

AIRCRAFT ACCIDENT INVESTIGATION BOARD REPORT

**US ARMY UH-60
BLACK HAWK HELICOPTERS
87-26000 AND 88-26060**

VOLUME 9

TABS S thru T



**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

14

**AFR 110-14 AIRCRAFT ACCIDENT BOARD
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**AFR 110-14 AIRCRAFT ACCIDENT BOARD
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TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

T-1 UH-60 Black Hawk 88-26060

T-2 UH-60 Black Hawk 87-26000

T-3 E-3B AWACS

T-4 F-15C 79-0025

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TAB T-1

UH-60 BLACK HAWK 88-26060

T-1a

T-1a Summary of Crew Qualifications

**T-1b Crew Member Orders 46-88, 11 March 1993,
Colbert, Jeffrey C., SPC**

**T-1c Aviation Life Support Equipment Inspection Records,
McKenna, Patrick M., CPT**

**T-1d Aviation Life Support Equipment Inspection Records,
Garrett, John W., WO1**

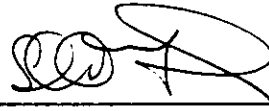
T-1e Sensitive Items Sign Out Sheet

CERTIFICATION

I am CW5 Steve Meline, assigned to the 207th Aviation Company, Heidelberg, Germany as the Black Hawk Standardization Officer. I am a Board Member to the AFR 110-14 Accident Board, investigating the crash of two U.S. Army Black Hawk helicopters and the possible involvement of U.S. fighter aircraft in the crash of these helicopters in the northern "no fly zone" of Iraq on 14 April 1994. I have held various positions as a helicopter Instructor Pilot and Standardization Officer over the past 20 years. I have over 5,300 hours of helicopter flight time with 1,500 hours in the UH-60 Black Hawk helicopter. I reviewed all the Black Hawk aircrew members flight records, Aircrew Training Records, and unit Standing Operating Procedures that were involved in this incident. In all, I estimate I reviewed over 300 pages of material over a 2 day period. This report summarizes my review to this material.

15 MAY 94

(Date)



(Signature)

TAB T-1
INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

Crew Qualifications:

(1) Eagle I Pilot in Command:

Completed Helicopter flight training 20 Jul 90.

Aircraft qualifications: UH-1H, UH-60A

Total Flight Time: 1057.1 hours

Total Flight Time by aircraft type:

UH-1: 89.0 hours

UH-60: 968.1 hours

Last 30 days: 38.8 hours

Last 60 days: 74.4 hours

Last 90 days: 92.5 hours

Qualifications: ERFSS/ESSS 27 May 92, NVG 20 Jul 90, Pilot in Command

1 Oct 92.

Annual instrument check ride completed 12 Jan 94.

Annual contact/tactics/NVG check ride completed 12 Jan 94.

Annual flight physical completed 12 Jan 94.

No past training deficiencies noted.

(2) Eagle 1 Pilot:

Completed Helicopter flight training 23 June 1992

Aircraft qualifications: UH-1H, UH-60A

Total Flight Time: 503.9 hours

Total Flight Time by aircraft type:

UH-1: 94.4 hours

UH-60: 409.5 hours

Last 30 days: 57.0 hours

Last 60 days: UNK hours

Last 90 days: UNK hours

Qualifications: NVG 23 June 1992

Annual instrument check ride completed 25 May 1993

Annual contact/tactics/NVG check ride completed 22 June 1993

Annual flight physical completed 3 June 1993

No past training deficiencies noted.

(3) Eagle 1 Crewchief:

Qualified 67T10 UH-60 nonrated crewmember (crewchief) 5 Mar 93.

Total Flight Time: 168.5 hours

Last 30 days: 39.7 hours

Last 60 days: 67.4 hours

Last 90 days: UNK hours

Qualifications: NVG 14 Apr 93

Annual check ride completed 13 Apr 93.

Annual flight physical completed 5 Mar 93.

No past training deficiencies noted.

(4) Eagle 1 Gunner:

Qualified 4 Jan 94.

Total flight time: 127.8 hours

Last 30 days: 51.7 hours

Last 90 days: 116.7 hours

Flight physical completed 4 Jan 94.

No past training deficiencies noted.

(5) Eagle 2 Pilot in Command:

Completed Helicopter flight training 29 Nov 90.

Aircraft qualifications: UH-1H, UH-60A, EH-60A, OH-58A, OH-58C.

Total Flight Time: 657.2 hours

Total Flight Time by aircraft type:

UH-1H: 82.9 hours

UH-60A: 479.9 hours

EH-60A: 11.4 hours

OH-58A: 54.8 hours

OH-58C: 28.2 hours

Last 30 days: 57.2 hours

Last 60 days: 67.3 hours

Last 90 days: 67.3 hours

Qualifications: Instrument Unit Trainer 4 Aug 93, Heart Training 23

March 1993, NVG 14 Dec 90, Pilot in Command 4 Aug 93, UH-60

Simulator Instructor 7 Jan 93.

Annual instrument check ride completed 4 Aug 93.

Annual contact/tactics/NVG check ride completed 28 Jul 93.

Annual flight physical completed 26 Jul 93.

No past training deficiencies noted.

(6) Eagle 2 Pilot:

Completed Helicopter flight training 18 Aug 92.

Aircraft qualifications: UH-1H, UH-60A

Total Flight Time: 518.0 hours

Total Flight Time by aircraft type:

UH-1: 103.8 hours

UH-60: 414.2 hours

Last 30 days: 55.4 hours

Last 60 days: UNK hours

Last 90 days: UNK hours

Qualifications: ERFSS/ESSS 21 February 1993, Heart training 14 Dec 93,
NVG 19 Aug 92.

Annual instrument check ride completed 11 June 1993.

Annual contact/tactics/NVG check ride completed 21 Jun 93.

Annual flight physical completed 28 Jun 93.

No past training deficiencies noted.

(7) Eagle 2 Crewchief:

Qualified 67T10 UH-60 nonrated crewmember (crewchief) 21 Sep 93.

Total Flight Time: 122.0 hours

Last 30 days: 55.0 hours

Last 90 days: 69.9 hours

Qualifications: NVG 14 April 1993, Heart Training 22 Dec 93.

Annual check ride completed 2 Mar 93.

Annual flight physical completed 17 Sep 93.

No past training deficiencies noted.

(8) Eagle 2 Gunner:

Qualified 20 Jan 94.

Total flight time: 60.2 hours

Last 30 days: 60.2 hours

Last 60 days: Did not fly

Last 90 days: Did not fly

Flight physical completed 2 Mar 94. No past training deficiencies noted.

(All Information retrieved from Evidence Tag numbers 141)

TAB T-1

UH-60 BLACK HAWK 88-26060

T-1a

T-1a Summary of Crew Qualifications

**T-1b Crew Member Orders 46-88, 11 March 1993,
Colbert, Jeffrey C., SPC**

T-1b

**T-1c Aviation Life Support Equipment Inspection Records,
McKenna, Patrick M., CPT**

**T-1d Aviation Life Support Equipment Inspection Records,
Garrett, John W., WO1**

T-1e Sensitive Items Sign Out Sheet

DEPARTMENT OF THE ARMY
258TH PERSONNEL SERVICE CENTER, WUERZBURG
APO AE 09036-1961

ORDERS 46-88

11 March 1993

COLBERT, JEFFREY C. [REDACTED] SPC C Co 6/159th Avn (WDX2AA) APO AE
09182

Hazardous duty will be performed or terminated as shown.

Action: Performed

Type of Duty: Crewmember

Authority: AR 600-106

Additional pay code: 1

Special qualification identifier awarded: N/A

Effective date: 5 March 1993

Additional pay terminate: N/A

Additional instructions: Individual is required to perform aerial
flights in a crewmember position in a UH-60A aircraft. Individual is
required to fly a minimum of four (4) hours per month to qualify for
flight pay. These orders remain in effect after discharge and
reenlistment without a break in service unless sooner terminated.

Format: 332

DISTRIBUTION:

MPRJ (1)

FAO (2)

CDR, FLT OPNS, APO AE 09182 (2)

CDR, C Co 6/159th Avn Reg APO AE 09182 (1)

SPC COLBERT (10)

Patricia A. Plowden
DEBRA N. DAMSKY SGT, USA
1LT, AG
Asst Pers Officer

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board
convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no
fly zone in northern Iraq on 14 April 1993, and that this is a true and accurate copy of
the record which is kept in my records system.

19 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB T-1

UH-60 BLACK HAWK 88-26060

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T-1a Summary of Crew Qualifications

**T-1b Crew Member Orders 46-88, 11 March 1993,
Colbert, Jeffrey C., SPC**

T-1b

**T-1c Aviation Life Support Equipment Inspection Records,
McKenna, Patrick M., CPT**

T-1c

**T-1d Aviation Life Support Equipment Inspection Records,
Garrett, John W., WO1**

T-1e Sensitive Items Sign Out Sheet

9-15

from ALSE Inspection Reels, Cat McKenna
which is kept in my records system. Source: [illegible]

23 May 91

LAURA A ELLIS, Sr, USAF

Evidence Custodian, Incirlik Air Base, Turkey

of

DA FORM 2408-25, DEC 91

MESH NET SURVIVAL VEST INSPECTION RECORD

For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

[illegible]

REVERSE OF DA FORM 2408-25, DEC 91

5

HQ AETSB Form 95-17A (1 Feb 88)

FIRST AID KIT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from
 ALSE Inspection Logs, Cpt McKenna
 which is kept in my records system.
 23 May 94
 Day
 LAURIA A. ELLIS, STA, USAF
 Evidence Custodian, Incirlik Air Base, Turkey

Page ____ of ____

1. NAME <i>McKenna</i>		2. RANK <i>OC</i>		3. ORGANIZATION <i>C co 6/159 AVN ALSE</i>	
4. ANNUAL FITTING	5. HELMET TYPE <i>SPH-4</i>	6. SIZE <i>XLG</i>	7. OXYGEN MASK TYPE	8. SIZE	
9. HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD					
INSPECTION DATE <i>11 Oct 93</i>	REMARKS <i>120 day Helmet & An G SOF</i>		NAME <i>SFC Colbert</i>	NEXT INSPECTION DUE <i>1 Feb 94</i>	
10. HELMET AND MASK REPAIR DATA			11. TECHNICAL INSPECTION		
DATE <i>a</i>	INITIALS <i>b</i>	COMPONENT REPAIR/REPLACE <i>c</i>	DATE <i>a</i>	INITIALS <i>b</i>	REMARKS <i>c</i>

DA FORM 2408-22, DEC 91
 EDITION OF DEC 84 IS OBSOLETE

HELMET AND OXYGEN MASK/CONNECTOR INSPECTION RECORD
 For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

TAB T-1

UH-60 BLACK HAWK 88-26060

T-1a

T-1a Summary of Crew Qualifications

T-1b

T-1b Crew Member Orders 46-88, 11 March 1993,

Colbert, Jeffrey C., SPC

T-1c

T-1c Aviation Life Support Equipment Inspection Records,

McKenna, Patrick M., CPT

T-1d

T-1d Aviation Life Support Equipment Inspection Records,

Garrett, John W., WO1

T-1e Sensitive Items Sign Out Sheet

[illegible]

DA FORM 2408-25, DEC 91

EDITION OF DEC 84 IS OBSOLETE

MESH NET SURVIVAL VEST INSPECTION RECORD

For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

WSE Inspector General, WOI Garrett
19 May 54
W-7-46

9 INSPECTION DATA							
TYPE OF INSPECTION <i>a</i>	DATE DUE <i>b</i>	DATE COMPLETED <i>c</i>	INITIALS OR PID <i>d</i>	TYPE OF INSPECTION <i>a</i>	DATE DUE <i>b</i>	DATE COMPLETED <i>c</i>	INITIALS OR PID <i>d</i>
110 day	25 Aug 93	18 Aug 93	EPH				
120 day	16 Dec 93	14 Dec 93	EPH				
170 day	13 Apr 94						

TAB T-1

UH-60 BLACK HAWK 88-26060

	T-1a
T-1a Summary of Crew Qualifications	
T-1b Crew Member Orders 46-88, 11 March 1993, Colbert, Jeffrey C., SPC	T-1b
T-1c Aviation Life Support Equipment Inspection Records, McKenna, Patrick M., CPT	T-1c
T-1d Aviation Life Support Equipment Inspection Records, Garrett, John W., WO1	T-1d
T-1e Sensitive Items Sign Out Sheet	T-1e

[illegible]

I certify that I am the Records Custodian for the Accident Investigation Division, and I have reviewed the investigation of the crash of two U.S. Army Black Hawk helicopters on 14 April 1981, in a no-fly zone in northern Iraq on 14 April 1981, and that this is a true and correct copy of the record which is kept in my records system.

TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

T-1 UH-60 Black Hawk 88-26060

T-2 UH-60 Black Hawk 87-26000

T-3 E-3B AWACS

T-4 F-15C 79-0025

T-5 F-15C 84-0025

T-6 On-The-Job Training Records

T-1

T-2

TAB T-2

UH-60 BLACK HAWK 87-26000

T-2a Summary of Crew Qualifications

(See Tab T-1a)

T-2b Crew Member Orders 205-101, 27 September 1993,

Robinson, Michael S., SPC

T-2c Sensitive Items Sign Out Sheet

(See Tab T-1e)

T-2a

TAB T-2

UH-60 BLACK HAWK 87-26000

T-2a Summary of Crew Qualifications

(See Tab T-1a)

T-2b Crew Member Orders 205-101, 27 September 1993,

Robinson, Michael S., SPC

T-2c Sensitive Items Sign Out Sheet

(See Tab T-1e)

T-2a

T-2b

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DEPARTMENT OF THE ARMY
258TH PERSONNEL SERVICE COMPANY, WUERZBURG
APO AE 09036-1961

ORDERS 205-101

27 September 1993

ROBINSON, MICHAEL [REDACTED] SPO C Co 6/159th Avn (WDX2AA) APO AE
09182

hazardous duty will be performed or terminated as shown.

Position: Performed

Type of Duty: Crewmember

Authority: AR 600-106

Additional pay code: 1 Fly

Special qualification identifier awarded: NA

Effective date: 21 September 1993

Additional pay terminator: NA

Additional instructions: Individual is required to perform aerial
flights in a crewmember position in a UH-60A aircraft. Individual is
required to fly a maximum of four (4) hours per month to qualify for
flight pay. These orders remain in effect after discharge and
re-enlistment without a break in service unless sooner terminated.

Format: 332

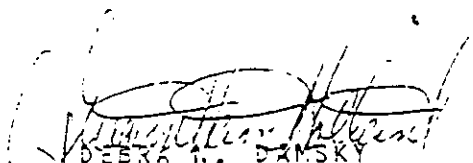
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AO (2)

AR, FLT OPNS, APO AE 09182 (2)

AR, C Co 6-159th Avn Regt APO AE 09182 (1)

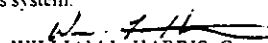

DEBRA A. DAMSKY
1LT, AG SC-1163A
Personnel Officer

Inquiries concerning these orders will be directed to Commander, 258th
Personnel Service Company, Wuerzburg, APO AE 09036-1961 DSN 350-7120

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board
convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no
fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of
the record which is kept in my records system.

19 May 94
Date


WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

T-1 UH-60 Black Hawk 88-26060

T-2 UH-60 Black Hawk 87-26000

T-3 E-3B AWACS

T-4 F-15C 79-0025

T-5 F-15C 84-0025

T-6 On-The-Job Training Records

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TAB T-3

T-3a

E-3B AWACS

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

TAB T-3a Summary of Crew Qualifications

Mission Ready (MR) E-3 AWACS aircrews are categorized as either Experienced or Inexperienced IAW ACCR 51-60, Vol. 2 (TAB AA5 p 6 para 1-4) as follows:

Aircraft Commander - 3000 hours total rated pilot flying time and 200 hours E-3

and E-3 MR one year, or

2000 hours total rated and 300 hours E-3 and MR one year, or

1500 hours total rated and 500 hours E-3 and MR one year

Copilot - 200 hours E-3 and E-3 MR

Navigator - 2000 hours total rated flying time and 200 hours E-3 and MR one year, or

- 1000 hours total rated and 300 hours E-3 and MR one year, or

- 600 hours E-3 and MR one year

MCC/SD/ASO/

AAST/AST/FE - 400 hours E-3 and two years primary career field and MR

WD - 125 career weapons control live missions and 25 E-3 specific live weapons

control missions and two years in the career field and MR one year

CDMT/ART/

CSO/CT - 500 hours E-3 in their primary career field

CDMO/ARO - Inexperienced by definition

The 552 ACW further categorizes E-3 aircrew members according to a Combat Readiness Level (CRL). CRLs are described and defined in the 552 ACW E-3 Aircrew Management Roster as follows:

Extract From 552 Operations Group Memorandum, 5 April 1994,
552 ACW E-3 Aircrew Management Roster

- 1 - Experience 12 months or less (MR)
 - Has achieved the minimum level of proficiency, skills, and job knowledge to support E-3 roles/missions
 - Limited proficiency/experience which could impact crew performance under a Red Flag level Composite Force Training (CFT) exercise
- 2 - Experience 12 months to 2 years (MR), or 12 months at CRL-1
 - Has attained an increased level of proficiency, skills, and job knowledge
 - Should have attended two or more formal schools, and flown 400 or more hours in their E-3 crew position
 - Moderate proficiency and experience level; does not degrade overall crew employment
- 3 - Experience at least 12 months at CRL-2, or graduate of advanced formal school such as Fighter Weapons Instructor Course (FWIC)
 - Highest level of proficiency and training to handle all contingencies with little detailed planning or spinup
 - Capable of quickly adapting to dynamic, high intensity CFT scenario at Green Flag/Sand Eagle level"

The aircrew position, total flying hours, initial MR date, experience indicator, and combat readiness level and theater certification training qualification for the crew position in which they are currently qualified and serving are indicated as follows for the incident E-3 aircrew:

Control #6:

Qualification: Aircraft Commander

Total Flying Time: 1899.3 hours

Mission Ready: December 1993

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #2:

Qualification: Copilot

Total Flying Time: 1862.8 hours

Mission Ready: November 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #5:

Qualification: Instructor Navigator

Total Flying Time: 2908.3 hours

Mission Ready: February 1990

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #3:

Qualification: Flight Engineer

Total Flying Time: 166.7 hours

Mission Ready: March 1994

Experience Indicator: Inexperienced

Combat Readiness Level: 1

Theater Training: Qualified

Control #10 (Staff MCC):

Qualification: Instructor Mission Crew Commander

Total Flying Time: 2527.7 hours

Mission Ready: March 1993

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #9:

Qualification: Mission Crew Commander (Unqualified - see T3)

Total Flying Time: 518.0 hours

Mission Ready: March 1993

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #11:

Qualification: Senior Director

Total Flying Time: 2383.7 hours

Mission Ready: November 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #12 (Staff WD):

Qualification: Instructor Weapons Director

Total Flying Time: 1059.0 hours

Mission Ready: June 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #13 (Enroute WD):

Qualification: Weapons Director

Total Flying Time: 1109.0 hours

Mission Ready: June 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #14 (Tanker WD):

Qualification: Weapons Director

Total Flying Time: 882.2 hours

Mission Ready: March 1993

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #24 (AOR WD):

Qualification: Weapons Director

Total Flying Time: 161.5 hours

Mission Ready: February 1994

Experience Indicator: Inexperienced

Combat Readiness Level: 1

Theater Training: Qualified

24 - 15

Control #15:

Qualification: Instructor Air Surveillance Officer

Total Flying Time: 1018.9 hours

Mission Ready: November 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #16:

Qualification: Advanced Air Surveillance Technician

Total Flying Time: 1851.7 hours

Mission Ready: December 1993

Experience Indicator: Inexperienced

Combat Readiness Level: 1

Theater Training: Qualified

Control #17:

Qualification: Air Surveillance Technician

Total Flying Time: 112.7 hours

Mission Ready: December 1993

Experience Indicator: Inexperienced

Combat Readiness Level: 1

Theater Training: Qualified

Control #18:

Qualification: Air Surveillance Technician

Total Flying Time: 796.4 hours

Mission Ready: August 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #19:

Qualification: Air Surveillance Technician

Total Flying Time: 719.5 hours

Mission Ready: March 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #7:

Qualification: Instructor Communication System Operator

Total Flying Time: 4399.3 hours

Mission Ready: October 1984

Experience Indicator: Experienced

Combat Readiness Level: 3

Theater Training: Qualified

Control #4:

Qualification: Instructor Communications Technician

Total Flying Time: 2716.5 hours

Mission Ready: March 1993

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #8:

Qualification: Instructor Communications Technician

Total Flying Time: 1086.3 hours

Mission Ready: June 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #20:

Qualification: Instructor Computer Display Maintenance Technician

Total Flying Time: 3515.0 hours

Mission Ready: October 1983

Experience Indicator: Experienced

Combat Readiness Level: 3

Theater Training: Unqualified (See T3)

Control #21:

Qualification: Airborne Radar Technician

Total Flying Time: 645.5 hours

Mission Ready: September 1992

Experience Indicator: Experienced

Combat Readiness Level: 2

Theater Training: Qualified

Control #22

Qualification: Airborne Radar Operator

Total Flying Time: 253.5 hours

Mission Ready: May 1993

Experience Indicator: Inexperienced

Combat Readiness Level: 1

Theater Training: Qualified

TAB T3a

CERTIFICATION

I am Major Aaron D. Byas, Sr., assigned to the HQ United States Air Forces Europe (USAFE), Ramstein AFB, Germany as the Chief of AWACS Operations. I am the AWACS Investigation Officer to the AFR 110-14 Accident Board, investigating the crash of two U.S. Army Black Hawk helicopters and the possible involvement of U.S. F-15 fighter aircraft and U.S. E-3 AWACS aircraft in the crash of these helicopters in the northern No Fly Zone of Iraq on 14 April 1994. I have held various positions as an AWACS crew member and staff officer over the past 10 years. I have been qualified as an AWACS Weapons Director, Instructor Senior Director, and Instructor Air Surveillance Officer. I have held AWACS-related staff positions as 966th AWAC Squadron, NATO Airborne Early Warning Training Squadron and HQ USAFE. Because my current position is a staff position, I am currently not mission ready. I have over 3500 hours in the E-3 aircraft. In my capacity as AWACS Investigation Officer, I reviewed the following material:

ACCR 51-60, Vol. 2, Flying Training regulation that details criteria for Mission Ready (MR) E-3 AWACS (TAB AA5 p 6 para 1-4).

