returns. We felt there was no need to see it because the audio tapes already supported the fact that the aircrews did not make contact with Eglin when taking off for the mission. Our POC at Eglin was
transcripts and tapes of the audio from KHRT Tower. The next morning, and and I went to the tower to pick up the material. We talked again with and with the They both verified that Sound Water DZ is outside KHRT's surface Class D airspace (about 700 meters outside) and that the flight did not have to talk with them when flying the mission. The also said

that they did not get any radar returns or transponder squawks from the aircraft during the mission time. I asked how fast they would get a transponder squawk from an aircraft changing to emergency squawk. She said it might take two sweeps of the radar (a sweep takes about 3 seconds). Plus she said it is very obvious when someone squawks emergency, the screen lights up and if you are looking at the screen you can't miss it. She also said that an aircraft around the DZ at low level would probably not show up on radar, she was not exactly sure on how high a UH60 would have to be to show up on the radar. She gave me a POC at Eglin that would be able to answer that question. We got copies of the audio tapes when the aircraft transitioned from KDTS to A15. We also got copies of the tapes during the mission time. The tapes support the fact that did not make contact with KHRT Tower during the mission time.

I emailed and she was on leave. One of her co-workers,

I emailed and said she was on leave. One of her co-workers, answered my email and said that depending on the aircraft, they would have to be 300 to 500 feet AGL to show up on the radar.

Based off my research, there are no findings of the aircraft dealing with the FAA that need to be included in the final report.

PROTESTS

PROTES



DEPARTMENT OF THE AIR FORCE

1ST SPECIAL OPERATIONS WING (AFSOC) HURLBURT FIELD FLORIDA

16 March 2015

MEMORANDUM FOR RECORD

FROM: OSAT

SUBJECT: 10 March 2015 Incident

- 1. Identity of the recording facility: Hurlburt Tower
- 2. List of facilities and controller positions, and abbreviation for each: Local Control (LC) and Eglin Radar Control Facility (ERCF)
- 3. Frequency, landline, or position being recorded: LC
- 4. Date and time covered by the transcript: 10 March 2015 2045Z-2100Z
- 5. Source of time entries: Digital Audio Legal Recorder (DALR)
- 6. I certify this to be a true and exact transcript of the original recording on file at this office at Hurlburt Field. SrA Carmen R. Simboli; ATC Journeyman.

20:45:34	And tower, request right on Charlie, we'd like to taxi to Lima parking row. Keep our flight plan open.
:39	right on, uh, Charlie, and, uh, I'll pass it to ground. Contact ground.
:44	, wilco.
20:49:55	Tower, Approach, transition.
:58	Hurlburt.
:59	Niner miles southeast of Hurlburt, Mojo69, flight of two H-60s, he's VFR going to A-15.
20:50:08	Alright, transition approved.
:09	N.R.
:10	, O.G.



DEPARTMENT OF THE AIR FORCE HFADQUARTERS 96TH TEST WING (AFMC) FGLIN AIR FORCE BASE FLORIDA

16 Mar 2015

MEMORANDOM 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, 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