552nd Operations Group Memorandum, 5 Apr 94 and 552 Air Control Wing Aircrew Management Roster

The individual training records, flight evaluation folders, and AFORMS training completion products for all crew members of the incident E-3 crew.

From the source document, I extracted the information contained in the attached document, entitled TAB T3a.

I certify the information contained therein is a true and accurate extract of the source document.

In all, I estimate I reviewed over 2,000 pages of material over a six day period. This report summarizes my review of this material.

15 May 94
(Date)

Aaron D. Byas
(Signature)

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)



T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3e TAOR Controller (Control Witness 24)

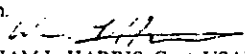
**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

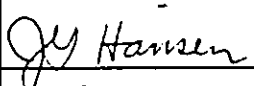
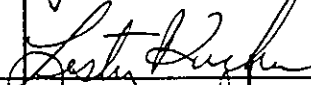


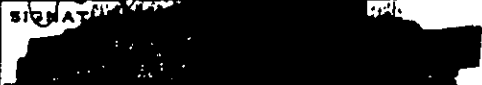
CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 3 FEB 93	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) 			GRADE MAJ		SSAN 
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB OK			ACFT/CREW POSITION E-3/MCC		ELIGIBILITY PERIOD N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE
CLOSED BOOK	29 JAN 93	98	INTL MSN/QUAL		3 FEB 93
OPEN BOOK	29 JAN 93	94			
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
1			N/A		
EXPIRATION DATE OF QUALIFICATION JUL 94			DATE ADDITIONAL TRAINING COMPLETED		
COMMENTS (If more space is needed, continue on reverse)					

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.


 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

9 May 94
 Date

III. CERTIFICATION								
	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS			
1	FLIGHT EXAMINER J. G. HANSEN MAJ	966 AWACTS/DOTV			X			10 Feb 93
2	REVIEWING OFFICER L. P. TUCKER LT COL	966 AWACTS/DO	X					11 Feb 93
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X					11 Feb 93
I CERTIFY that I have been briefed and understand the action being taken this date: 23 Feb 93								
DATE 23 FEB 93		TYPED NAME AND GRADE OF EXAMINEE 				SIGNATURE 		

IV. Examiner's Remarks:

A. Mission Description: This mission was flown in the Hill orbit. The E-3 operated as an MRU with Salt Lake Center. Weapons controlled F-16s in the UTTR. Surveillance conducted LINK-11 with the Southwest Air Defense Sector. ECM training was provided by a B-52 aircraft. The emergency drill consisted of a simulated loss of cabin pressure. Total station time was 1.7 hours. Total flight time was 7.4 hours.

B. Discrepancies: None

C. Recommended Additional Training: N/A

D. Additional Comments: Area 16, Air Refueling Procedures, was evaluated verbally because no air refueling was scheduled. This evaluation was debriefed with the 963 AWACS/DOT and 966 AWACTS/DOM.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

TRAINING SUMMARY

NAME (Last, First, Middle Initial) [REDACTED]	GRADE MAJOR	CLASS 93-BBX-1
TRAINING UNIT AND BASE 966 AWACTS, TINKER AFB, OKLAHOMA	SYLLABUS (Number and Date) E3000BQOBX, JUN 92	

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: [REDACTED] performed well during all ar as of academic training. His academic average was 97.3% for blocks 1-3. He was consistently well prepared for class and contributed to the dialog and overall learning of fellow classmates.

SIMULATOR: [REDACTED] met all simulator requirements during the simulator phase of training. His Aggressor Controller background with its emphasis on manual operations provided little foundation for the fully automated AWAC system. However, through diligence, he grasped the fundamentals of the computer.

FLIGHT: [REDACTED] had above average situational awareness during flight training. He provided excellent leadership and tried to maximize training from the front to the back. He understands tactical employment of air weapons and how the E-3 fits into the air battle. With continued flying and simulator sessions, he will be an excellent Mission Crew Commander.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. L. Harris
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

END OF COURSE SUMMARY: [REDACTED] was an excellent MCC student who will benefit this wing and his gaining squadron. His exemplary leadership skills and ability to direct a crew will be evident. Crews respect and will follow his lead. Progress him up through the system and keep him flying--he will excel.

DATE 5 Feb 93	TYPED NAME, GRADE, AND DUTY TITLE OF RATER JAMES G. HANSEN, MAJOR, USAF Instructor Mission Crew Cmdr.	SIGNATURE OF RATER <i>James G. Hansen</i>
DATE 5 Feb 93	TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER KENNETH D. ELLIS, Maj, USAF DOM	SIGNATURE OF REVIEWER <i>Kenneth D. Ellis</i>

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(This Form is Subject to the Privacy Act of 1974 - Use Blanket PAS DD Form 2005)

TO: (HOSM/Unit Scheduling Officer) or (Commander/Duty Section) 654 OSS/OSC		FROM: 654 MEDICAL GROUP/SGPF TINKER AFB OK 73145-8300		DATE 13 MAR 94
NAME (Last, First, Middle Initial) [REDACTED]		GRADE MAJ		SSN [REDACTED]
RATING FLYING OR SPECIAL OPERATIONAL DUTY MCC	ASC OW	ACTIVE FLYING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ORGANIZATION 963 AWACS	MAJCOM ACC

THE ABOVE INDIVIDUAL HAS BEEN FOUND (Check appropriate boxes):

<input type="checkbox"/>	MEDICALLY RESTRICTED FROM FLYING OR SPECIAL OPERATIONAL DUTY (DNIF)
<input checked="" type="checkbox"/>	MEDICALLY CLEARED FOR FLYING OR SPECIAL OPERATIONAL DUTY FOLLOWING AN ILLNESS OR INJURY
<input type="checkbox"/>	MEDICALLY CLEARED FOR FLYING DUTY FOLLOWING:
<input type="checkbox"/>	INITIAL MEDICAL EXAMINATION
<input checked="" type="checkbox"/>	PERIODIC MEDICAL EXAMINATION
<input type="checkbox"/>	INITIAL CLEARANCE (This Base)
<input type="checkbox"/>	AIRCRAFT MISHAP
<input checked="" type="checkbox"/>	REQUIRED TO WEAR VISION CORRECTION DEVICES WHILE PERFORMING FLYING OR SPECIAL OPERATIONAL DUTY.
<input type="checkbox"/>	RATED OFFICER: ILLNESS OR INJURY WILL NOT BE RESOLVED WITHIN 180 DAYS.
<input type="checkbox"/>	NONRATED OFFICER OR ENLISTED PERSONNEL: ILLNESS OR INJURY WILL NOT BE RESOLVED WITHIN 90 DAYS.

ACTUAL DATE FOUND DNIF 22 DEC 93	ESTIMATED DURATION OF DNIF 28 DAYS	ACTUAL DATE FOUND MEDICALLY CLEARED 14 FEB 94	TOTAL DAYS DNIF THIS ILLNESS/INJURY 54 DAYS
-------------------------------------	---------------------------------------	--	--

REMARKS

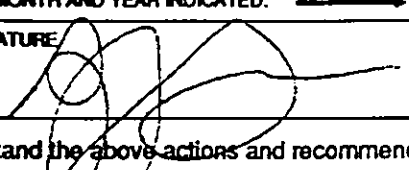
DUAL ACTION AF 1042. 1) RTFS for DNIF (on 22 DEC 93) ^{6714 Feb}
2) Periodic physical w/ waiver action dated 14 FEB 94.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

11 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DATE MEDICAL CLEARANCE EXPIRES 28 FEB 95	MEDICAL EXAMINATION MAY BE ACCOMPLISHED IN THE MONTH AND YEAR INDICATED: <u>DEC 94</u>
TYPED OR PRINTED NAME AND GRADE OF FLIGHT SURGEON SPENCER FRINK, MAJ USAF MCPS	SIGNATURE 
DATE <u>11 May 94</u>	
I CERTIFY that I have been notified and understand the above actions and recommendations.	
I <input type="checkbox"/> DO <input checked="" type="checkbox"/> DO NOT wear contact lenses while performing flying or special operational duty.	
SIGNATURE OF FLYER OR INDIVIDUAL <u>Member Duple of action taken</u>	DATE <u>11 May 94</u>

STATE OF OKLAHOMA)

COUNTY OF OKLAHOMA)

AFFIDAVIT

I, Thomas M. Jeffcoat, Lieutenant Colonel, United States Air Force, do hereby state that:

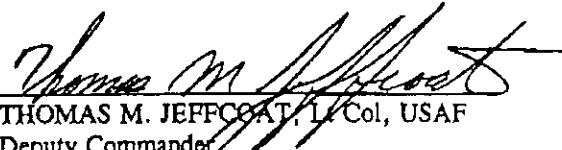
1. The attachments to this affidavit are Major [REDACTED] A-Forms products produced by me on 4 May 1994.

2. The following is a chronology of Major [REDACTED] operations experience from 22 December 1993 until 14 April 1994.

22 Dec - 14 Feb 94	DNIF
10 Jan 1994	Red Flag Sim 1600 to 1900!
10 Jan - 14 Jan 94	Battle Directors Course
22 Jan - 4 Feb 94	Scheduled for Red Flag - Cancelled DNIF
9 Feb 94	Falling Brave Sim
11 Feb 94	Fertile Brave Sim
15 - 17 Feb 94	Scheduled for Key West (RON) M-Sorties
	Cancelled DNIF
23 Feb 94	Flew M160 w/IMCC - 8.3 hours
25 Feb 94	Returned to MR status
14 - 25 March 94	Leave
29 March - 8 April 94	DNIF
29 March 94	Provide Comfort Sim
5 April 94	Provide Comfort Sim - Cancelled due to Wing Exercise
9 April 94	Deployed to Provide Comfort

3. Major [REDACTED] currency was good until 25 April. He flew on 14 April 94.

5 May 1994


THOMAS M. JEFFCOAT, Lt Col, USAF
Deputy Commander
963 AWACS

STATE OF OKLAHOMA)

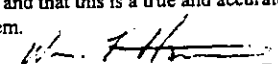
COUNTY OF OKLAHOMA)

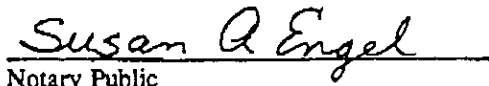
Sworn to and subscribed before me this 5th day of May, 1994.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date


WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey


Notary Public

My Commission Expires: 25 March 1998

9.4

MAY-5-94 T 15:00 JALC/JA, TINKER AFB 739 3 P.03

PERSONAL DATA PRIVACY ACT OF 1974
 PREPARED BY: MAY 04 REPORT OF INDIVIDUAL FLYING TIME (PAI) AS OF: 04 MAY 04 PCN: SA002-010

REQUESTED PERIOD: FROM 930531 TO 940503

NAME: [REDACTED] SSAN: [REDACTED] GRADE: MAJORITY: PRI: CRN: POSN: A PI: TKN: ID: [REDACTED] PR: ALTY: EDO08
 RJE: [REDACTED] CND: TAC WING: 0552 ACW UNIT: 0063 ANAGR ACT: 0100 TINKER AIR FORCE BASE OKLAHOMA

MDS	DATE	TAIL DUTY NUMB POSN	PRI	SEC	INSTR	EVAL	OTHER	TOTAL	SORTIES	NITE	INST	SIM- INST	RES
E008B	930601	576 MA	3.2					3.2	1				
	930718	607 MA	2.8					2.8	1				
	930812	003 MA	6.1			6.0		12.1	1				02
	930820	003 MA	6.2					6.2	1				02
	930828	003 MA	12.0					12.0	1				02
	930931	001 MA	12.0					12.0	1				02
	930902	003 MA	8.1					8.1	1				02
	930904	003 MA	5.7					5.7	1				A7
	930907	003 MA	11.5					11.5	1				A7
	930924	003 MA	10.2					10.2	1				
	931018	054 MA	12.2					12.2	1				
	931027	055 MA	7.6					7.6	1				
	931221	001 MA	4.5	4.6				9.1	1				
	940224	556 MA	8.3					8.3	1				
SUMMARY TOTAL:			140.5	4.6		6.0		151.1	17				
E008C	930817	009 MA	7.9					7.9	1				02
	930824	009 MA	12.1					12.1	1				02
	931018	009 MA	11.1					11.1	1				
	931023	009 MA	11.6					11.6	1				
	931102	006 MA	4.7					4.7	1				
SUMMARY TOTAL:			57.4					47.4	5				
E008D	930614	001 MA	3.0					3.0	1				
	930617	001 MA	3.0					3.0	1				
	930726	001 MA	3.0					3.0	1				
	930803	001 MA	3.0					3.0	1				
	931008	001 MA	3.0					3.0	1				
	931118	001 MA	3.0					3.0	1				
	940110	001 MA	3.0					3.0	1				
	940209	001 MA	3.0					3.0	1				
	940211	001 MA	3.0					3.0	1				
SUMMARY TOTAL:			24.0					24.0	7				

MAY- 5-94 THU 15:11 OCALLC/JA, TINKER AFB

7350813

P.05

PERSONAL DATA PRIVACY ACT OF 1974
 REPORT OF INDIVIDUAL FLYING TIME (RA) DATES OF 94 MAY 04 PCN 15A002 G10
 PREPARED 94 MAY 04

REQUESTED PERIOD: FROM 930531 TO 940503

NAME: [REDACTED] SSAN: [REDACTED] GRADE: MAJL SER: [REDACTED] UNIT: 109TH AWGOS
 WING: 0552 ACW ACT: DPLD TINKER AIR FORCE BASE OKLAHOMA

MDS	DATE	TAIL DUTY		PRI	SEC	INSTR	EVAL	OTHER	TOTAL	SORTIES	NITE	INST	SIM	
		NUMB	POSN										INST	RES
TOTALS	AIRCRAFT	187.8							33.0	11				
	SIMULATOR								33.0	11				

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED BY: MAY 04

LIVING HISTORY REPORT (PA)

AS OF 31 MAY 04

PCN 8A002 GOS

INQUIRY

NAME: [REDACTED] GRADE: MAJ1 TRPT: [REDACTED] FAC: [REDACTED] OPD: [REDACTED] IN: [REDACTED] DATE: 31 MAY 04
 RIET: [REDACTED] EMP: [REDACTED] WING: [REDACTED] PRI: [REDACTED] ROS: [REDACTED] PRI: [REDACTED] EOOB: [REDACTED] UNIT: [REDACTED] BASE: TINKER AIR FORCE BASE OKLAHOMA

AIRCRAFT TOTALS

AIRCRAFT M/D/S	EO03B	EO03C	EO03A	EO03D	S EO03
FLT DTY CERT CODE	MAB1	MAB1	MAB1	MAB1	MAB1
DATE QUALIFIED	92 MAR 28	NO DATA	NO DATA	NO DATA	NO DATA
DATE FIRST FLOWN	92 DEC 08	92 FEB 24	NO DATA	NO DATA	92 DEC 17
DATE LAST FLOWN	94 FEB 24	98 NOV 02	NO DATA	NO DATA	94 MAR 29
TOTAL TIME	359.5	158.5	0.0	0.0	75.0
PRIMARY TIME	348.9	158.5	0.0	0.0	75.0
SECONDARY TIME	4.6	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0
OTHER TIME	6.6	0.0	0.0	0.0	0.0
PRIMARY NIGHT	0.0	0.0	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	0.0	0.0	0.0
COMBT SUPPORT TIME	134.8	82.4	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0
COMBT SUPPORT SORT	13	8	0	0	0
TOTAL SORTIES	42	20	0	0	23

CAREER TOTALS

CREW POSITION	OPNL CREW
PRIMARY TIME	5075.4
SECONDARY TIME	4.6
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
TOTAL TIME	518.0
STUDENT TIME	0.0
OTHER US MIL TIME	0
FOREIGN MIL TIME	0
CIVILIAN TIME	0
COMBAT TIME	0
COMBT SUPPORT TIME	210.9
TOTAL SORTIES	62
COMBAT SORTIES	0
COMBT SUPPORT SORT	21
DATE FIRST FLOWN	92 DEC 08
DATE LAST FLOWN	94 FEB 24
COMMAND PIT TIME	0
GRAND TOTAL	518.0

NA0030 TGA 24

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED BY: MAY 10 1994

INDIVIDUAL CURRENCY SUMMARY (CA)

AS OF 04 MAY 04 PCN: SAC002 (AC)

NAME: [REDACTED] GRD: MAJ SSAN: [REDACTED] ACFT: G CPOS: MAB1 TYPE TRAINING: A RJETS: 1 CMD: OT UNIT/TYPE: 0963 AWACS B *TYPE OF REQUEST: UNIT

TRAINING TABLES ASSIGNED: 01-01

TABLE REFERENCE MONTH: 01 FEB 94

EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	EX CD	DATE IN PHASE	DATE NEXT DUE	NC CD	EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	EX CD	DATE IN PHASE	DATE NEXT DUE	NC CD
AT01	BLDG CARE TRNG		12 SEP 93	P	01 FEB 94	21 JUL 94	C3	AT02	BLDG CARE TRNG		20 SEP 93	P	ONE TIME		X
AT10	WADS BRIEF		12 SEP 93	P	01 FEB 94	21 JUL 94	C3	AT10	WADS BRIEF		20 SEP 93	P	ONE TIME		X
AT98	ANCILLARY TRN		13 NOV 92	P	ONE TIME		X	SE02	OPEN BOOK EXAM		29 JAN 93	P	ONE TIME		X
CS01	COMS C TRNG		13 NOV 92	P	ONE TIME		X	SE06	SEO1/02 PHASE	***	NO DATE	P	PASSED		C3
CM10	INIT CW GND		12 NOV 91	P	ONE TIME		X	SS01	BASIC SURVIVAL		23 SEP 92	P	ONE TIME		X
CM40	COMINT GND		13 NOV 92	P	PASSED		X	TC02	CENTCOM CERT		05 MAR 94	P	PASSED		C3
CM48	COMINT EXAM		13 NOV 92	P	PASSED		X	TC10	NORTHAM CERT		NO DATE	P	PASSED		C3
GT01	1ST ITR WSAT		24 JAN 94	P	01 JAN 95	31 MAR 95	C3	TC10	PACAF CERT		25 MAR 94	P	ONE TIME		X
GT02	2ND ITR WSAT		05 APR 94	P	01 APR 95	30 JUN 95	C3	TC40	NORAD CERT		29 MAR 94	P	PASSED		C3
GT03	3RD ITR WSAT		20 JUL 93	P	01 JUL 94	30 SEP 94	C3	TC50	READINESS BREF		25 MAR 94	P	PASSED		C3
GT04	4TH ITR WSAT		12 OCT 93	P	01 OCT 94	31 DEC 94	C3	TC55	ALASKA BREF	***	NO DATE	P	PASSED		C3
GT10	INITIAL TRNG		07 MAR 94	P	ONE TIME		X	TC56	ALASKA BREF	***	NO DATE	P	PASSED		C3
GT80	US/USR TRNG		NO DATE	P	PASSED		C3	TC57	CKPLA BREF		25 MAR 94	P	PASSED		C3
GT91	INTO HOURS		NO DATE	P	PASSED		C3	TC60	USAF CERT	***	NO DATE	P	PASSED		C3
IN00	TK/CI TRNG		17 DEC 93	P	PASSED		C3	TC70	SOUTHCOM	***	NO DATE	P	PASSED		C3
LS03	LCALURVL TRNG		19 NOV 92	P	ONE TIME		X	WW01	WATER SURVIVAL		25 SEP 92	P	ONE TIME		X
LS04	L/S CHEM WAR		23 NOV 93	P	PASSED		C3								
LS05	US/USR TRNG		15 SEP 93	P	PASSED		C3								
LS06	INTO HOURS		15 NOV 93	P	PASSED		C3								
LS07	REGRES		28 NOV 93	P	PASSED		C3								
LS09	SMOKI EVAC LAB		20 NOV 93	P	ONE TIME		X								
MS01	MOB/SHOT RVIEW		01 FEB 94	P	01 AUG 94	31 AUG 94	C3								
PP01	FLT PHYSICAL		18 MAR 94	L	01 SEP 94	28 FEB 95	C3								

FLIGHT TIME HISTORY

FLAG MEANING: * IN PHASE, ** DUE WITHIN A MONTH, *** OVERDUE, *** NO DATE LAST ACCOMP

TOTAL HOURS: 518.0
LAST 30: 0/60: 0/90: 83

CURRENT ACTIVITY	START DT	END DT	DESCRIPTION	START DT	END DT	DESCRIPTION
EO03B MAB1	158.5	02 NOV 93				
EO03A MAB1	0	NO DATE				
EO03D MAB1	0	NO DATE				

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PERSONAL DATA-PRIVACY ACT OF 1974

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER B3M160 FLIGHT		POSITION NUMBER MCC		MISSION DURATION 8.3		DATE 23 FEB 94	
NAME [REDACTED]		CLASS NUMBER N/A		AIRCRAFT MODEL E-3		INSTRUCTOR WALT			
MISSION ELEMENTS () REPETITIONS		UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS
									EFFECTIVE <input checked="" type="checkbox"/>
									NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNP) <input type="checkbox"/>
									NON-EFFECTIVE/OTHER (INE/OTH) <input type="checkbox"/>
1. Mission planning							X		REMARKS (Continue on reverse side) MSN TO UTR WORKING 24 F-16s FROM HILL EXCELLENT MSN - NO PROBLEMS. GOOD JOB PRESS ON. RECOMMEND RETURN TO MR STATUS crew
a. Pre-plan									
b. Mission planning briefing									
c. Complete mission planning									
d. Summary briefing									
e. Specialized briefing									
2. Pre-mission requirements									
a. Administrative details									
b. Pre-mission briefing									
3. Pre-flight inspections									
a. Form 781									
b. Walk-around inspections									
c. Crew preflights									
4. Before start/Taxi/Takeoff									
5. Enroute procedures - Outbound									
a. Power up sequence									
b. AOCP load dna cleared S/As									
c. Sensor transfer and check									
d. Communications established									
6. Assuming station/On station procedures.									
a. TADIL-A/Link 11/JTIDS									
b. On station calls									
c. Monitor TDs									
d. Situation awareness									
e. Problem resolution/priority							X		
7. Air refueling procedures		X							
a. Planning and preparation									
b. Radios configured									
c. Sensors configured									
d. Post air refueling		X							
8. Transferring station reponsi-									
OVERALL GRADE						X			SIGNATURE OF INSTRUCTOR Curtis K. Walt
									STUDENT INITIALS [REDACTED]
									SUPERVISOR INITIALS

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
Date 27 May 94	Signature WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

MCC

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 APR 06

PCN SA002-CO1

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MAB1 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS										TOT			TRAINING LOST					REMAINING			LAST ACCOMP	CURRENCY DUE
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT						MON	QTR	S/A		
CW60	INIT CW FLY																									NO DATE	NO DATE
CW70	CW CONT TRNG					1																				940223	950228
EP60	MSN SCENARIO			3	1	2	1																			940329	NO DATE
S000	SYSTEM OPS			8		1																	7			940223	940424
TS00	SORTIE SCHEDULE					1																				940223	NO DATE
TS01	TOTAL SORTY					1																				940223	NO DATE
TZ00	HGH VALUE STY			1																			1			930924	NO DATE
TZ02	RED FLAG																									NO DATE	NO DATE
TZ03	GREEN FLAG																									930308	NO DATE
TZ04	COPPER FLAG																									NO DATE	NO DATE
TZ05	MAPLE FLAG																									NO DATE	NO DATE
TZ10	JOINT EXERCISE																									NO DATE	NO DATE
TZ16	LCL CFT																									930326	NO DATE
TZ18	ALERT																									930925	NO DATE
TZ21	CONTINGENCY																									930924	NO DATE
TZ22	OVERSEAS																									931015	NO DATE

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

NAQCOO: 94096

PAGE 230

TAC PAGE 229

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

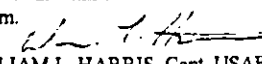
T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

CERTIFICATE OF AIRCREW QUALIFICATION				jbm		DATE COMPLETED 5 JUL 89	
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial)				GRADE		SSAN	
[REDACTED]				2LT		[REDACTED]	
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD	
966 AWACTS/TINKER AFB, OK				E-3/WD		N/A	
II. QUALIFICATION							
GROUND PHASE				FLIGHT PHASE			
EXAMINATION/CHECK		DATE		GRADE		MISSION/CHECK	
CLOSED BOOK		19 MAY 89		100		INITIAL QUALIFICATION	
OPEN BOOK		19 MAY 89		98			
QUAL SIM		13 APR 89		Q			
QUALIFICATION LEVEL				RESTRICTION		ADDITIONAL TRAINING	
QUALIFIED		UNQUALIFIED		(Explain in Comments)		DUE DATES	
				<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		N/A	
EXPIRATION DATE OF QUALIFICATION				DATE ADDITIONAL TRAINING COMPLETED			
DEC 90				N/A			
COMMENTS (If more space is needed, continue on reverse)							

QUALIFIED

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
<u>9 Jul 89</u> Date	 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION							
TYPE NAME AND GRADE		ORGANIZATION		CHECK		SIGNATURE	
				CONCUR	DO NOT CONCUR	REMARKS	DATE
1	FLIGHT EXAMINER O. G. GIBBONS CAPT	552 AWACW/DOV				X	11 Jul 89
2	REVIEWING OFFICER T.W. SITZMANN MAJ	966 AWACTS/DO		X			12 Jul 89
3	FINAL APPROVING OFFICER W.J.B. SLATER MAJ	966 AWACTS/CC		X			12 Jul 89
I CERTIFY that I have been briefed and understand the action being taken this date							
DATE		TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
19 Jul 89		[REDACTED]				[REDACTED]	

IV. Examiner's Remarks:

A. Mission Description: On mission G6M700 examinee controlled a 2v3 DACT mission in Albacore airspace. Resources consisted of 4 F-15s from the 318 FIS and a Lear Jet from Flt Int'l McChord AFB. AWACS was an ARU with the NWADS. Air refueling, air-to-surface and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies: None

C. Recommended Additional Training: N/A

D. Additional Comments: This evaluation was debriefed with the 966 AWACTS/ADO-C3 on 10 Jul 89.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

TRAINING SUMMARY

NAME (Last, First, Middle Initial)

GRADE

CLASS

2d LT

89-DDX-1

TRAINING UNIT AND BASE

SYLLABUS (Number and Date)

966 AWACTS, Tinker AFB, OK

E3000BQODX, Apr 87

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: [REDACTED] did not show a very good performance during the academic portion of his training. He did not seem prepared for class, and rarely participated. He failed Block II exam, and earned only a 90.5 percent average.

SIMULATOR: [REDACTED] had problems throughout the simulator portion of his training. He never put forth enough effort during the sim sessions. His confidence was erratic, and he was never consistent in his performance. He was borderline safe during all phases of his sim training.

FLIGHT: [REDACTED] had some problems during the flying portion of his training. He did a good job giving bogey dope and picture calls, but was shaky during handovers. In addition, his computer interface could use some improvement.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

7 May 94
Date

William L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

[REDACTED] lacked motivation throughout his training. He had problems in each portion of his training, and this was a direct result of his unwillingness to learn. He rarely asked questions, preferring to get through things on his own. He could be a good controller if he starts paying more attention to detail and becomes a lot more interested in his performance.

DATE

10 July 89

TYPED NAME, GRADE, AND DUTY TITLE OF RATER
STEPHEN M. EDGAR, Capt, USAF USAF
Instructor Weapons Director

SIGNATURE OF RATER

Stephen M. Edgar

DATE

13 Jul 89

TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER
WILLIAM J. B. SLATER, Maj, USAF
Operations Officer

SIGNATURE OF REVIEWER

William J. B. Slater

CERTIFICATE OF AIRCREW QUALIFICATION

jbm

DATE COMPLETED
6 NOV 90

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)

GRADE

SSAN

ORGANIZATION AND LOCATION

ACFT/CREW POSITION

ELIGIBILITY PERIOD

963 AWACS/TINKER AFB, OK

E-3/WD

JUL - DEC 90

II. QUALIFICATION

GROUND PHASE

FLIGHT PHASE

EXAMINATION/CHECK

DATE

GRADE

MISSION/CHECK

DATE

CLOSED BOOK

27 SEP 90

96

QUALIFICATION

18 SEP 90

OPEN BOOK

27 SEP 90

100

QUAL SIM

6 NOV 90

U/Q

QUALIFICATION LEVEL

QUALIFIED

UNQUALIFIED

RESTRICTION
(Explain in
Comments)

☐ YES ☒ NO

ADDITIONAL TRAINING

DUE DATES

(SIM) 23 DEC 90

EXPIRATION DATE OF QUALIFICATION
FEB 92

DATE ADDITIONAL TRAINING COMPLETED

30 OCT 90 *FMS*

COMMENTS (If more space is needed, continue on reverse)

QUALIFIED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

7 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION

TYPE NAME AND GRADE

ORGANIZATION

CHECK

CONCUR
DO NOT
CONCUR

REMARKS

SIGNATURE

DATE

1 FLIGHT EXAMINER
K. L. FOX
1LT

552 AWACW/DOV

X

Kevin L. Fox

8 Nov 90

2 REVIEWING OFFICER
T.P. MATHEWS
MAJ

963 AWACS/FLT CO

X

Thomas P. Mathews

8 Nov 90

3 FINAL APPROVING OFFICER
F.M. SMILEY
LTC

963 AWACS/DO

X

F.M. Smiley

8 Nov 90

I CERTIFY that I have been briefed and understand the action being taken this date

DATE

TYPED NAME AND GRADE OF EXAMINEE

SIG

26 Nov 90

PREVIOUS EDITION WILL BE USED

AF FORM 8
MAY 88

1988-201-372/80521

IV. Examiner's Remarks:

A. Mission Description: On 15M170 examinee controlled a 2v2 intercept mission in the R5503 airspace. Resources were four A-7s from the 121 TFW. AWACS was an MRU with Indianapolis Center. Air refueling, air-to-surface, and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies:

1. SIM: First Simulator (23 Oct 90): Area 24, Air-to-Air Mission Positioning, (U). Examinee consistently positioned fighters in excess of 8.0 nm astern of unidentified aircraft, jeopardizing mission accomplishment.

Second Simulator: None

2. Flight: None

C. Recommended Additional Training:

1. SIM: Area 24. Simulator mission(s) emphasizing positioning of aircraft to achieve desired roll-out range IAW JR 55-79 and MCM 3-1.

2. Flight: N/A

D. Additional Comments: Examinee had verbal approval to complete flight prior to requisites from 963 AWACS/DO. First simulator evaluation was debriefed with the 963 AWACS/CD on 23 Oct 90.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 14 JAN 92	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>			GRADE 1LT		SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>
ORGANIZATION AND LOCATION 963 AWACS/TINKER AFB OK			ACFT/CREW POSITION E-3/WD		ELIGIBILITY PERIOD SEP 91 - FEB 92
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
CLOSED BOOK	10 DEC 91	100	QUALIFICATION	14 JAN 92	
OPEN BOOK	10 DEC 91	98			
QUAL SIM	13 JAN 92	U/Q			
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
			(SIM) 10 MAR 92		
EXPIRATION DATE OF QUALIFICATION JUN 93			DATE ADDITIONAL TRAINING COMPLETED 10 JAN 92 PB		
COMMENTS (If more space is needed, continue on reverse)					
QUALIFIED					

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
<u>9 Jul 94</u> Date	 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION							
	TYPE NAME AND GRADE	ORGANIZATION*	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER J. E. FAIR CAPT	552 ACW/DOV					27 Jan 92
2	REVIEWING OFFICER K. K. BEAHAN MAJ	963 AWACS/FLT CC	X				3 Feb 92
3	FINAL APPROVING OFFICER M. F. SONNER LT COL	963 AWACS/DO	X				5 Feb 92
I CERTIFY that I have been briefed and understand the action being taken this day							
DATE 26 FEB 92		TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>			SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>		

IV. Examiner's Remarks:

A. Mission Description: Examinee controlled two 1v1 intercept missions in the W283/285 airspace. Resources were four F-16s from the 194 FIS. AWACS was an MRU with Oakland Center. Air refueling, air-to-surface, and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies:

1. SIM: First Simulator (10 Jan 92):

a. Area 24, Air-to-Air Mission Positioning, (Q-). Examinee provided vectors to fighters on stern VID intercepts that resulted in cold geometry and excessive rollout ranges.

b. Area 26, Air Refueling Mission Positioning, (U). Examinee failed to provide positioning assistance to the tanker and receiver during the point parallel which resulted in a significant delay of the rendezvous. Mission accomplishment was jeopardized IAW TACR 60-2.

Second Simulator: Area 26, Air Refueling Mission Positioning, (Q-). Examinee did not establish receiver on correct offset heading prior to tanker turn during point parallel rendezvous. Debriefed.

2. Flight:

a. Area 14, Tactics, (Q-). Examinee did not use continuum of control to voice target headings and initial fighter commits IAW JR 55-79 and TACR 60-2. Debriefed.

b. Area 16, Airspace Coordination, (Q-). Examinee did not contact ATC prior to assuming control of aircraft to obtain airspace brief IAW LOA. Debriefed.

c. Area 18, Identification, (Q-). Examinee tagged up aircraft with incorrect symbology, resulting in bogey dope to wrong fighter. Debriefed.

C. Recommended Additional Training:

1. SIM:

a. Area 24. Simulator training in a lane defense scenario including 2v1 VID procedures and multiple simultaneous intercepts until examinee demonstrates the ability to conduct stern intercepts with fighters final positioning behind the target IAW the parameters of MCM 3-1.

b. Area 26. Simulator training until examinee can expeditiously accomplish point parallel rendezvous IAW TACR 60-2 and JR 55-79.

2. Flight: N/A

D. Additional Comments: Simulator evaluation was debriefed with 963 AWACS/CD on 10 Jan 92.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 6 OCT 92	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) [REDACTED]			GRADE CAPT		SSAN [REDACTED]
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB OK			ACFT/CREW POSITION E-3/SD		ELIGIBILITY PERIOD JAN-JUN 93
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE
			INTL SD QUAL		6 OCT 92
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
2			6 DEC 92		
EXPIRATION DATE OF QUALIFICATION JUN 93			DATE ADDITIONAL TRAINING COMPLETED 15 OCT 92		
COMMENTS (If more space is needed, continue on reverse)					

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
<u>9 Nov 94</u> Date	<u>William L. Harris</u> WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION							
	TYPE NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER K. M. MULVIHILL CAPT	964 AWACS/DOV			X	<u>Kevin Mulvihill</u>	22 OCT 92
2	REVIEWING OFFICER L. P. TUCKER LT COL	966 AWACTS/DO	X			<u>Lester Tucker</u>	9 NOV 92
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X			<u>J. P. Potter</u>	9 NOV 92
I CERTIFY that I have been briefed and understand the action being taken this date							
DATE 16 Nov 92		TYPED NAME AND GRADE OF EXAMINEE [REDACTED]			SIGNATURE [REDACTED]		

IV. Examiner's Remarks:

A. Mission Description: Examinee supervised a weapons team of three IQT WDs and three IWDs and one WD conducting ACT/DACT in W-386A, W-108. Resources were ten F-15s from 1FW and two F-16s from 192 FG plus two A-10s from 175 FG. AWACS was an MRU with FACSAC VACAPES. Lack of resources precluded examinee from controlling a live mission.

B. Discrepancies:

1. SIM: None

2. Flight:

(a) Area 2, Briefings/Debriefings, (Q-). Examinee conducted briefings in an illogical sequence which was not IAW directives. Debriefed.

(b) Area 13, Station Assumption, (Q-). Examinee did not prioritize mission radios in order to achieve on-station during a time compressed situation. Correlation checks did not meet TACR 55-3 requirements.

C. Recommended Additional Training:

1. SIM: N/A

2. Flight: Area 13. Flight training to prioritize mission radios in order to: 1) Achieve on-station during a time compressed situation. If radios are not released from the CSO set priorities in order to make the on-station time with minimum equipment. 2) Make correlation checks within FAA 7610 requirements and TACR 55-3 requirements for MRU status. 3) While receiving hand-off of aircraft from a control facility identify aircraft within ACCR 60-2 limits (± 1 min).

D. Additional Comments: This evaluation was debriefed with the 966 AWACTS/DOM on 9 Oct 92.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

PERSONAL DATA PRIVACY ACT OF 1974
 PREPARED BY: MAY 04 TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF: MAY 04, 1994 PCN: 54002 EQ1
 CONTINUATION/INDIVIDUAL

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MAB1 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	DESCRIPTION	REQUIREMENT	ACCOMPLISHMENTS	TRAINING LOST	REMAINING	LAST ACCOMP	CURRENT DUE															
ID	DESCRIPTION	MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON	QTR	S/A	ACCOMP	DUE
CW60	INIT CW FLY																				NO DATE	NO DATE
CW70	CW COM TRNG																				940203	950728
EP60	MSN SCENARIO				3	1	2	1													940328	NO DATE
S000	SYSTEM OPS				8		1		1												6 940414	940613
TS00	SORTY SCHEDULE																				940414	NO DATE
TS01	TOTAL SORTY						1		1												840414	NO DATE
TZ00	HGH VALUE STY				1				1												940414	NO DATE
TZ01	RED FLAG																				NO DATE	NO DATE
TZ03	GREEN FLAG																				930308	NO DATE
TZ04	COPPER FLAG																				NO DATE	NO DATE
TZ08	MAPLE FLAG																				NO DATE	NO DATE
TZ10	JOINT EXERCISE																				NO DATE	NO DATE
TZ16	LCL CFT																				930326	NO DATE
TZ18	ALERT																				940825	NO DATE
TZ21	CONTINGENCY										1										940414	NO DATE
TZ22	OVERSEAS										1										940414	NO DATE

NA0000 18707A

PERSONAL DATA PRIVACY ACT OF 1974

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME [REDACTED]		M- 102		SD		9.8		12 AUG 92	
CLASS NUMBER 92LSX4		AIRCRAFT MODEL E-3		INSTRUCTOR Capt Adair					
MISSION ELEMENTS () REPETITIONS		NO ONK	SCORED	0	1	2	3	4	MISSION STATUS EFFECTIVE NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input checked="" type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>
3.2 COMPLETE PRE-ON STATION ACTIONS					X				<p>REMARKS (Continue on reverse side)</p> <p>NOTE: The Optimum Flow for Student Progression and Task Certification is found in the Flying Matrix. Standards of Performance are in each objective as indicated to the left of each task short title. Delays caused by student deficiencies should be described on the Students Form 206.</p> <p>Day Two of Ron working W283/W285.</p> <p>3.2.2 Student had to be prompted to assign mode C corridors</p> <p>3.2.3 Student had to be prompted to verify comm sheet.</p> <p>3.2.4 Student needs to be more aggressive during outbound brief.</p> <p>3.2.5 Student had to be prompted to check database accuracy.</p> <p>3.2.7 Student established two way comm & verified activity with Sierra Pete</p> <p>3.2.8 no problems noted</p> <p>3.2.10 Student was aggressive with center performing com check. no problems noted.</p> <p>3.3 Student was slow to brief wds of game plan because of several radio changes that needed to be made. Student made changes with no problems and then briefed game plan</p>
3.2.1 RESPOND TO WEATHER CHANGES					X				
3.2.2 CONFIGURE SDC FOR MISSION					X				
CORRIDORS					X				
AIRSPACE					X				
ORDER OF BATTLE		X							
TABULAR DISPLAYS					X				
3.2.3 CONFIGURE COMM FOR MISSION					X				
GUARD					X				
TABULAR DISPLAYS					X				
SECURE/HAVE QUICK		X							
WORKSHEET VERIFIED					X				
3.2.4 CONDUCT OUTBOUND BRIEF					X				
3.2.5 VERIFY DATABASE ACCURACY					X				
- ORDERED DIODT		X							
3.2.6 VERIFY COMMUNICATIONS PLAN					X				
3.2.7 ESTABLISH TWO-WAY COMM					X				
3.2.8 SUPERVISE NVACS MONITOR					X				
3.2.9 CONFIRM PRI/SEC SENSORS					X				
TO 48 "I"									
3.2.10 PERFORM CORRELATION CHECK					X				
3.3 COORD MSN W/INT-EXT AGENCIES					X				
3.3.1 PROVIDE DATA TO C3I AND ATC					X				
3.2 REQUEST EXT INFO					X				
AIRCRAFT TIMING/STATUS					X				
METRO STATUS		X							
AIRSPACE UTILIZATION					X				
3.3.3 PASS MSN AND EQUIP CHNGS					X				
E-3 THREAT INFO		X							
SENSOR STATUS					X				
COMM LOSS/DEGRD					X				
MISSION CHANGES					X				
EQUIP LOSS/DEGRD					X				
3.3.4 RESPOND TO COMM. LOSS					X				
3.3.5 RESPOND TO COMP/SENSOR LOSS					X				
OVERALL GRADE		SNP		X					SIGNATURE OF INSTRUCTOR Gale A. Adair
									STUDENT INITIALS [REDACTED]
									SUPERVISOR INITIALS MS

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

12 Aug 94
Date

MISSION ELEMENTS		U	D	0	1	2	3	4	REMARKS:
3.4, 3.4.1	ALLOCATE ASSIGNED RESOURCES				X				3.4.2 Student supervised transfer of aircraft and airspace boundaries 3.4.5 No problems, forms completed accurately.
3.4.2	COMPLETE TRANSFER OF RESOURCES				X				
	LOA PROCEDURES				X				
	POS/AMPLIFYING DATA				X				
	NOTIFICATIONS				X				
	DISPLAYS CURRENT				X				
	LOGS MAINTAINED				X				
3.4.3	COMPLY W/AIRSPACE PROCEDURES/RULES				X				
4.4	OPERATE W/I CONTINUUM OF CONTROL				X				
3.4.5	COMPLETE FORMS AND LOGS				X				
	FORM 48				X				
	FORM 32	X							
	FORM 49				X				
3.5.1	COMPLETE AERIAL REFUELING ACTIONS				X				Student received SNP for safety due to falling asleep while fighters were under control. <u>Overall</u> Student has good situational awareness throughout mission except for the above problem. Student knows the procedures to get on station but is slow to accomplish them sometimes. Reviewed TD 62, BDP panel, and overall radio capabilities.
3.5.2	COMPLETE RETURN TO STATION ACTIONS				X				
3.5.3	TERMINATE STATION ACTIVITIES				X				
3.5.4	PERFORM INBOUND PROCEDURES				X				
3.5.5	DEBRIEF MSN W/ CREW				X				
3.5.6	DEBRIEF W/ EXT AGENCIES				X				
3.5.7	SUPERVISES EMERGENCY ACTIONS				X				

GRADING CRITERIA

- UNKNOWN - Performance was not observed or the element was not performed.
- DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").
- GRADE 0 - Performance indicates a lack of ability or knowledge.
- GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
- GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.
- GRADE 3 - Performance is correct, efficient, skillful and without hesitation.
- GRADE 4 - Performance reflects an unusually high degree of ability.

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NO SIM - TACTI EMPLOYMENT		POSITION NUMBER SD		MISSION DURATION 3.0		DATE 30 Oct 92	
NAME [REDACTED] Capt		CLASS NUMBER		AIRCRAFT MODEL E-3		INSTRUCTOR Chewning, Sheila Capt			
MISSION ELEMENTS () REPETITIONS		UN KN OWN	NA NO N	GR AD ED	GR AD ED	GR AD ED	GR AD ED	GR AD ED	GR AD ED
1.4.1 COORDINATE SENSOR REQUIREMENTS						X			
1.4.2 PROVIDE WEAPONS PLANS TO MCC						X			
1.4.3 ALLOCATE CONTROLLED RESOURCES						X			
1.4.4 COORDINATE MISSION REQUIREMENTS						X			
RECEIVE/TRANSMIT FORMATS									
MEET SECURITY REQUIREMENTS									
ADAPT MISSION CHANGES									
1.4.5 MAKE ADJUSTMENTS TO COMM PLAN						X			
- MAINTAIN COMM WORKSHEET									
- COORD W/CSO									
- ADHERE TO COMSEC REQUIREMENTS									
1.4.6 EMPLOY TACTICS IAW MCM 3-1						X			
1.4.7 MOVEMENT W/I CONTINUUM OF CONTROL IAW JR 55-79						X			
OVERALL GRADE						X			

MISSION STATUS
 EFFECTIVE ☒
 NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) ☐
 NON-EFFECTIVE/OTHER (NE/OTH) ☐

REMARKS (Continue on reverse side)

Capt [REDACTED] was SD on a Provide Comfort Sim scenario, managing 3 WD's. The sim wasn't intense, but gave him a chance to develop his management skills of the WD's while maintaining high SA. Overall good job. Areas for improvement:

- 1) Know the levels of your controllers. Discussions about plane types, armament, etc. is usually needed to ensure everyone understands the capabilities and limitations of intercepts.
- 2) Understand ROE to ensure MCC, Duke or any other representative doesn't get you in trouble.
- 3) Clearly distinguish between whether WD's should acknowledge or not so they don't question whether to info you.

SIGNATURE OF INSTRUCTOR Sheila D. Chewning	STUDENT [REDACTED]	SUPERVISOR INITIALS [REDACTED]
---	-----------------------	-----------------------------------

CERTIFICATE *Revised*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

14 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

INDIVIDUAL MISSION CRITERIA SHEET (Grading Criteria on Reverse Side)		MISSION NO. 206 SD MGT-FLG. UGT ENTRY		POSITION NUMBER SD		MISSION DURATION J3M115 3.4hrs		DATE 16 Oct 92	
NAME Capt [REDACTED]		CLASS NUMBER --		AIRCRAFT MODEL E-3B		INSTRUCTOR Capt Dave Cienski			
MISSION ELEMENTS () REPERITITIONS		NEON	SCORE	GRAD	GRAD	GRAD	GRAD	GRAD	GRAD
		0	1	2	3	4			
1.5.1 REACT TO COMM CHANGES						X			
SKILLS MAINTENANCE PLANNING						X			
3.1 COMPILE MSN DATA						X			
3.1.1 EXTRACT WINS MSN DATA						X			
3.1.2 ASSIGN CONTROL MSNS						X			
3.1.3 DETERMINE SOFTWARE REQ		X							
3.1.4 COMPLETE MSN DOCUMENTS						X			
3.1.5 COMPILE COMM REQUIREMENTS						X			
3.1.6 CONFIRM MSN RESOURCES						X			
3.1.7 COMPLETE CONTROLLER/ FIGHTER BRIEFS						X			
3.1.8 COORDINATE AIRSPACE USE		X							
3.1.9 BRIEF WINS ACTIVITY W/MCC						X			
3.1.10 BRIEF MCC ON MSN PLAN						X			
3.1.11 COORD MSN W/ASO						X			
3.1.12 COORD COMF REQ W/CDMT		X							
3.1.13 COORD COMM W/CF-CSO						X			
3.1.14 COORD E-3 AR W/NAV		X							
3.1.15 BRIEF MSN W/BD-BDT		X							
3.1.16 EXTRACT DATA FCIF/MORE						X			
PRE-ON STATION						X			
3.2.1 RESPOND TO FORECAST WX						X			
3.2.2 CONFIGURE SDC FOR MSN						X			
3.2.3 CONFIGURE COMM FOR MSN						X			
3.2.4 CONDUCT OUTBOUND BRIEF						X			
3.2.5 VERIFY DATABASE ACCURACY						X			
3.2.6 VERIFY MISSION COMM						X			
3.2.7 ESTAB COMM W/EXT AGENCIES						X			
3.2.8 SUPERVISE ADVCS MON		X							
3.2.9 CONFIRM PRI/SEC SENSORS						X			
3.2.10 PERFORM CORRELATION CK						X			
ON STATION						X			
3.3.1 PROVIDE DATA TO C3I/ATC						X			
3.3.2 REQUEST MSN DATA/EXT						X			
OVERALL GRADE		(3)							
MISSION STATUS		<input checked="" type="checkbox"/> EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTH)							
REMARKS (Continue on reverse side)		<p>Objective 1.5.1 is the only MGT objective requiring flight evaluation. Skills maintenance on UGT tasks will be observed to provide currency on subject tasks. Any observed tasks not performed to standard will be indicated on Form 206 and remarks entered IAW TACR 50-31. Objective numbers are UGT numbers for student/instructor reference. (MGT FLT #1)</p> <p>SD participated in Red Flag 93-1. This sortie was the second in which [REDACTED] sat the seat as SD. Overall, very good SA on mission requirements for a Red Flag mission. [REDACTED] experience at Flags as a WD has been put to good use.</p> <p>His tone as SD was both clear and concise, working well with the experienced weapons team.</p> <p>Techniques were discussed for differences between Red Flag missions and normal M-sorties.</p> <p>Specifically, correlation checks with Nellis Control can be completed more quickly by prefacing codes or AZ/RNG with a geographic area (i.e. up Sally corridor....)</p> <p>OVERALL: Super series of missions. [REDACTED] will continue to grow as an SD, but he already has a good base of skills.</p>							
SIGNATURE OF INSTRUCTOR		STUDENT INITIALS		SUPERVISOR INITIALS					
David P. Cienski		[REDACTED]		BEZ					

CERTIFICATE *Redundant*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. L. Harris
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

14 May 94
 Date

[illegible]

DEPLOYMENT TRAINING FEEDBACK

NAME CAPT [REDACTED]

CREW POSITION SD

FLIGHT B-3

DEPLOYMENT "SOUTHERN WATCH"

LOCATION: RIYAH D, S.A.

DATES: 27 NOV - 17 DEC 92

NUMBER OF MISSIONS: 8

DATE

MSN NO.

DURATION

27 NOV 92 K5D02 9.8

29 NOV K5D04 7.0

2 DEC LDC-613 9.1

4 DEC LDC-616 12.8

8 DEC LDC-620 14.3

13 DEC LDC-628 12.7

16 DEC L4D12 7.9

17 DEC L4D17-17A 11.6

1. Mission Preparation (Mission Planning, Sims, Briefs, Self-Study).

- Supervised all weapons planning (pre-deployment & in theater)
- Completed one "Southern Watch" sim prior to deployment

2. Employment (Hands-on Activity, Intercepts, Equipment Operation, Landings, Etc.).

- Supervised 3 x WD's on 4x "Southern Watch" sorties working coalition forces in southern Iraq.
- Coordinated the successful recovery of a downed Saudi helicopter pilot with RSAF SAR forces.

3. Mission Enhancement (Troubleshooting, Tactical Awareness, Mission Involvement, Gameplans, Etc.).

- As a new SD, Capt [REDACTED] led the weapons team control flawlessly all allied assets in high threat environment
- His heavy weapons experience was quite evident. Mature & guide decisions enabled effective mission accomplishment. (This was a big factor in decision-making situations when an ACE was not airborne).
- Good management of team ensured a good & equitable dispersment of training opportunities.

552 ACW Form 69, May 92

(See Reverse)

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

14 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

4. Professional Qualities (Teamwork, Crew Coordination, Leadership, Professionalism, Esprit de Corps, Etc.).

- Leadership is [redacted] strong suit. Ensures all tasks get accomplished correctly the first time.
- Crew coordination was excellent; Kept crew well informed

5. Upgrade Recommendation (Ready for More; if not, when; doing well, etc.).

[redacted] just got upgraded to SD. He needs time to settle into the position. Strong Leadership & aggressive attributes could warrant instructor upgrade sometime in the future.

Written By:

DATE 17 Dec 92

NAME/RANK

Rich Marshall
RBX MARSHALL, MAJ

CREW POSITION MCC

Reviewed By:

DATE _____

NAME/RANK _____

AC/MCC _____

Squadron Review:

FLT CC

SH

DOM/DOF

HEX

DO

km

CD/CC _____

DOT (file)

7001

6. Additional Comments.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 15 APR 93	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) <div style="background-color: black; width: 100px; height: 1.2em;"></div>			GRADE CAPT		SSAN <div style="background-color: black; width: 100px; height: 1.2em;"></div>
ORGANIZATION AND LOCATION 963 AWACS/TINKER AFB OK			ACFT/CREW POSITION E-3/SD		ELIGIBILITY PERIOD JAN-JUN 93
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
CLOSED BOOK	30 MAR 93	98	MSN/QUAL	15 APR 93	
OPEN BOOK	30 MAR 93	92			
QUAL SIM	13 APR 93	1			
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
1			N/A		
EXPIRATION DATE OF QUALIFICATION SEP 94			DATE ADDITIONAL TRAINING COMPLETED		
COMMENTS (If more space is needed, continue on reverse)					

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
<u>14 May 94</u> Date	 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION							
	TYPE NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER J. A. ROMAN CAPT	552 OG/OGV			X		16 APR 93
2	REVIEWING OFFICER B. HAMORSKY MAJ	963 AWACS/FLT CC	X				19 APR 93
3	FINAL APPROVING OFFICER T. M. JEFFCOAT LT COL	963 AWACS/DO	X				21 APR 93
I CERTIFY that I have been briefed and understand the action being taken this date							
DATE 4 JUN 93		TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em;"></div>			SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em;"></div>		

IV. Examiner's Remarks:

A. Mission Description: Examinee supervised a weapons team consisting of four MR controllers. Resources were six F-15s from the 159 FG, six F-18s from VF204, four F-16s from the 457 FG and four F-14s from VF201. Working in the Eagle Gulf ATCAA and the Brownwood MOA. AWACS was an MRU with Houston and Fort Worth Centers. Air refueling, air-to-surface, and 2vl VID procedures were evaluated by simulation.

B. Discrepancies:

1. SIM: Area 8, Console Operations and Displays, (Q-). Examinee did not tag up aircraft with correct identification features during air-to-surface phase. Debriefed.

2. Flight: None

C. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

7

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PERSONAL DATA-PRIVACY ACT OF 1974

SD

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF 94 APR 06 PCN SA002-C01
CONTINUATION/INDIVIDUAL

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MAB2 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			* * * ACCOMPLISHMENTS * * *						TOT - - - TRAINING LOST - - -					REMAINING			LAST ACCOMP	CURRENCY DUE		
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON			QTR	S/A
AM01	AIR TO AIR LV			4														4			931231	NO DATE
10	A/A SCHEDULE																				NO DATE	NO DATE
AR02	AR MSN SIM			2														2			931215	NO DATE
AR03	AR MSN LIVE			1														1			NO DATE	NO DATE
AR13	AR MSN SCHEDULE																				NO DATE	NO DATE
AS02	AIR / SURF SIM			1														1			931215	NO DATE
AS03	AIR SURFC LIVE																				931007	NO DATE
ATO1	AIR TO AIR SIM			6			2											4			940325	NO DATE
CW60	INIT CW FLY																				NO DATE	NO DATE
CW70	CW CONT TRNG																				930718	940731
EP60	MSN SCENARIO			4			1											3			940325	NO DATE
TS00	SORTIE SCHEDULE				13	4	3														940316	NO DATE
501	TOTAL SORTY				13	4	3														940316	NO DATE
TZ00	HGH VALUE STY			2	13	2	2														940316	NO DATE
TZ02	RED FLAG																				NO DATE	NO DATE
TZ03	GREEN FLAG																				NO DATE	NO DATE
TZ04	COPPER FLAG																				NO DATE	NO DATE
TZ05	MAPLE FLAG																				NO DATE	NO DATE
TZ10	JOINT EXERCISE						2														940316	NO DATE

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF 94 APR 06 PCN SA002-C01
CONTINUATION/INDIVIDUAL

NAME [REDACTED] SSAN: [REDACTED] CREW POS: MAB2 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT	EVENT	PRORATED REQUIREMENT	* * *	ACCOMPLISHMENTS	* * *	TOT	- - -	TRAINING LOST	- - -	REMAINING	LAST	CURRENCY		
	DESCRIPTION	MON QTR S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH WX	HHQ OPS MX	OTH TOT	MON QTR S/A	ACCOMP	DUE
TZ16	LCL CFT												931007	NO DATE
TZ18	ALERT												930924	NO DATE
21	CONTINGENCY		13	2									940203	NO DATE
IZ22	OVERSEAS												931227	NO DATE
VP60	COMM JAM	2										2	930404	NO DATE
VP61	COMM JAM SIM												930722	NO DATE
WSO1	WEAPONS SORTIE	12	13	2	3								940316	940515
WTO1	INST MON INTERC												NO DATE	NO DATE
WT10	WPNS TRNG SCH		13	2	3								940316	NO DATE
WT20	WPNS TRNG EFF												NO DATE	NO DATE

NAQCOO: 94096

PAGE 240

TAC PAGE 239

PERSONAL DATA-PRIVACY ACT OF 1974

CERTIFICATE

certify that I am the Records Custodian for the Accident Investigation Board
 I have investigated the crash of two U.S. Army Black Hawk helicopters in the no
 zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of
 record which is kept in my records system.

W-7-11
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

INDIVIDUAL CURRENCY SUMMARY (PA)

AS OF 94 APR 06

PCN 5A002-A01

NAME	GRD	SSAN	ACFT	CPQS	TYPE TRAINING	RJETS	CMD	UNIT/TYPE	FLT	*TYPE OF REQUEST*
	CPT		G	MAB2	A	1	OT	0963 AWACS	B	UNIT

TRAINING TABLES ASSIGNED: 11
 TABLE REFERENCE MONTH: MAR

EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	CD	DATE IN PHASE	DATE NEXT DUE	NC CD	EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	CD	DATE IN PHASE	DATE NEXT DUE	NC CD
AT01	FLT EVAL	*	15 APR 93	L	01 FEB 94	31 AUG 94	C3	SA09	M-9 SMALLARMS		27 JUL 93	P	ONE TIME		X
AT02	ANNULSIM CHECK		13 APR 93	P	ONE TIME		X	SA13	38 SMALLARMS		05 OCT 89	P	ONE TIME		X
AT05	BUDDYCAR TRNG		16 SEP 93	P	PASSED	16 SEP 95	C3	SEQ1	CLSD BOOK EXAM		30 MAR 93	P	ONE TIME		X
AT10	AFOSI BRIEF		05 APR 94	P	PASSED	30 APR 97	C3	SEO2	OPEN BOOK EXAM		30 MAR 93	P	ONE TIME		X
AT99	ANCILLIARY TRN		12 NOV 91	P	ONE TIME		X	SEO6	SEO1/02 PHASE	###	NO DATE	P	PASSED	PASSED	C3
CS01	COMSEC TRNG		10 OCT 89	P	ONE TIME		X	SS01	BASIC SURVIVAL		01 JUL 85	P	ONE TIME		X
CW10	INIT CW GND		27 FEB 89	P	ONE TIME		X	TC02	CENTCOM CERT		01 DEC 93	P	PASSED	01 DEC 94	C3
CW40	CONT CW GND	***	10 MAR 93	P	PASSED	31 MAR 94	C3	TC10	NORTHANT CERT	***	21 DEC 90	P	PASSED	21 DEC 91	C3
GD45	DOV PERIO EXAM		12 OCT 93	P	PASSED	30 JUN 94	C3	TC20	PACAF CERT		17 NOV 93	P	PASSED	17 NOV 94	C3
GT01	1ST QTR WSAT	***	17 MAR 93	P	01 JAN 94	31 MAR 94	C3	TC40	NORAD CERT		01 DEC 93	P	PASSED	01 DEC 94	C3
GT02	2ND QTR WSAT		23 MAR 94	P	01 JAN 95	31 MAR 95	C3	TC50	READINESS BREF		05 APR 94	P	PASSED	30 APR 95	C3
GT03	3RD QTR WSAT	###	NO DATE	P	PASSED	PASSED	C3	TC55	ALASKABUFFRZONE	###	NO DATE	P	PASSED	PASSED	C3
GT04	4TH QTR WSAT		08 NOV 93	P	01 OCT 94	31 DEC 94	C3	TC66	EUROPBUFFRZONE	***	05 SEP 89	P	PASSED	05 SEP 90	C3
GT90	US/USSR OPS	***	12 NOV 91	P	PASSED	12 NOV 92	C3	TC57	CKFLG AFTP		01 DEC 93	P	PASSED	31 DEC 94	C3
GT91	ANTI HIJACK	###	NO DATE	P	PASSED	PASSED	C3	TC60	USAFE CERT	###	NO DATE	P	PASSED	PASSED	C3
IN00	TK/CM TRNG		09 JUL 93	P	PASSED	30 JUN 94	C3	TC70	SOUTHCOM	###	NO DATE	P	PASSED	PASSED	C3
LS03	LCALSURVL TRNG		26 JAN 89	P	ONE TIME		X	WTO2	MASS MSN DEBRF	***	23 DEC 91	P	PASSED	30 JUN 92	C3
LS04	L/S CHEM WAR		22 MAR 94	P	PASSED	31 MAR 95	C3	WW01	WATER SURVIVAL		25 JUL 85	P	ONE TIME		X
LS05	L/S WET DITCH		12 JUL 93	P	PASSED	31 JUL 95	C3								
LS06	LND SURV REFSR		22 MAR 94	P	PASSED	31 MAR 95	C3								
LS07	EGRES		22 MAR 94	P	PASSED	31 MAR 95	C3								
LS09	SMOKE EVAC LAB		06 JUL 90	P	ONE TIME		X								
MS01	MOB/SHOT RVIEW		13 DEC 93	P	01 JUN 94	30 JUN 94	C3								
1	FLT PHYSICAL		21 MAR 94	L	01 OCT 94	31 MAR 95	C3								
1	ALT CHAMBER		07 JAN 92	L	LOCKED	31 JAN 95	C3								
PRO1	RECORD REVIEW		29 MAR 94	L	01 DEC 94	31 MAR 95	C3								

FLIGHT TIME HISTORY

TOTAL HOURS: 2383.7

FLAG MEANING: * IN PHASE, ** DUE WITHIN A MONTH, *** OVERDUE, ### NO DATE LAST ACCOMP

T 30: 17.9//60: 35.5//90: 145.7

CURRENT AIRCRAFT

MDS	CPQS	HOURS	DT	LS	FLOWN
EO03B	MAB2	1608.6	16	MAR	94
EO03C	MAB2	775.1	07	FEB	94
EO03A	MAB2	.0	NO	DATE	
EO03D	MAB2	.0	NO	DATE	
S EO03	MAB2	245.8	25	MAR	94

SCHEDULED ACTIVITIES

DESCRIPTION	START DT/TM	TERM DT/TM
SEALION	930302/1600	930302/1830

SCHEDULED ACTIVITIES

DESCRIPTION	START DT/TM	TERM DT/TM
-------------	-------------	------------

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3d

T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
14 APR 92

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	GRADE 2LT	SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB OK	ACFT/CREW POSITION E-3/WD	ELIGIBILITY PERIOD N/A

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
CLOSED BOOK	10 MAR 92	100	INITIAL QUALIFICATION	14 APR 92
OPEN BOOK	10 MAR 92	92		
QUAL SIM	25 FEB 92	Q		

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED		DUE DATES (SIM) 25 APR 92 (FLT) 14 JUN 92	
EXPIRATION DATE OF QUALIFICATION SEP 93			DATE ADDITIONAL TRAINING COMPLETED 28 APR 92 (SIM) <i>msc</i> 12 MAY 92 (FLT)	

COMMENTS (If more space is needed, continue on reverse)

QUALIFIED

III. CERTIFICATION

	TYPE NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER C. A. CALHOUN CAPT	552 ACW/DOV			X	<i>C. A. Calhoun</i>	17 Apr 92
2	REVIEWING OFFICER C. A. KANSKE MAJ	966 AWACTS/DO	X			<i>C. A. Kanske</i>	22 APR 92
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X			<i>J. P. Potter</i>	29 APR 92

I CERTIFY that I have been briefed and understand the action being taken this date

DATE 15 May 92	TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>	SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>
--------------------------	---	--

AF FORM 8
MAY 83

PREVIOUS EDITION WILL BE USED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94

W. L. Harris
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Tinkler Air Base, Tinker

IV. Examiner's Remarks:

A. Mission Description: Examinee controlled a 2v4 DACT mission in the Eagle Gulf airspace. Resources were four F-15's from the 159 FIG and two F-18's from VFA-132. AWACS was an MRU with Houston Center. Air refueling, air-to-surface, and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies:

1. SIM: First Simulator (21 Feb 92). Area 12, Safety, (U). Examinee failed to deconflict co-altitude aircraft on converging headings within 5 nm of each other. Debriefed.

Second Simulator: Area 26, Air Refueling Mission Positioning, (Q-). Examinee provided hot vectors to multiple receivers causing one receiver to roll out in front of the tanker.

2. Flight:

a. Area 8, Console Operations and Displays, (Q-). Examinee did not track assigned aircraft and keep symbology within 2 nm of data IAW TACR 55-3. Debriefed.

b. Area 20, Situation/Threat Information, (Q-). Examinee did not update formations and tactics in a timely manner.

C. Recommended Additional Training:

1. SIM: Area 26. Simulator training until examinee can position multiple receivers within parameters IAW TACR 60-2, Vol IX.

2. Flight: Area 20. Flight training until examinee can provide appropriate target information.

D. Additional Comments: The unqualified simulator evaluation was debriefed with the 552 TS/DO on 21 Feb 92. The flight evaluation was debriefed with 966 AWACTS/ADO-C3 on 15 Apr 92.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

TRAINING SUMMARY

NAME (Last, First, Middle Initial) [REDACTED]	GRADE 2LT	CLASS 92GDX-1
TRAINING UNIT AND BASE 966 AWACTS, TINKER AFB, OKLAHOMA	SYLLABUS (Number and Date) E3000BQODX, MAR 91	

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: [REDACTED] was an active participant in class. His attitude towards learning was always zealous and he was very polite with his instructors. [REDACTED] was an active participant in classroom discussions and contributed to the learning of all the students.

SIMULATOR: During challenging simulator sessions, [REDACTED] had an excellent learning attitude and strived to improve. He had some difficulty progressing through this phase of training. On two occasions he lost his composure during stress evals and push himself to the point of frustration with poor performance. He quickly overcame these problems as his confidence peaked at the completion of his training.

FLIGHT: [REDACTED] greatest asset throughout this phase of training proved to be his hard work toward preparation for each flight. He experienced some apprehension during flying, but he overcame this problem as his confidence grew at the end of training. He displayed a valiant effort to improve and finish this phase of training.

CERTIFICATE



I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

[REDACTED] had performance and confidence problems early in the later two phases of training, but learned to overcome these with hard work and adaptability to stress. His confidence peaks with good performances and praise from his instructors. [REDACTED] will require normal supervision during his MQT in the 963 AWACS.

DATE 15 Apr 92	TYPED NAME, GRADE, AND DUTY TITLE OF RATER MICHAEL J. GAINES, Capt, USAF Instructor WD	SIGNATURE OF RATER 
DATE 20 Apr 92	TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER GREGORY KOONCE, Maj, USAF Asst Operations Officer	SIGNATURE OF REVIEWER 

Reply to

Attn of: 963 AWACS/DOT (Capt Chong, 4-4171)

3 June 1992

Subject: Request for extention of MQT

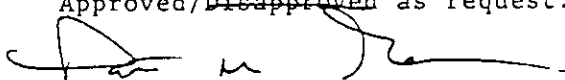
To: 963 AWACS/CC

DOT requests a 30-Day extension of 2nd Lt [REDACTED] MQT, because two of the three IWDs that flew with him recommend more training for him. The TAC Form 206s describe the details. DOT Weapons will fly Lt [REDACTED] two more times, thoroughly briefing him, and then will make a recommendation for MR Status or further action. The new projected completion date is 21 June.



CHARLES E. CHAPPELEAR, Maj, USAF
Assistant Director of Operations, Training

Approved/~~Disapproved~~ as request.



PATRICK M. GARRISON, Lt. Col. USAF
Deputy Commander

CERTIFICATE

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4 717 May 84
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		CLASS NUMBER		MISSION NUMBER		MISSION DATE	
NAME 1 Lt. [REDACTED]		C3M220		WD-FLIGHT		7.5 18 Mar 93	
CLASS NUMBER BQ		AIRCRAFT MODEL E-3		INSTRUCTOR CAPT SMITH, G.D.			
MISSION ELEMENTS REPETITIONS		MISSION STATUS		<input checked="" type="checkbox"/> EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTHI)			
		REMARKS (Continue on reverse side)					
1.) Mission Planning		OVERVIEW. [REDACTED] WAS BQ DUE TO GREATER THAN 60 DAYS WITHOUT EFFECTIVE WEAPONS SORTIE. MISSION # C3M220, TAIL # 0001, ORBIT DFW, AIRSPACE BROWNWOOD MOA. REQUIRED FOR MR STATUS.					
a.) Required Mission Forms							
b.) Utilize Planning Guides as applicable (-8080, LOA, -1000, etc)							
c.) Planning Coordination							
1) WD/NAV/AMACS Monitor							
11) Weapons Team							
d.) Comprehends required syllabus performance levels							
2.) Premission Requirements		MISSION PLANNING. INVOLVED IN MP. COMPLETED SD-ASSIGNED TASKS. BRIEFED FT. WORTH LOA, AND APPLICABLE AREA RESTRICTIONS AND LIMITATIONS.					
a.) Administrative Items (Flight Orders, RTE, etc...)							
b.) Flying Equipment (IAW 501-1)							
c.) Publications							
d.) Adherence to Flight Line Safety (Earplugs, reflective belts, etc...)							
3.) Preflight		FLIGHT. CONTROLLED 2x USNR F-14s + 2x USNR A-4s, C/S HUNTER 11/12 & RANGER 21/22 VS. OTHER WD W/ 4x F16. AIRBASE - NAVY DALLAS, AIRSPACE - BROWNWOOD (Tomcat/HORNET/LOON). MISSION WAS 2 SCOPE / 2 FREQ, 4 v 4 DACT.					
a.) Stow Personal Equipment							
b.) Oxygen Preflight (IAW checklist)							
c.) Seat Checkout							
d.) Survival Equipment (as needed)							
e.) Notify SD of discrepancies							
4.) Before Start		- GOOD JOB NOT USE RADIOS UNTIL CLEARED BY SD. WHEN FTRS CHECK-IN EARLY CONFIRM RADIOS RELEASED BEFORE TRANSMITTING.					
a.) Adjust ADS Panel							
b.) Checklist Accessible							
c.) Ready for Roll Call							
OVERALL GRADE		- ADVISE SD WHEN R+R WITH FTRS (HAD R+R W/ HUNTER AT 1624Z, BUT SD ASKED AT 1627Z IF YOU HAD CONTACT YET) REMEMBER SD IS BUSY AND MAY NOT HEAR THEM CHECK-IN.					
		SIGNATURE OF INSTRUCTOR		STUDENT INITIALS		SUPERVISOR INITIALS	
		Garland D. Smith		[REDACTED]		[REDACTED]	

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

21 May 94
Date

MISSION ELEMENTS	1	2	3	4	REMARKS
5.) Taxi / Before Takeoff				X	<p>- IF ABLE IT'S GOOD TO KEEP ON OTHER WD FREQ DURING HANDOFF AND RECOVERY OF AIRCRAFT. THIS WILL HELP YOUR SA ON WHAT THE OTHER WD'S AIRCRAFT ARE DOING, AND KEEPS YOU FROM HAVING TO ASK HIM.</p> <p>- KEEP CENTER FREQ TURNED UP LOUD ENOUGH TO UNDERSTAND DURING YOUR MISSION, BUT IF YOU HAVE TO TURN IT OFF TELL SD FIRST.</p> <p>- LET SD KNOW WHEN YOU COPY CENTER AND NET TRANSMISSIONS. THAT KEEPS HIM FROM HAVING TO ASK IF YOU COPIED.</p> <p>- CREW COORDINATION/TEAMWORK IS ALWAYS ESSENTIAL. ON A 2-SCOPE MSN ADVISE THE OTHER WD OF THE STATUS/INTENTIONS OF YOUR AIRCRAFT.</p> <p>- ALWAYS KEEP THE SD ADVISED OF ALL MSN CHANGES (I.E. HUNTER AND RANGER 21 TIED, RANGER 22 STILL HAVING RADIO PROBLEMS, NON-PLAYER, WILL CAP IN NORTHEAST, LOW, WILL REJOIN W/21 LATER FOR RTP). REMEMBER, THE RIGHT HAND ALWAYS NEEDS TO KNOW WHAT THE LEFT HAND IS DOING. THIS KEEPS THE SD OFF YOUR BACK, AND MAKE THE ENTIRE MSN GO SMOOTHER.</p> <p>- IF THE PILOT SAYS "KNOCK-IT-OFF" YOU ECHO IT! DON'T SAY "TERMINATE". (AND VICE VERSA). AN M-SORTIE IS NOT RED/GREEN FLAG.</p>
6.) Enroute Procedures (Outbound)				X	
a.) Console Checkout (IAF checklist)				X	
b.) Assignment Completion (SI assigned tasks)				X	
c.) AWACS Monitor	X				
7.) Assuming Station Procedures				X	
a.) Monitor Net II, assist SD as required				X	
b.) Monitor communications as directed				X	
8.) On-Station Procedures				X	
a.) Configure Console for mission use				X	
b.) Adjust Comm for mission				X	
c.) Understand Airspace Restrictions				X	
d.) Accept Handoffs				X	
i) Internal coordination				X	
ii) External coordination				X	
e.) Control Procedures				X	
i) Effectively use continuum of control				X	
ii) Recognize, report target tactics/formations/maneuvers/altitudes				X	
iii) Provide proper fighter positioning/geometry				X	
iv) Correctly interpret pilot inputs				X	
v.) Demonstrate appropriate RT				X	
f.) Accomplish Handovers				X	

GRADING CRITERIA

UNKNOWN - Performance was not observed or the element was not performed.

DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero")

GRADE 0 - Performance indicates a lack of ability or knowledge.

GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.

GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.

GRADE 3 - Performance is correct, efficient, skillful and without hesitation.

GRADE 4 - Performance reflects an unusually high degree of ability.

CPS

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER	POSITION NUMBER	MISSION DURATION
NAME	CLASS NUMBER	AIRCRAFT MODEL	INSTRUCTOR	
MISSION ELEMENTS 1. REPETITIONS	UNKNOWN DANGEROUS GRADE D GRADE C GRADE B GRADE A GRADE 1 GRADE 2	MISSION STATUS EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (INE/OTH) <input type="checkbox"/>		
1.) Internal coordination		REMARKS (Continue on reverse side) NEED TO BE MORE AGGRESSIVE IN GIVING AIR-SPACE POINT-OUTS. YOU ARE TOO NICE ON THE RADIO. IF THE PILOTS AREN'T LISTENING TO YOU, YOU CAN'T FLY THE JET FOR HIM. BUT YOU CAN TAKE POSITIVE STEPS TO TRY TO KEEP THEM IN THE AIRSPACE. REMEMBER, WE SHARE RESPONSIBILITY WITH THE PILOT FOR LATERAL SPILL-OUTS (WHICH YOU HAD TWO OF). YOU NEED TO BE MAKING POINT-OUTS AT THE 5NM BUFFER (IT'S THERE FOR A GOOD REASON). TAKE POSITIVE CONTROL. GIVE VECTOR HEADINGS, DON'T SAY "WORK SOUTH" BECAUSE IT IS NOT DIRECTIVE ENOUGH. WE SPEND SO MUCH TIME DOING ADVISORY CONTROL, THAT WE FORGET HOW TO GIVE POSITIVE (CLOSE) CONTROL. UNFORTUNATELY I HAD TO PULL YOU OUT OF THE SEAT BECAUSE I FELT LIKE YOU HAD LOST SOME SA AND WEREN'T AGGRESSIVE ENOUGH IN GETTING RANGER BACK IN AIRSPACE. YES, THERE WERE A LOT OF INTERNAL AND EXTERNAL COMM BREAKDOWNS/ PROBLEMS THAT CONTRIBUTED. BUT I'M SURE FT. WORTH CENTER WOULD NOT CARE ABOUT OUR EXCUSES. ALL THEY CARE ABOUT IS THAT WE BE SAFE AND KEEP THEM IN CARE THE AIRSPACE.		
ii) External coordination				
g.) Safety of Flight				
h.) Appropriately handle controlled aircraft emergencies				
9.) E-3 Aerial Refuelings				
a.) Prepare for refueling (IAW checklist)				
b.) Accomplish WD Assist (IAW 55-3)				
i) Configure scope				
ii) Provide required information to navigator				
10.) Enroute Procedures (Inbound)				
a.) IAW checklist				
b.) Complete SD Tasking				
11.) Descent/Engine Shutdown				
12.) Before Leaving Airplane				
13.) Postflight				
14.) General Use Procedures				
a.) Computer Interface demonstrates knowledge of S/A's to accomplish mission				
b.) Software knowledge				
i) Switch actions				
ii) Tabular displays				
OVERALL GRADE		SIGNATURE OF INSTRUCTOR CPI		
		STUDENT INITIALS		
		SUPERVISOR INITIALS		

[illegible]

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 14 JUN 93		
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>			GRADE 1LT		SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>		
ORGANIZATION AND LOCATION 963 AWACS/TINKER AFB OK			ACFT/CREW POSITION E-3/WD		ELIGIBILITY PERIOD APR-SEP 93		
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE		
			MSN/QUAL		14 JUN 93		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED		DUE DATES				
	3		14 AUG 93				
EXPIRATION DATE OF QUALIFICATION N/A			DATE ADDITIONAL TRAINING COMPLETED 28 JUN 93 <i>WGH</i>				
COMMENTS (If more space is needed, continue on reverse)							
RESTRICTION: MUST NOT FLY UNLESS UNDER THE DIRECT SUPERVISION OF AN INSTRUCTOR. RECHECK IS REQUIRED.							
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center; margin: 0;">CERTIFICATE</p> <p style="margin: 0;">I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <i>W. L. Harris</i> Date </div> <div style="text-align: right;"> WILLIAM L. HARRIS, Capt. USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey </div> </div> </div>							
III. CERTIFICATION							
TYPE NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER C. C. CHRISTIAN CAPT	963 AWACS/DOV			X	<i>C.C. Christian</i>	18 Jun 93
2	REVIEWING OFFICER <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	<div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	X		X	<div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	22 Jun 93
3	FINAL APPROVING OFFICER T. L. BYERS LT COL	963 AWACS/CC	X			<i>T. L. Byers</i>	22 Jun 93
I CERTIFY that I have been briefed and understand the action being taken this date							
DATE 20 Sep 93		TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>			SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>		

IV. Examiner's Remarks:

A. Mission Description: Examinee controlled a 2v2 ACT mission in the VOLKS airspace. Resources were four F-15s from the 366 FW. Additionally, examinee controlled a 4v4 DACT in the VOLKS airspace. Resources were four F-16s from the 191 FS and four F-15s from the 366 FW. AWACS was an MRU with Minneapolis Center.

B. Discrepancies:

1. Area 12, Safety, (U). Examinee failed to confirm fighter altitude blocks. Additionally, examinee failed to positively identify one of the fighters under his control resulting in the inability to provide safe separation.

2. Area 16, Airspace Coordination, (U). Examinee failed to pass the airspace briefing to the pilots.

3. Area 19, Handoff, (Q-). Examinee disregarded ATC's directives resulting in a delayed handover of aircraft. Additionally, examinee did not point out stranger traffic within 10NM resulting in SEFE intervention. Debriefed.

4. Area 20, Situational/Threat Information, (Q-). Examinee was slow to accurately report target formations and tactics, and was constantly prompted by pilots for more bogey dope which adversely affected overall training.

C. Recommended Additional Training:

1. Area 12. Flying training until examinee can conduct a safe and effective mission IAW appropriate manuals, directives and operational procedures to include positive identification of all fighters and confirmation of fighters altitude blocks, thus ensuring safe separation of all fighters under his control.

2. Area 16. Flight or simulator training until examinee is able to confirm fighters have received the appropriate airspace restrictions and limitations.

3. Area 20. Flight or simulator training until examinee is able to provide timely threat information to the fighters without jeopardizing training effectiveness.

D. Additional Comments: The 963 AWACS/DO approved flight evaluation before completion of requisites. This evaluation was debriefed with the 963 AWACS DO and 963 AWACS ADOM on 15 Jun 93.

V. Reviewing Officer's Remarks:

I feel this UQ is as much a reflection of the high out of CONUS TDY load/lack of home station flying training for our WDs, as it is an indication of Lt [REDACTED] failure to prepare himself for this evaluation. A breakdown in weapons crew coordination was also involved. I expect no problems with his re-eval.

VI. Approving Officer's Remarks:

VII. Additional Review by CC: DR

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER	SECTION NUMBER	MISSION DATE
NAME Lt [REDACTED]		CLASS NUMBER G3M14P	AIRCRAFT MODEL WD-FLIGHT	INSTRUCTOR 9.5 20 Jul 93
MISSION ELEMENTS REPETITIONS		MISSION STATUS		
		EFFECTIVE <input checked="" type="checkbox"/>		
		NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>		
		NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>		
		REMARKS (Continue on reverse side)		
1.) Mission Planning		<p>SCENARIO: Lt [REDACTED] was scheduled on this sortie for one more instructional ride before recheck on 22 Jul 93. He controlled 3 missions working with F-15s out of Navy New Orleans and Houston Center.</p> <p>OBJECTIVES</p> <ul style="list-style-type: none"> - MENTALLY PREPARE FOR CHECK RIDE - SAFETY <ul style="list-style-type: none"> -- point out stranger traffic within 10 NM -- stay out of buffer zones, 6nm work cell, 5nm positive vector -- confirm blocks / do fuel checks - CONTROL <ul style="list-style-type: none"> -- build accurate air picture (w group, posn, anchor, alt) -- quick, concise R/T, 3-1 Brevity terms -- use effective Radar Scope Interpretation, be able to see splits, beams, drops, etc -- Comm Integ → listen to pilots for maneuvers and posn, catch 80% of calls, reinitiate accordingly 		
a.) Required Mission Forms				
b.) Utilize Planning Guides as applicable (-8080, LOA, -1000, etc)				
c.) Planning Coordination				
i) WD/NAV/AWACS Monitor				
ii) Weapons Team				
d.) Comprehends required syllabus performance levels				
2.) Pre-mission Requirements				
a.) Administrative Items (Flight Orders, PCIF, etc...)				
b.) Flying Equipment (IAW 501-1)				
c.) Publications				
d.) Adherence to Flight Line Safety (Earplugs, reflective belts, etc...)				
3.) Preflight				
a.) Stow Personal Equipment				
b.) Oxygen Preflight (IAW checklist)				
c.) Seat Checkout				
d.) Survival Equipment (as needed)				
e.) Notify SD of discrepancies				
4.) Before Start				
a.) Adjust ADS Panel				
b.) Checklist Accessible				
c.) Ready for Roll Call				
OVERALL GRADE		SIGNATURE OF INSTRUCTOR [Signature]		
		STUDENT INITIALS [REDACTED]		
		SUPERVISOR INITIALS [Signature]		

→ OVER

TAC FORM 206
OCT 82

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

17 Aug 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

(963 AWACS/DOF OVERPRINT) OCT 88

MISSION ELEMENTS	1	2	3	4	REMARKS
5.) Taxi / Before Takeoff				X	
6.) Enroute Procedures (Outbound)				X	
a.) Console Checkout (IAW checklist)				X	
b.) Assignment Completion (SI assigned tasks)				X	
c.) AWACS Monitor	X				
7.) Assuming Station Procedures				X	
a.) Monitor Net II, assist SD as required				X	
b.) Monitor communications as directed				X	
8.) On-Station Procedures				X	
a.) Configure Console for mission use				X	
b.) Adjust Comm for mission				X	
c.) Understand Airspace Restrictions				X	
d.) Accept Handoffs				X	
i) Internal coordination				X	
ii) External coordination				X	
e.) Control Procedures				X	
i) Effectively use continuum of control				X	
ii) Recognize, report target tactics/formations/maneuvers/altitudes		X			
iii) Provide proper fighter positioning/geometry			X		
iv) Correctly interpret pilot inputs			X		
v.) Demonstrate appropriate RT			X		
f.) Accomplish Handovers				X	

1.-7.)

OVER ALL : Lt [REDACTED] controlling skills have suffered due to his deployment schedule, and he needs to be put on more mission sorties to improve his skills. He started out slow and not as confident on the first mission, but did improve as the day progressed.

Mission planning and enroute procedures when fine, no problems.

GRADING CRITERIA

UNKNOWN - Performance was not observed or the element was not performed.

DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").

GRADE 0 - Performance indicates a lack of ability or knowledge.

GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.

GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.

GRADE 3 - Performance is correct, efficient, skillful and without hesitation.

GRADE 4 - Performance reflects an unusually high degree of ability.

INDIVIDUAL MISSION GRADESHEET <small>(Grading Criteria on Reverse Side)</small>		MISSION NUMBER	POSITION NUMBER	MISSION DURATION	DATE
NAME	CLASS NUMBER	AIRCRAFT MODEL	INSTRUCTOR		
MISSION ELEMENTS 1 REPETITIONS	UNKNOWN	DANGEROUS	GRADE D	GRADE C	GRADE B
1.) Internal coordination					
11.) External coordination					
g.) Safety of Flight					
h.) Appropriately handle controlled aircraft emergencies	X				
9.) E-3 Aerial Refuelings					
a.) Prepare for refueling (IAW checklist)					
b.) Accomplish WD Assist (IAW 55-3)	X				
i.) Configure scope					
ii.) Provide required information to navigator					
10.) Enroute Procedures (Inbound)					
a.) IAW checklist					
b.) Complete SD Tasking					
11.) Descent/Engine Shutdown					
12.) Before Leaving Airplane					
13.) Postflight					
14.) General Use Procedures					
a.) Computer Interface demonstrates knowledge of S/A's to accomplish mission					
b.) Software knowledge					
i.) Switch actions					
ii.) Tabular displays					
OVERALL GRADE					
MISSION STATUS		EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (INE/OTH) <input type="checkbox"/>			
REMARKS (Continue on reverse side)		<p>8.) Reminded student to configure console to his needs when he sat down at a new seat.</p> <p>Lt [REDACTED] was hesitant to accept control handoff from ATC, but took control of fighters when they checked up in his frequency. Lt [REDACTED] told fighters to "maintain Clearance" until the airspace; fighters requested vectors, and instructor debriefed to be firm with pilots about "Maintain ATC Clearance" for the 5 min more that it takes to get in the airspace.</p> <p>Lt [REDACTED] needs to work on Radar Scope Interpretation (RSI), which can be accomplished with more mission sorties and control opportunities. He is slow to recognize splits, beams, drags, ect. He also lost contact on his fighters briefly when the radar went into test mode and his fighters turned off their squawks. [REDACTED] was debriefed to ask fighters to squawk mode 3s for tracking and assign wingman a M3 as per the LOT if it will help keep track of fighter positions.</p> <p>Lt [REDACTED] coordinated well with Center for aircraft recovery, but could have coordinated better with fellow WB to recover both sets of fighters at same time, instead of two separate recoveries to Center.</p>			
SIGNATURE OF INSTRUCTOR		STUDENT INITIALS		SUPERVISOR INITIALS	

MISSION ELEMENTS		REMARKS	
15.) E-3 Emergency Procedures	X	8) CONT Lt [REDACTED] was debriefed to confirm "Terminate" with fighters if they do not answer back "Terminate" or if their comm sound like they are still trying to engage even though a terminate was called.	
a.) Equipment, Placement and Use	X		
b.) Simulated Emergency Drill	X		
16.) Forms, Reports and Logs	X		
(IAW 55-3)			
17.) Crew Coordination	X	14.) Lt [REDACTED] reinitiate S/A was slow and needs work. He did CAP/commit and RTS pair his fighters 80% of the time.	
18.) Aircraft Characteristics and Tactics/ROE	X		
a.) ROE (eg... 55-79, 3-16, 3-1, etc)	X		
b.) Fighter characteristics	X	15.) Simulated Emergency was a nuclear event with a "Rapid D," and Lt [REDACTED] was designated runner. Because of the simulated shock-wave he did not deploy; he had no problems getting on E ₂ .	
		Things to Concentrate on improving:	
		- Be firm with fighters to "Maintain Clearance" and to acknowledge "Terminate" calls.	
		- work on RSI and recognizing bandit maneuvers	
		- internal coordination with fellow wds for handovers and recoveries	
		- Listening to pilots to build S/A and for tracking purposes	
		Lt [REDACTED] has a good head for safety and <u>is</u> improving his Controlling skills. He is ready for his recheck Evaluation ride.	

GRADING CRITERIA	
UNKNOWN	- Performance was not observed or the element was not performed.
DANGEROUS	- Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero")
GRADE 0	- Performance indicates a lack of ability or knowledge
GRADE 1	- Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
GRADE 2	- Performance is essentially correct. Recognizes and corrects errors.
GRADE 3	- Performance is correct, efficient, skillful and without hesitation.
GRADE 4	- Performance reflects an unusually high degree of ability.

INDIVIDUAL MISSION GRADE SHEET (Grading Criteria on Reverse Side)		MISSION NUMBER F3M214		POSITION NUMBER WD		MISSION DURATION 7.8		DATE 28 JUNE 93	
NAME 1LT [REDACTED]		CLASS NUMBER N/A		AIRCRAFT MODEL E-3B		INSTRUCTOR CAPT FURBEE			
MISSION ELEMENTS () REPETITIONS		UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS
									EFFECTIVE <input checked="" type="checkbox"/>
									NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>
									NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>
		REMARKS (Continue on reverse side)							
7.1.1 MISSION PLANNING FORMS									<p>OVERVIEW : THIS 206 ANNOTATES ADDITIONAL TRAINING ACCOMPLISHED. MULTIPLE ACT/DACT MISSIONS WERE CONTROLLED DURING A 5-DAY PERIOD.</p> <p><u>FOCUS AREAS</u></p> <p>① SAFETY → ALTITUDE AWARENESS BLOCKS CHECK - PASS - COORDINATION</p> <p>② AIRSPACE → PASS ALL PERTINENT INFO PASSED TO FIGHTERS (INCLUDING CHANGES). COORDINATE W/FELLOW WD. MAINTAIN AIRSPACE INTEGRITY</p> <p>③ INTERCEPTS - "BUILD" AN ^{ACCURATE} PICTURE FOR FTRS IN A CLEAR CONCISE R/T.</p>
a. MORE/PCIF Review									
b. Flight Order Form									
7.1.2 RESEARCH AERONAUTICAL DATA									
a. IFR Supplement									
b. FRA LORA									
c. FLIP									
d. Local Pilot Aids									
e. Compile Info on ICAO, Freq or NAV Channel, Geographical Ref. Points									
7.1.3 DATA BASE CHECKS									
a. TP 1000									
7.1.4 DEVELOP MISSION FACT SHEET									
a. Lessons learned									
b. Airbases, Nav aids, Reference Points									
c. Orbit/Airspace Coordinates									
d. Control Agency C/S									
e. Map/OCCS Origin									
7.1.5 MAP ACCURACY									
a. Airspace									
b. Airbases									
c. Nav aids									
d. Reference Points									
e. Orbits and A/R Tracks									
7.1.6 MCM 3-1 BRIEFING									
a. Tactics/Countertactics									
b. Self-protection Tactics									
OVERALL GRADE		②							
		SIGNATURE OF INSTRUCTOR [Signature]		STUDENT INITIALS [REDACTED]		SUPERVISOR INITIALS FEC BAF/CC ⑨			

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

4 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAC FORM 206 (Computer Generated)

(Overprint, 552 OSS/OST JUL 1992)

MISSION ELEMENTS		U	D	0	1	2	3	4
7.1.7	WD ASSIST MISSION PLANNING	X						
	a. Tanker Callsign							
	b. ARCT							
	c. Offset/Turn Range							
	d. Communications Procedures							
	e. Info Calls	X						
7.1.8	CONTROLLER/PILOT BRIEFING	X						
	a. 28 AD Form 47							
	b. Objectives, Ref. Points, Safe Areas							
	c. C/S No. and Type A/C							
	d. Level of Control							
	e. A/S, ALT., Recovery Info							
	f. Special Activities							
	g. FREQs, KILLS, ROE, Knock It Offs							
	h. Comm Procedures, Have Quick							
	i. Tactics							
	j. Emergency and Radio Out Procedures	X						
7.2.1	PREFLIGHT					X	X	
	a. Clothing/Equipment and PUDs					X	X	
	b. Stow Baggage/Equipment					X	X	
	c. ADS					X	X	
	d. Seat					X	X	
	e. Flightline Safety					X	X	
	f. Oxygen Panel					X	X	
	g. Aircrew Aid Interior Inspection Checklist					X	X	
7.2.2	CREW COORDINATION					X	X	
	a. Nets, Intercom, Computer					X	X	
	b. Database Updates					X	X	
	c. Transfer AWACS Monitor	X						
	d. Strangers/Traversals					X	X	
	e. Intracrew Handovers					X	X	

REMARKS:

OBJECTIVE 1 :

PRIMARY FOCUS = SAFETY

Lt. [REDACTED] did an excellent job working w/ his fighters and fellow controllers in confirming and maintaining safety throughout all the missions controlled. EC ①

During ORI - Lt. [REDACTED] played an integral part in the ORI as Blue Air ASSIST - coordinating for Blue and Red Air Safety (by confirming commits, blocks, and traffic management)

GOOD Job !!

GRADING CRITERIA

- UNKNOWN - Performance was not observed or the element was not performed.
- DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").
- GRADE 0 - Performance indicates a lack of ability or knowledge.
- GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
- GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.
- GRADE 3 - Performance is correct, efficient, skillful and without hesitation.
- GRADE 4 - Performance reflects an unusually high degree of ability.

INDIVIDUAL MISSION GRADESHET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME		CLASS NUMBER		WD AIRCRAFT MODEL		INSTRUCTOR			
MISSION ELEMENTS () REPEATITIONS	UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/ENP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>	
	REMARKS (Continue on reverse side)								
7.2.2 f. Handoff/Recovery Assistance					X			<p><u>OBJECTIVE 2 - AIRSPACE</u></p> <p>During the course of this 5-day set of sorties - multiple airspaces & agencies were encountered. While conducting the ORI, Lt. [REDACTED] helped the Blue Air controllers keep apace w/airspace and altimeter changes.</p> <p>As a WD during the ACT/DACT missions, Lt. [REDACTED] kept the SD/WD contract of "non-buffer" control and passed all required information. Again Good Job - Improvement seen over the Course of the 5-day trip.</p>	
g. A/S and WX Changes					X				
h. Emergency Assistance	X								
7.2.3 OUTBOUND CONSOLE/COMM CHECKOUT					X				
a. Console Checkout					X				
b. Complete Assignments per SD					X				
c. Configure console for mission					X				
d. Mission Radios Checked Out/Configured					X				
7.2.4 CHECK-IN ACTIONS					X				
a. Handoff IAW LOA					X				
b. Airspace Brief					X				
c. Request Mission Changes	X				X				
d. Verify Mission Brief					X				
e. WD/Aircrew Safety IAW JR 55-79					X				
7.2.5 TARGET/THREAT INFO					X				
a. Heading, Altitude, Speed					X				
b. Flight Size/Formations					X				
c. Tactics/Maneuvers					X				
7.2.6 COMPUTER INTERFACE/DATA LINK					X				
a. Tracking					X				
b. Switch Actions					X				
7.2.7 COMMUNICATION W/PILOT					X				
a. At Pilot Request					X				
b. When Radio Transmissions Show S/A Missing					X				
c. Comm Flow Plan					X				
d. Safety Transmissions					X				
OVERALL GRADE								SIGNATURE OF INSTRUCTOR	
								STUDENT INITIALS	
								SUPERVISOR INITIALS	

MISSION ELEMENTS		U	D	0	1	2	3	4
7.2.7	a. R/T IAW JR 55-79 and MCM 3-1					X		
7.2.8	TRAINING RULES/SAFETY IAW JR 55-79 AND LOA					X		
7.2.9	AIRCRAFT RECOVERY					X		
	a. RIB Intentions from Pilot					X	X	
	b. Join Up					X	X	
	c. Airspace Maintained Until Handover					X	X	
	d. Pass RIB to ATC					X	X	
	e. Handoff to ATC					X	X	
	f. Final Fuel					X	X	
	g. Debrief					X	X	
	h. Pass RIB Clearance					X	X	
	i. Notify SD of Handoff					X	X	
7.2.10	AWACS MONITOR IAW AOCR 55-3	X						
	a. Configure SDC/ADS							
	b. Coordination - Receive, Handoff AWACS Monitor duty							
	c. Advise Flight Deck/SD/MDC							
	d. Traffic Advisories							
	e. Direct Avoidance Maneuvers							
	f. Navigational Assistance	X						
7.2.11	WD ASSIST A/R	X						
	a. Comm w/Flight Deck IAW AOCR 55-3							
	b. Slant Range/Foward Range/ Final Turn							
	c. Provide Info Requested by NAV							
	d. ID Tanker							
	e. Provide Safety Monitor							
	f. Control Inputs to E-3/ Tanker	X						

REMARKS:

OBJECTIVE 3 - CONTROL

An area that originally started slowly. Tape Recordings of missions helped improve both R/T and Comm Cadence. Lt. [REDACTED] developed a good flow of information - that enabled his fighters positively and correctly sort the targets. Continue to work on establishing comm cadence w/ fighters. (Taping missions helps).

GRADING CRITERIA

- UNKNOWN - Performance was not observed or the element was not performed.
- DAUGHTER - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").
- GRADE 0 - Performance indicates a lack of ability or knowledge.
- GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
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- GRADE 3 - Performance is correct, efficient, skillful and without hesitation.
- GRADE 4 - Performance reflects an unusually high degree of ability.



INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME		CLASS NUMBER		WD		AIRCRAFT MODEL		INSTRUCTOR	
MISSION ELEMENTS () REPETITIONS	UNKNOWN	UNGRADUATED	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS	
								EFFECTIVE <input type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>	
REMARKS (Continue on reverse side)									
<p><u>OBSERVATIONS :</u></p> <p>It seems that Lt. [REDACTED] was a bit rusty before taking his EVAL →</p> <p>Ways to Correct this might be</p> <p><u>A:</u> Work in extra sorties prior to taking EVAL</p> <p><u>B:</u> Extra Sim-time w/ an IWD (again prior to EVAL)</p> <p><u>C:</u> Understanding the need for deployments - as EVAL Cycle becomes imminent - work hard to keep near home working home sorties and/or exercises to ensure readiness for checkride.</p>									
<p>7.2.12 MISSION COMPLETION/CONTROL PROCEDURES</p> <p>a. Utilize Continuum of Control IAW JR 55-79</p> <p>b. Airspace Integrity IAW ICA, FAA SMO 7610.4</p> <p>c. R/T IAW MCM 3-1</p> <p>d. Emergency Assistance IAW ICA, FAA SMO 7610.4 or SD Directive</p> <p>7.2.13 WD LOG</p> <p>a. C/S Number, Type A/C</p> <p>b. Target</p> <p>c. Radio/Radar Contact Time</p> <p>d. Mode IV</p> <p>e. Intercept Numbers</p> <p>f. Fuel States/Intercept Totals</p> <p>g. Handoff Info</p> <p>7.2.14 POST MISSION/LANDING</p> <p>a. WD Log to SD</p> <p>b. Power Down SDC</p> <p>c. Weapons/Crew Debriefings</p> <p>d. Console/Seat/Notify SD</p> <p>e. Stow Equipment</p> <p>7.2.15 E-3 EMERGENCIES IAW T.O. 1E-3A-43-1-2</p> <p>a. Ground Egress</p> <p>b. Runner Duties</p> <p>c. Ditching</p> <p>d. Smoke/fumes</p>									
OVERALL GRADE								SIGNATURE OF INSTRUCTOR	
								STUDENT INITIALS	
								SUPERVISOR INITIALS	

CER  CATI


AIRCREW QUALIFICATION

COMPLETED
13 AUG 93

I. EXAMINEE IDENTIFICATION






NAME (Last, First, Middle Initial) 	GRADE 1LT	SSAN 
ORGANIZATION AND LOCATION 963 AWACS/TINKER AFB OK	ACFT/CREW POSITION E-3/WD	ELIGIBILITY PERIOD APR-SEP 93

II. QUALIFICATION



GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
CLOSED BOOK	23 JUN 93	100	MSN/QUAL RECHECK	22 JUL 93
OPEN BOOK	23 JUN 93	100		
QUAL SIM	13 AUG 93	3/1		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED		DUE DATES	
1			13 SEP 93	
EXPIRATION DATE OF QUALIFICATION DEC 94			DATE ADDITIONAL TRAINING COMPLETED 12 AUG 93 	

COMMENTS (If more space is needed, continue on reverse)

III. CERTIFICATION

	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS			
1	FLIGHT EXAMINER D. P. CIENSKI CAPT	963 AWACS/DOV			X		30 AUG 93	
2			X				31 AUG 93	
3	FINAL APPROVING OFFICER C. H. WAGNER LT COL	963 AWACS/CC	X				2 SEP 93	

I CERTIFY that I have been briefed and understand the action being taken this date

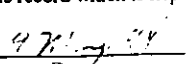
DATE 20 Sep 93	TYPED NAME AND GRADE OF EXAMINEE 	SIGNATURE 
-------------------	---	---

AF FORM
MAY 85 8

PREVIOUS EDITION WILL BE USED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.


WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incidents Air Base, Turkey

IV. Examiner's Remarks:

A. Mission Description: Examinee controlled a 2v2+1 intercept mission in the Eagle Gulf airspace. Resources were two F-15 from the 58 FS, one F-16 from the 125 FG, and two RF-4 from the 117 RW. AWACS was an MRU with Houston Center. Air refueling, air-to-surface, and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies:

1. Sim: First Simulator (13 Jul 93)

(a) Area 24, Air-to-Air Mission Positioning (U). Examinee failed to provide appropriate vectors for stern geometry. As a result, examinee failed to keep his fighter aircraft out of adversary weapons parameters. Additionally, examinee consistently voiced late final turns resulting in excessive rollouts.

C. Recommended Additional Training:

Sim: Area 24, Simulator training in a lane defense scenario. Emphasis should be placed on final turns, calling them early enough to ensure a 0-5nm rollout. Training should also focus on simultaneous intercepts.

D. Additional Comments: 963/DO approved flight evaluation before the completion of requisites. This evaluation was debriefed with the 963/ADOM on 22 Jul 93.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

DEPLOYMENT TRAINING FEEDBACK

NAME LT [REDACTED]

CREW POSITION WD

FLIGHT B-3

DEPLOYMENT
LOCATION: Incirlik, Turkey

DATES: 8 Nov 92 - 16 Dec 92

NUMBER OF MISSIONS: 12

DATE MSN NO. DURATION

13 NOV	KPC 282	10.2
16 NOV	KPC 284	11.1
18 NOV	KPC 286	11.2
24 NOV	KPC 292	10.7
30 NOV	KPC 297	10.0
2 DEC	LPC 299	9.9
5 DEC	LPC 302	10.2
8 DEC	LPC 305	11.0
11 DEC	LPC 308	10.9
13 DEC	LPC 310	9.9

1. Mission Preparation (Mission Planning, Sims, Briefs, Self-Study).

LT [REDACTED] performed two spin up sims to familiarize himself with the area of deployment, working areas, transition corridors, and control procedures.

Self study thru weapons and tactics spinup books was performed and LT [REDACTED] had a good working knowledge of the deployment job he was to perform.

Weapons held a question and answer brief during mission planning and LT [REDACTED] participated with enthusiasm and the desire to learn.

2. Employment (Hands-on Activity, Intercepts, Equipment Operation, Landings, Etc.).

As a new WD and on his first deployment LT [REDACTED] performed well. His intercepts with Turkish F-16's were very well run and his control in the weapons positions of check in, Tank, and AOR went well with some help from fellow WD's. LT [REDACTED] was able to practice E-3 rendezvous for the first time and his performance here improved from needing some direction to needing no help on his last one.

3. Mission Enhancement (Troubleshooting, Tactical Awareness, Mission Involvement, Gameplans, Etc.).

LT [REDACTED] learned a lot on his first deployment. His more experienced fellow WD's helped him in his learning and by the end of the deployment LT [REDACTED] was doing most everything on his own. LT [REDACTED] helped to mission plan when asked and tried to gain advanced knowledge of the mission.

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William L. Harris
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

4. Professional Qualities (Teamwork, Crew Coordination, Leadership, Professionalism, Esprit de Corps, Etc.).

LT [REDACTED] learned the value of coordination with all players of the mission and his knowledge base has grown tremendously. He soon was able to coordinate very effectively with other weapons personnel. LT [REDACTED] has a very upbeat attitude and a willingness to learn.

5. Upgrade Recommendation (Ready for More; if not, when; doing well, etc.).

LT [REDACTED] as a new WD is well on his way to learning what he needs to know to instruct and to upgrade further. More exercises and missions will continue this learning. He is doing well.

Written By:

DATE 30 DEC 92

NAME/RANK

ROD DRAS, 1LT

CREW POSITION

SD

Reviewed By:

DATE

4 Jan 93

NAME/RANK

Ed Lawrence

AC/MCC

Squadron Review:

FLT CC

B & J

DOM/DOF

RDC (2)

DO

RNB (2)

CD/CC

FB (13/1)

DOT (file)

70M

6. Additional Comments.

Continue to Challenge this young WD. Where many new WDs drop between the cracks and quit learning LT [REDACTED] shows a desire to learn.

LT [REDACTED] is motivated and hard working. His SD/MCL need to steer him and keep him focused, & hell be "top notch". Has a good attitude and is willing to do whatever he needs to do to improve. Jon

DEPLOYMENT TRAINING FEEDBACK

NAME [REDACTED] Lt _____ CREW POSITION <u>WD</u> _____ FLIGHT <u>B</u> _____ DEPLOYMENT LOCATION: <u>Nellis, Green Flag 93-3</u> _____ DATES: <u>20 Mar - 27 Mar</u> _____ NUMBER OF MISSIONS: <u>3</u> _____	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">DATE</th> <th style="text-align: left;">MSN NO.</th> <th style="text-align: left;">DURATION</th> </tr> </thead> <tbody> <tr> <td>22 Mar 93</td> <td>C3M171</td> <td>4.3</td> </tr> <tr> <td>23 Mar 93</td> <td>C3M172</td> <td>4.5</td> </tr> <tr> <td>24 Mar 93</td> <td>C3M173</td> <td>4.5</td> </tr> </tbody> </table>	DATE	MSN NO.	DURATION	22 Mar 93	C3M171	4.3	23 Mar 93	C3M172	4.5	24 Mar 93	C3M173	4.5
DATE	MSN NO.	DURATION											
22 Mar 93	C3M171	4.3											
23 Mar 93	C3M172	4.5											
24 Mar 93	C3M173	4.5											

1. Mission Preparation (Mission Planning, Sims, Briefs, Self-Study).

Lt [REDACTED] was added late to the crew. Did everything he was tasked in preparing for deployment.

2. Employment (Hands-on Activity, Intercepts, Equipment Operation, Landings, Etc.).

Lt [REDACTED] worked as check-in controller for all three flights. Weather canceled on Thursday and Friday. Did a very good job. Once all aircraft were checked-in, assisted the HVAA controller.

3. Mission Enhancement (Troubleshooting, Tactical Awareness, Mission Involvement, Gameplans, Etc.).

Lt [REDACTED] is very involved during the missions. As the check-in controller wasn't involved in planning, but was willing to assist any other WDs/positions who needed help.

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9 May 94
Date

William L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

4. Professional Qualities (Teamwork, Crew Coordination, Leadership, Professionalism, Esprit de Corps, Etc.).

Lt [REDACTED] works well with the weapons team. He is always involved in all activities, both on and off duty.

5. Upgrade Recommendation (Ready for More; if not, when; doing well, etc.).

Written By:

DATE 19 APR 93

NAME/RANK Capt Pickle, Capt Christian

CREW POSITION SD

Reviewed By:

DATE 3 Jun

NAME/RANK Art Furler

AC/MCC (C)

Squadron Review: FLT CC BK (23) DOM/DOF HP DO JHE

CD/CC TB DOT (file) _____

6. Additional Comments.

CERTIFICATE

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Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD: ACTIVITY SUMMARY (PA)

AS OF 94 APR 06

PCN SA002-CO1

CONTINUATION/INDIVIDUAL

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MAB3 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS						TOT			TRAINING LOST			REMAINING			LAST ACCOMP	CURRENCY DUE	
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON	QTR			S/A
AM01	AIR TO AIR LV			12		8		1		2										1	940316	NO DATE
AM10	A/A SCHEDULE																				NO DATE	NO DATE
ARO2	AR MSN SIM			4			2		3												940325	NO DATE
ARO3	AR MSN LIVE			2		5		1													940203	NO DATE
AR13	AR MSN SCHEDULE																				NO DATE	NO DATE
AS02	AIR / SURF SIM			2																2	930923	NO DATE
AS03	AIR SURF LIVE			1																1	921211	NO DATE
AS13	A/A SCHEDULE																				NO DATE	NO DATE
ATO1	AIR TO AIR SIM			24																24	931208	NO DATE
CW60	INIT CW FLY																				NO DATE	NO DATE
CW70	CW CONT TRNG																				930404	940430
EP60	MSN SCENARIO			4			1		1											2	940325	NO DATE
TS00	SORTIE SCHEDULE				12		4		4												940316	NO DATE
TS01	TOTAL SORTY				12		4		4												940316	NO DATE
TZ00	HGH VALUE STY			2		12		3		2											940316	NO DATE
TZ02	RED FLAG																				NO DATE	NO DATE
TZ03	GREEN FLAG																				930324	NO DATE
TZ04	COPPER FLAG																				NO DATE	NO DATE
TZ05	MAPLE FLAG																				NO DATE	NO DATE

NA0000 94096

PAGE 182

TAC PAGE 181

PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA)

AS OF 94 APR 06

PCN SA002-C01

CONTINUATION/INDIVIDUAL

NAME [REDACTED] SSAN: [REDACTED] CREW POS: MAB3 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	ACCOMPLISHMENTS												TOT SCH	WX	HHQ	OPS	MX	OTH	TOT	REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN																
TZ10	JOINT EXERCISE					2															940316	NO DATE		
TZ16	LCL CFT																				931021	NO DATE		
TZ18	ALERT																				931025	NO DATE		
TZ21	CONTINGENCY		12	3																	940206	NO DATE		
TZ22	OVERSEAS																				931224	NO DATE		
VP60	COMM JAM	2																	2	930403	NO DATE			
VP61	COMM JAM SIM			1																940218	NO DATE			
WS01	WEAPONS SORTIE	12	12	2	2															940316	940515			
WT01	INST MON INTER																			930810	940630			
WT10	WPNS TRNG SCH		12	2	3															940316	NO DATE			
WT20	WPNS TRNG EFF																			NO DATE	NO DATE			

CERTIFICATE

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WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

INDIVIDUAL CURRENCY SUMMARY (PA)

AS OF 94 APR 06

PCN SA002-A01

NAME	GRD 1LT	SSAN	ACFT G	CPOS MAB3	TYPE TRAINING A	RJETS 1	CMD OT	UNIT/TYPE 0963 AWACS B	FLT B	*TYPE OF REQUEST* UNIT
------	------------	------	-----------	--------------	--------------------	------------	-----------	---------------------------	----------	---------------------------

TRAINING TABLES ASSIGNED: 11
TABLE REFERENCE MONTH: MAY

EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	CD	DATE IN PHASE	DATE NEXT DUE	NC CD	EVENT ID	CURRENCY ITEM	FLG	DATE LAST EX ACCOMP	CD	DATE IN PHASE	DATE NEXT DUE	NC CD
AA01	FLT EVAL		14 JUN 93	P	01 JUN 94	30 NOV 94	C3	SA09	M-9 SMALLARMS	###	NO DATE	P	ONE TIME		X
1A02	ANNULSIM CHECK		13 AUG 93	P	ONE TIME		X	SA13	38 SMALLARMS	###	NO DATE	P	ONE TIME		X
TO5	BUDDYCARE TRNG		09 JUN 92	P	PASSED	09 JUN 94	C3	SEO1	CLSD BOOK EXAM		23 JUN 93	P	ONE TIME		X
AT10	AFOSI BRIEF		12 NOV 91	P	PASSED	30 NOV 94	C3	SEO2	OPEN BOOK EXAM		23 JUN 93	P	ONE TIME		X
AT99	ANCILLIARY TRN		06 NOV 91	P	ONE TIME		X	SEO6	SEO1/02 PHASE		14 JUN 93	P	01 JUN 94	30 NOV 94	C3
CS01	COMSEC TRNG		19 NOV 91	P	ONE TIME		X	SS01	BASIC SURVIVAL		01 NOV 91	P	ONE TIME		X
CW10	INIT CW GND		18 NOV 91	P	ONE TIME		X	TC02	CENTCOM CERT		01 DEC 93	P	PASSED	01 DEC 94	C3
CW40	CONT CW GND		19 OCT 93	P	PASSED	31 OCT 94	C3	TC10	NORTHANT CERT	***	18 MAY 92	P	PASSED	18 MAY 93	C3
GD45	DOV PERIO EXAM		18 OCT 93	P	PASSED	30 JUN 94	C3	TC20	PACAF CERT		01 DEC 93	P	PASSED	01 DEC 94	C3
GT01	1ST QTR WSAT		15 FEB 94	P	01 JAN 95	31 MAR 95	C3	TC40	NORAD CERT		05 APR 94	P	PASSED	05 APR 95	C3
GT02	2ND QTR WSAT	*	13 APR 93	P	01 APR 94	30 JUN 94	C3	TC50	READINESS BREF		01 DEC 93	P	PASSED	31 DEC 94	C3
GT03	3RD QTR WSAT		14 JUL 93	P	01 JUL 94	30 SEP 94	C3	TC55	ALASKABUFFRZONE	###	NO DATE	P	PASSED	PASSED	C3
GT04	4TH QTR WSAT		10 OCT 93	P	01 OCT 94	31 DEC 94	C3	TC66	EUROPBUFFRZONE	###	NO DATE	P	PASSED	PASSED	C3
GT90	US/USSR OPS	###	NO DATE	P	PASSED	PASSED	C3	TC97	CKFLG AFTP		01 DEC 93	P	PASSED	31 DEC 94	C3
GT91	ANTI HIJACK	###	NO DATE	P	PASSED	PASSED	C3	TC60	USAFE CERT	###	NO DATE	P	PASSED	PASSED	C3
IN00	TK/CM TRNG		30 MAR 94	P	PASSED	31 DEC 94	C3	TC70	SOUTHCOM		08 JUN 93	P	PASSED	08 JUN 94	C3
LS03	LCALSURVL TRNG		21 NOV 91	P	ONE TIME		X	WTO2	MASS MSN DEBRF	***	30 OCT 92	P	PASSED	30 JUN 93	C3
LS04	L/S CHEM WAR		29 SEP 93	P	PASSED	30 SEP 94	C3	WVO1	WATER SURVIVAL		09 NOV 91	P	ONE TIME		X
LS05	L/S WET DITCH		16 NOV 92	P	PASSED	30 NOV 94	C3								
LS06	LND SURV REFSR		29 SEP 93	P	PASSED	30 SEP 94	C3								
LS07	EGRES		29 SEP 93	P	PASSED	30 SEP 94	C3								
LS09	SMOKE EVAC LAB		22 JAN 93	P	ONE TIME		X								
MS01	MOB/SHOT RVIEW		18 DEC 93	P	01 JUN 94	30 JUN 94	C3								
PP01	FLT PHYSICAL		22 MAR 94	L	01 DEC 94	31 MAY 95	C3								
11	ALT CHAMBER		09 OCT 91	L	LOCKED	31 OCT 94	C3								
RO1	RECORD REVIEW		17 MAR 94	L	01 FEB 95	31 MAY 95	C3								

FLIGHT TIME HISTORY

FLAG MEANING: * IN PHASE, ** DUE WITHIN A MONTH, *** OVERDUE, ### NO DATE LAST ACCOMP

TOTAL HOURS: 1109.9
LAST 30: 17.9//60: 40.6//90: 150.6

CURRENT AIRCRAFT

SCHEDULED ACTIVITIES

SCHEDULED ACTIVITIES

MD5	CPOS	HOURS	DT LS FLOWN
EO03B	MAB3	741.6	16 MAR 94
EO03C	MAB3	368.3	07 FEB 94
EO03A	MAB3	.0	NO DATE
EO03D	MAB3	.0	NO DATE
S EO03	MAB3	227.7	25 MAR 94

DESCRIPTION	START DT/TM	TERM DT/TM	DESCRIPTION	START DT/TM	TERM DT/TM
-------------	-------------	------------	-------------	-------------	------------

NAQA00: 94096

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TAC PAGE 117

PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3d

T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**


T-3e

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

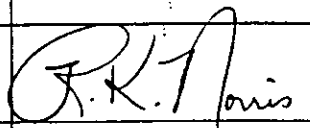

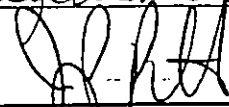
CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 5 Jan 94	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) [REDACTED]			GRADE 2LT		SSAN [REDACTED]
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB, OK			ACFT/CREW POSITION E-3/WD		ELIGIBILITY PERIOD N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
CLOSED BOOK	16 Nov 93	100	INTL MSN/QUAL	5 Jan 94	
CLOSED BOOK	16 Nov 93	96			
QUAL SIM	22 Oct 93	1			
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)		
QUALIFIED	UNQUALIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
1			ADDITIONAL TRAINING		
EXPIRATION DATE OF QUALIFICATION JUN 95			DUE DATES N/A		
			DATE ADDITIONAL TRAINING COMPLETED		
COMMENTS (If more space is needed, continue on reverse)					

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.


WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

9 Jan 94
 Date

III. CERTIFICATION							
	TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER R.K. NORRIS CAPT	966 AWACTS/DOTV			X		13 Jan 94
2	REVIEWING OFFICER L. P. TUCKER LT COL	966 AWACTS/DO	X				13 JAN 94
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X				14 JAN 94
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 25 Jan 94		TYPED NAME AND GRADE OF EXAMINEE [REDACTED]				SIGNATURE [REDACTED]	

IV. Examiner's Remarks:

A. Mission Description: Examinee controlled a 2v2 ACT mission in the W155A airspace. Resources were 4 F-15's from the 33rd FW. AWACS was an MRU with FACSFAC Pensacola. Air refueling, air-to surface, and 2v1 VID procedures were evaluated by simulation.

B. Discrepancies: Area 16, Airspace Coordination, (Q-). Examinee did not provide complete airspace restrictions to fighters under his control. Debriefed.

C. Recommended Additional Training: N/A

D. Additional Comments: This evaluation was debriefed with the 966 AWACTS/DOM.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

TRAINING SUMMARY

NAME (Last, First, Middle Initial)

GRADE

2LT

94-CDX-1

TRAINING UNIT AND BASE

SYLLABUS (Number and Date)

966 AWACTS, TINKER AFB, OKLAHOMA

E3000BQODX, JUN '92

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: Lt [REDACTED] was always punctual and well prepared for class. He achieved a 95.3 academic average. He overcame initial setbacks with a high degree of motivation, desire to excel, and good study habits. He displayed great eagerness to learn.

SIMULATOR: Lt [REDACTED] made the transition from academics to simulator very well, and worked hard to apply his academic knowledge in the simulator sessions. Despite being challenged by the sim scenarios, he maintained a confident and optimistic attitude which earned him the distinction of being named "Most Improved Student."

FLIGHT: Lt [REDACTED] worked hard throughout flying training, and demonstrated excellent potential. He was always thoroughly prepared for each mission. A lack of experience and confidence presented some challenging obstacles for Lt [REDACTED] but through determined perseverance he steadily improved with each flight.

CERTIFICATE

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9717-7 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

Through all phases of training, Lt [REDACTED] displayed impeccable officership and professional qualities. He is a team player that just needs a little time and practice to develop more self confidence. Once he does, he will be an excellent addition to the controller community.

DATE

11 JAN 94

TYPED NAME, GRADE, AND DUTY TITLE OF RATER
CHRISTOPHER S. WILSON CAPT, USAF
Instructor Weapons Director

SIGNATURE OF RATER

Christopher S. Wilson

DATE

18 JAN 94

TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER
JAMES W. PATTERSON, MAJOR, USAF
Instructor Mission Crew Commander

SIGNATURE OF REVIEWER

James W. Patterson

(Overprint 552 OSS/OST OCT 82)

MISSION ELEMENTS	U D 0 1 2 3 4						REMARKS
							① Try to avoid gimballing target with initial vector. Obviously, this will depend somewhat on range to bogey/bandit.
							② MQT has good target brief. Good to have system for calls and make them the same everytime so you don't miss anything (comm jam permitting). Remember to update with "faded."
							③ MQT began using post-attack vectors towards end of SIM.
							④ If you are going to point out "bogey/bandits" not targeted on, use "additional bogey/bandit" to avoid confusion.
							<u>• ROE</u>
							MQT needs to employ BVR when you screen - use "bandit" when able (e.g. Red symbology, wartime ROE) and know what exactly ROE is. Write it down if necessary.
							<u>• COORDINATION</u>
							① Overall coordination improved passing playtimes to SD and working with other WDs. Don't be afraid to ask for help if someone doing nothing. And if you're doing nothing, find some way to help.
							<u>• COMM JAM</u>
							First time for MQT to receive comm jam. Remember to ① use brevity ② Report to SD so he can help if able ③ Listen carefully so nothing needs to be repeated (write down if necessary) ④ Use guard for safety info if necessary.
							<u>OVERALL/RECOMMENDATIONS</u>
							Objectives of passing ROE to fighters and good weapons coordination were met. Continue to work on internal coordination as debriefed. Practice newly learned anti-comm jam techniques. Keep up good attitude/good work. MQT has shown progression from his last sim and applied lessons learned, as well as showing ability to learn in SIM and improve towards end of session.

GRADING CRITERIA

UNKNOWN - Performance was not observed or the element was not performed

DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").

GRADE 0 - Performance indicates a lack of ability or knowledge.

GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.

GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.

GRADE 3 - Performance is correct, efficient, skillful and without hesitation.

GRADE 4 - Performance reflects an unusually high degree of ability.

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER A3M160 WD MQT		POSITION NUMBER WD		MISSION DURATION 10.5		27 JAN 94	
NAME 2 LT [REDACTED]		CLASS NUMBER WD MQT - FLT		AIRCRAFT MODEL E-3B		INSTRUCTOR 1LT DAVID BURNS			
MISSION ELEMENTS () REPETITIONS		U	D	G	G	G	G	MISSION STATUS	
		N	A	R	R	R	R		
		K	N	A	A	A	A	EFFECTIVE	<input checked="" type="checkbox"/>
		N	G	D	D	D	D	NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP)	<input type="checkbox"/>
		O	W	R	O			NON-EFFECTIVE/OTHER (NE/OTH)	<input type="checkbox"/>
		N	O	U	S	0	1 2 3 4		
1.6.1 MISSION PLANNING/FLIGHT ADMIN REQUIREMENTS								REMARKS (Continued on reverse side)	
a. Personal Data on Flight logs IAW MCR 55-33/552 ACW Sup 1								<p><u>SCENARIO</u>: OUT AND BACK WORKING WITH MOUNTAIN HOME COMPOSITE WING. MINI - "RED FLAG" SCENARIO. NOT CONTROLLED BLUE FORCES. (4 OCA + 12 STRIKERS) W/2 ASSISTS.</p>	
b. Pubs Current IAW SOP									
c. Current FCIF/MORF IAW MCR 55-33/552 AWACW Sup 1									
d. Provide SD individual training requirements IAW SOP									
WEAPONS MISSION PLANNING								<p><u>MISSION PLANNING</u>: No Problems. STUDENT WAS FAMILIAR WITH ALL ASPECTS OF WEAPONS MISSION PLANNING.</p>	
a. Determine required forms									
b. Utilize Planning Guides (80-80, TP1000, LOA)									
c. Crew Coordination WD/NAV, Weapons Team								<p><u>MISSION</u>: No problems with console or comm setup. STUDENT WAS CALM + CONFIDENT EVEN THOUGH THIS WAS HIS FIRST MISSION DEALING WITH STRIKERS + OCA. NOT WAS SHOWN THE WING STANDARDS FIRE COMPOSITE EXERCISES. Briefed on ensuring he has a good gameplan & contracts worked out with his assist WD + RED AIR. R/T WAS IAW MCM 3-1, needs to work on timelier maneuver CALLS which could have greatly increased his OCA players</p>	
PRE-MISSION REQUIREMENTS									
a. Complete/verify forms									
b. Flying Equipment									
c. Publications									
d. Meet flight line requirements									
1.6.2 PRE-TAKEOFF ACTIVITIES									
a. Brief passengers IAW SD/WD Aircrew Aid (or brief instructor)									
ENROUTE PROCEDURES (OUTBOUND)									
a. Console Checkout (IAW checklist)									
b. Assignments Complete (SD assigned tasks)									
c. AWACS Monitor									
ASSUMING STATION PROCEDURES									
a. Monitor communications									
ON-STATION PROCEDURES									
a. Configure console for mission use									
b. Adjust comm for mission									
OVERALL GRADE		②						SIGNATURE OF INSTRUCTOR [Signature]	
								STUDENT INITIALS [REDACTED]	
								SUPERVISOR INITIALS [Signature]	

TAC FORM 206, OCT 82 (Computer Generated)

(Overprint 552 OSS/OST OCT 92)

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

1st Page [Signature]
9 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

MISSION ELEMENTS		U	D	0	1	2	3	4	REMARKS
c.	Adhere to Airspace Restrictions					X			SA. Console locked up during his control. Student calmly switched to a new console however, forgot to save his console assignment, which resulted in a lot of switch actions trying to restore his scope the way he had it set up previously. (Debricked.) Overall good coordination with the SP & fellow WDS.
d.	Perform Handoffs					X			
	Internal Coordination					X			
	External Coordination					X			
e.	Control Procedures					X			
	Use of Continuum of Control					X			
	Recognize/Report Target/Tactics/Formations					X			
f.	Provide fighter Positioning/Geometry					X			
g.	Interpret pilot transmissions					X			
h.	Use correct R/T					X			
i.	Adhere to Safety Rules/Procedures					X			Recommend LT LT. [REDACTED] for MR STATUS.
j.	Respond to Inflight Emergencies	X							
E-3 AERIAL REFUELINGS									
a.	Prepare for A/R (IAW Checklist)					X			
b.	Accomplish WD Assist (IAW 55-33)	X							
ENROUTE PROCEDURES (INBOUND)									
a.	Complete Forms					X			
b.	Complete Post Flight Requirements					X			
LANDING PROCEDURES									
a.	Perform Descent/Landing Requirements					X			
b.	Complete Post Flight Requirements					X			
GENERAL USE PROCEDURES									
a.	Computer Interface					X			
b.	Software Knowledge					X			
E-3 EMERGENCY PROCEDURES									
a.	Equipment					X			
b.	Drills					X			
Forms, Reports, Logs									
						X			
Crew Coordination									
						X			
GRADING CRITERIA									
UNKNOWN - Performance was not observed or the element was not performed									
DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").									
GRADE 0 - Performance indicates a lack of ability or knowledge.									
GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.									
GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.									
GRADE 3 - Performance is correct, efficient, skillful and without hesitation.									
GRADE 4 - Performance reflects an unusually high degree of ability.									

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME LT [REDACTED]		TAC EMP SIM CLASS NUMBER		WD SIM E3		3.0		25 JAN 94	
		WD MQT		AIRCRAFT MODEL SIM E3		INSTRUCTOR LT BRIAN D. TUTTLE			
MISSION ELEMENTS () REPEATATIONS		UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS EFFECTIVE <input checked="" type="checkbox"/> NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/STP) <input type="checkbox"/> NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>
1.5.1 TACTICAL EMPLOYMENT WD ASSIGNMENTS						X			REMARKS (Continue on reverse side) • <u>SCENARIO</u> MQT second sim. Redix scenario. Student controlled F14s on multiple CAPs using Tadi-C and voice control vs. multiple bandit/bogey groups. • <u>DEBRIEF ITEMS</u> • <u>COMPUTER USAGE</u> : Switch actions were slow at first due to instructor recommending use of new things, but student caught on by end of SIM. Recommended: ① Use <REQ/ASGN SIF> to help tracking (especially mode 2) ② Use <RN DESIGNATOR> to find tracks in a "sea of symbology" • <u>WORKING WITH NAVY</u> : This was students first experience with Navy Ops. Recommend: ① When using Tadi-C, ensure symbology stays on fighter and target data. ② Use a generic locate SIF plan (e.g. F14s = T 211XX T 212XX) and amplify with mode 2 corridors. Side number will tell you a/c type and callsign. Tag players as soon as you recognize them to increase everyone's SA. • <u>INTERCEPTS</u> ① When using voice to commit, remember to look at bogey/bandit heading and give lead vectors for cutoffs. ② Remember to give good target brief after commit: #groups, formations, heading, and altitude. • <u>CREW TEAMWORK</u> ① Don't let one WD do all the work. If you are getting saturated, let SD and other WDs know so they can help you.
a. Employ Fighters IAW ROE						X			
b. Safe Passage/Minimum Risk IAW MCM 3-1 and MSN Documents		X							
c. Support MSN Elements IAW MSN Directives						X			
1.5.2 SUPPORT MSN C ³ PROVIDING:						X			
a. MSN Updates IAW MSN Directives/SD Assignment						X			
b. SAR Support IAW SD Directives		X							
c. Threat Warning/Assistance to HVAA IAW MCM 3-1 Vol V/XV		X							
1.5.3 EMPLOY CONTROL PROCEDURES/ROE IAW MCM 3-1 INCLUDING:						X			
a. Airborne Radar		X							
b. Common WPNS Loads						X			
c. Manoeuvr Capabilities						X			
d. Range/Times for Employment						X			
1.5.4 WPNS LESSONS LEARNED DATA TO SD IAW 28 ADR 55-3, VOL 2		X							
CERTIFICATE I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system. 9 May 94 Date W. L. Harris WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey									
OVERALL GRADE									

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION	
		WD MQT		WD		8.7	
NAME		CLASS NUMBER		AIRCRAFT MODEL		INSTRUCTOR	
		WD MQT - FLT		E-3		LT. GORMAN	
MISSION ELEMENTS () REPETITIONS		U N K N O W N	D A N G E R O U S	G R A D E 1	G R A D E 2	G R A D E 3	G R A D E 4
		MISSION STATUS					
		EFFECTIVE <input checked="" type="checkbox"/>					
		NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>					
		NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>					
1.6.1 MISSION PLANNING/FLIGHT ADMIN REQUIREMENTS		REMARKS (Continued on reverse side)					
a. Personal Data on Flight logs IAW MCR 55-33/552 ACW Sup 1		SCENARIO: OUT AND BACK WORKING WITH ALBUQUERQUE CTR. Controlled (2) vs 2s AT-38s vs F-16s.					
b. Pubs Current IAW SOP		MISSION PLANNING: No problems. Tasked with 55-79 Brief and Running PKGS. HE GAVE A THOROUGH Brief on Termination Criteria. Student also Briefed with the NAV for the WD ASSIST. MISSION Timing prevented him from actually controlling it.					
c. Current FCIF/MORF IAW MCR 55-33/552 AWACW Sup 1							
d. Provide SD individual training requirements IAW SOP							
WEAPONS MISSION PLANNING							
a. Determine required forms							
b. Utilize Planning Guides (80-80, TP1000, LOA)							
c. Crew Coordination W/NAV, Weapons Team							
PRE-MISSION REQUIREMENTS							
a. Complete/verify forms							
b. Flying Equipment							
c. Publications							
d. Meet flight line requirements							
1.6.2 PRE-TAKEOFF ACTIVITIES		Pre-Mission: Student had all required pubs and winter flying gear. Student briefed his instructor to simulate briefing passengers.					
a. Brief passengers IAW SD/WD Aircrew Aid (or brief instructor)		Missions: No problems with console or comm set up. Debriefed that if Net 3 or Net 1 get too Chatty to turn them down or off and to let the SD know in the case of Net 1. No Airspace problems. External coordination was good. I prompted a lot of SD calls/Acknowledgements. Byey dope was good but student needs to Taylor					
ENROUTE PROCEDURES (OUTBOUND)							
a. Console Checkout (IAW checklist)							
b. Assignments Complete (SD assigned tasks)							
c. AWACS Monitor							
ASSUMING STATION PROCEDURES							
a. Monitor communications							
ON-STATION PROCEDURES							
a. Configure console for mission use							
b. Adjust comm for mission							
OVERALL GRADE		(2)		X			
				SIGNATURE OF INSTRUCTOR		STUDENT INITIALS	
				L. Gorman			
						SUPERVISOR INITIALS	

TAC FORM 206, OCT 82 (Computer Generated)

CERTIFICATE 1st Page Review

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

9 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

(Overprint 552 OSS/OST OCT 92)

MISSION ELEMENTS		U	D	0	1	2	3	4	REMARKS
c.	Adhere to Airspace Restrictions					X			<p>his information to the customer. Ex. controlling AT-38 → HAVE NO AI RADAR. Therefore a lot more info needs to be provided a lot more often. Work on good target briefs → format; content; R/T. Student could get away from TAC BEARING & RANGE ALTITUDE! AND rely more on computer info.</p>
d.	Perform Handoffs					X			
	Internal Coordination					X			
	External Coordination					X			
e.	Control Procedures					X			
	Use of Continuum of Control					X			
	Recognize/Report Target/Tactics/Formations					X			
f.	Provide fighter Positioning/Geometry	X							
g.	Interpret pilot transmissions					X			
h.	Use correct R/T					X			
i.	Adhere to Safety Rules/Procedures					X			<p>SAFETY: Very safety conscious. Never missed a 10 mile call. However, several times was hesitant to pass KIO's & kills.</p> <p>Recommendations: A few more flights will make him more comfortable as an autonomous controller. Recommend the instructor sit on another bank or plug in behind; NOT sit next to. He should get a chance to do a WD ASSIST. WORK ON TARGET BRIEF AND RT. TAPE MISSIONS!</p>
i.	Respond to Inflight Emergencies	X							
E-3 AERIAL REFUELINGS						X			
a.	Prepare for A/R (IAW Checklist					X			
b.	Accomplish WD Assist (IAW 55-33)	X							
ENROUTE PROCEDURES (INBOUND)						X			
a.	Complete Forms					X			
b.	Complete Post Flight Requirements					X			
LANDING PROCEDURES						X			
a.	Perform Descent/Landing Requirements					X			
b.	Complete Post Flight Requirements					X			
GENERAL USE PROCEDURES						X			
a.	Computer Interface					X			
b.	Software Knowledge					X			
E-3 EMERGENCY PROCEDURES						X			
a.	Equipment					X			
b.	Drills					X			
Forms, Reports, Logs						X			
w Coordination						X			

GRADING CRITERIA

- UNKNOWN - Performance was not observed or the element was not performed
- DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero").
- GRADE 0 - Performance indicates a lack of ability or knowledge.
- GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
- GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.
- GRADE 3 - Performance is correct, efficient, skillful and without hesitation.
- GRADE 4 - Performance reflects an unusually high degree of ability.

TAC FORM 206, OCT 82 (Computer Generated)

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

Pg 241+242 Reduced

W. L. Harris
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

Date 9 July 94

WD

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA)
 CONTINUATION/INDIVIDUAL

AS OF 94 APR 06

PCN SA002-CO1

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MABC ACFT: G TRNG LVL: A RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT		ACCOMPLISHMENTS							TOT		TRAINING LOST					REMAINING		LAST ACCOMP	CURRENCY DUE
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON	QTR	S/A	
AMO1	AIR TO AIR LV			12				8										4		940316	NO DATE
AM10	A/A SCHEDULE																			NO DATE	NO DATE
ARO2	AR MSN SIM			7		1		2										4		940325	NO DATE
ARO3	AR MSN LIVE			3														3		NO DATE	NO DATE
AR13	AR MSN SCHEDULE																			NO DATE	NO DATE
ASO2	AIR / SURF SIM			3				1										2		940325	NO DATE
ASO3	AIR SURFC LIVE			1														1		NO DATE	NO DATE
AS13	A/A SCHEDULE																			NO DATE	NO DATE
ATO1	AIR TO AIR SIM			24		3		2										19		940302	NO DATE
CW60	INIT CW FLY					1														940121	NO DATE
CW70	CW CONT TRNG																			940121	950131
EP60	MSN SCENARIO			4		1		2										1		940325	NO DATE
TS00	SORTIE SCHEDULE							6												940316	NO DATE
TS01	TOTAL SORTY							6												940316	NO DATE
TZ00	HGH VALUE STY			1				2												940316	NO DATE
TZ02	RED FLAG																			NO DATE	NO DATE
TZ03	GREEN FLAG																			NO DATE	NO DATE
TZ04	COPPER FLAG																			NO DATE	NO DATE
TZ05	MAPLE FLAG																			NO DATE	NO DATE

NAQCOO: 94096

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TAC

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF 94 APR 06 PCN SA002-CD1
CONTINUATION/INDIVIDUAL

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MABC ACFT: G TRNG LVL: A RUET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT		ACCOMPLISHMENTS												TOT		TRAINING LOST					REMAINING		LAST	CURRENCY
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON	QTR	S/A	ACCOMP	DUE				
TZ10	JOINT EXERCISE						2														940316	NO DATE				
TZ16	LCL CFT																				NO DATE	NO DATE				
TZ18	ALERT																				NO DATE	NO DATE				
TZ21	CONTINGENCY																				NO DATE	NO DATE				
TZ22	OVERSEAS																				NO DATE	NO DATE				
VP60	COMM JAM			1															1		NO DATE	NO DATE				
VP61	COMM JAM SIM						1														940302	NO DATE				
WS01	WEAPONS SORTIE			12			5												7		940316	940515				
WT01	INST MON INTER																				NO DATE	NO DATE				
WT10	WPNS TRNG SCH						6														940316	NO DATE				
WT20	WPNS TRNG EFF																				NO DATE	NO DATE				

NAQC00: 94096

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PERSONAL DATA-PRIVACY ACT OF 1974

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

William L. Harris
7 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 APR 06

INDIVIDUAL CURRENCY SUMMARY (PA)

AS OF 94 APR 06

PCN SA002-AD1

NAME	GRD 2LT	SSAN	ACFT G	CPOS MABC	TYPE TRAINING A	RJETS 1	CMD OT	UNIT/TYPE 0963 AWACS 8	*TYPE OF REQUEST* UNIT
------	------------	------	-----------	--------------	--------------------	------------	-----------	---------------------------	---------------------------

TRAINING TABLES ASSIGNED: 11
TABLE REFERENCE MONTH: JAN

EVENT ID	CURRENCY ITEM	FLG	DATE LAST ACCOMP	EX CD	DATE IN PHASE	DATE NEXT DUE	NC CD	EVENT ID	CURRENCY ITEM	FLG	DATE LAST ACCOMP	EX CD	DATE IN PHASE	DATE NEXT DUE	NC CD
AA01	FLT EVAL		05 JAN 94	P	01 JAN 95	30 JUN 95	C3	SA09	M-8 SMALLARMS	###	NO DATE	P	ONE TIME		X
AA02	ANNULSIM CHECK		22 OCT 93	P	ONE TIME		X	SA13	38 SMALLARMS	###	NO DATE	P	ONE TIME		X
AT05	BUDDYCARE TRNG		14 JUL 93	P	PASSED	14 JUL 95	C3	SEQ1	CLSD BOOK EXAM		16 NOV 93	P	ONE TIME		X
AT10	AFOSI BRIEF	###	NO DATE	P	PASSED	PASSED	C3	SEQ2	OPEN BOOK EXAM		16 NOV 93	P	ONE TIME		X
AT99	ANCILLIARY TRN	###	NO DATE	P	ONE TIME		X	SEQ6	SEQ1/02 PHASE	###	NO DATE	P	PASSED	PASSED	C3
CS01	COMSEC TRNG	###	NO DATE	P	ONE TIME		X	SS01	BASIC SURVIVAL		14 JUL 93	P	ONE TIME		X
CW10	INIT CW GND		18 JUL 93	P	ONE TIME		X	TC02	CENTCOM CERT		03 FEB 94	P	PASSED	03 FEB 95	C3
CW40	CONT CW GND		19 JUL 93	P	PASSED	31 JUL 94	C3	TC10	NORTHANT CERT	###	NO DATE	P	PASSED	PASSED	C3
GD45	DDV PERIO EXAM		29 MAR 94	P	PASSED	31 DEC 94	C3	TC20	PACAF CERT		03 FEB 94	P	PASSED	03 FEB 95	C3
GT01	1ST QTR WSAT	###	NO DATE	P	PASSED	PASSED	C3	TC40	NORAD CERT		03 FEB 94	P	PASSED	03 FEB 95	C3
GT02	2ND QTR WSAT	###	NO DATE	P	PASSED	PASSED	C3	TC50	READINESS BREF	###	NO DATE	P	PASSED	PASSED	C3
GT03	3RD QTR WSAT	###	NO DATE	P	PASSED	PASSED	C3	TC55	ALASKABUFFRZONE	###	NO DATE	P	PASSED	PASSED	C3
GT04	4TH QTR WSAT	###	NO DATE	P	PASSED	PASSED	C3	TC66	EUROPBUFFRZONE	###	NO DATE	P	PASSED	PASSED	C3
GT90	US/USSR OPS	###	NO DATE	P	PASSED	PASSED	C3	TC57	CKFLG AFTP		03 FEB 94	P	PASSED	28 FEB 95	C3
GT91	ANTI HIJACK	###	NO DATE	P	PASSED	PASSED	C3	TC80	USAFE CERT	###	NO DATE	P	PASSED	PASSED	C3
IN00	TK/CM TRNG		28 JAN 94	P	PASSED	31 DEC 94	C3	TC70	SOUTHCOM	###	NO DATE	P	PASSED	PASSED	C3
LS03	LCALSURVL TRNG		22 JUL 93	P	ONE TIME		X	WT02	MASS MSN DEBRF	###	NO DATE	P	PASSED	PASSED	C3
LS04	L/S CHEM WAR		22 JUL 93	P	PASSED	31 JUL 94	C3	WW01	WATER SURVIVAL		18 JUN 93	P	ONE TIME		X
LS05	L/S WET DITCH		18 JUN 93	P	PASSED	30 JUN 95	C3								
LS06	LND SURV REFSR		22 JUL 93	P	PASSED	31 JUL 94	C3								
LS07	EGRES		22 JUL 93	P	PASSED	31 JUL 94	C3								
LS09	SMOKE EVAC LAB		23 JUL 93	P	ONE TIME		X								
MS01	MOB/SHOT RVIEW		20 JAN 94	P	01 JUL 94	31 JUL 94	C3								
PP01	FLT PHYSICAL		06 JAN 94	L	01 AUG 94	31 JAN 95	C3								
PP11	ALT CHAMBER		23 JUN 93	L	LOCKED	30 JUN 96	C3								
RR01	RECORD REVIEW		17 NOV 93	L	01 OCT 94	31 JAN 95	C3								

FLIGHT TIME HISTORY

TOTAL HOURS: 161.5
LAST 30: 33.5//60: 48.2//90: 67.4

CURRENT AIRCRAFT

MDS	CPOS	HOURS	DT	LS	FLOWN
EO03B	MABC	136.8	16	MAR	94
EO03C	MABC	24.7	10	MAR	94
EO03A	MABC	.0	NO	DATE	
EO03D	MABC	.0	NO	DATE	
S EO03	MABC	141.0	25	MAR	94

SCHEDULED ACTIVITIES

DESCRIPTION	START DT/TM	TERM DT/TM
-------------	-------------	------------

SCHEDULED ACTIVITIES

DESCRIPTION	START DT/TM	TERM DT/TM
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NAQA00: 04096

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PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3d

T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

T-3e

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

T-3f

03 MAY 94 (10:36:49)

NAME [REDACTED]

INDIVIDUAL TRAINING SUMMARY

TYPE-TNG A

AC G

EVENT MASK ****

NEW POS 1AB9

EVENT	ID	DL	DD
FLT EVAL	AA01	921202	940531
UCMJ TRNG	AT04	000000	000000
BUDDYCARE	AT05	920609	940609
AFOSI BRIE	AT10	901106	931130
ANCILLIARY	AT99	921214	000000
COMSEC TRN	CS01	901106	000000
INIT CW	CW10	830504	000000
CONT CW	CW40	930921	940930
DOV PERIO	GD45	931116	940630
1ST QTR WS	GT01	930312	940331
2ND QTR WS	GT02	930526	940630
3RD QTR WS	GT03	930916	940930
4TH QTR WS	GT04	931102	941231
INSTR GND	GT88	931102	940331
US/USSR O.	GT90	000000	000000
ANTI HIJAC	GT91	000000	000000
TK/CM TRNG	IN00	931227	940630
LCALSURVL	LS03	901127	000000
L/S CHEM	LS04	940118	950131
L/S WET D	LS05	920610	940630
LND SURV R	LS06	940118	950131
EGRES	LS07	940118	950131
SMOKE EVAC	LS09	930528	000000
MOB/SHOT R	MS01	940318	940930
FLT PHYSI	PF01	930901	941031
ALT CHAMB	PF11	911106	941130
RECORD REV	RR01	930816	941031
M-9 SMALLA	SA09	930608	000000
38 SMALLA	SA13	900806	000000
CLSD BOOK	SE01	940303	000000
OPEN BOOK	SE02	940303	000000
SE01/02 PH	SE06	921202	940531
BASIC SURV	SS01	830228	000000
CENTCOM CE	TC02	921211	931211
NORTHLANT	TC10	920421	930421
PACAF C	TC20	930617	940617
NORAD C	TC40	930617	940617
READINESS	TC50	930617	940630
ALASKAUFFR	TC55	000000	000000
EUROPAUFFR	TC56	000000	000000
CKFLG AFTP	TC57	921211	931231
USAFE CERT	TC60	000000	000000
SOUTHCOM	TC70	000000	000000
WATER SURV	WW01	830207	000000

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Individual Training Summary, 31 May 94

which is kept in my records system.

9 May 94
Date

William L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB T-3

T-3a

E-3B AWACS

T-3b

T-3a Summary of Crew Qualifications

T-3b Mission Crew Commander (Control Witness 9)

T-3c

T-3c Senior Director (Control Witness 11)

T-3d Enroute Controller (Control Witness 13)

T-3d

T-3e TAOR Controller (Control Witness 24)

**T-3f Instructor Computer Display Maintenance Technician
(Control Witness 20)**

T-3e

**T-3g Staff Mission Crew Commander
(Control Witness 10)**

T-3f

T-3g

AS OF
DATE: 03 MAY 94

INDIVIDUAL FLIGHT DATA

MDS: *E003*
CREW-POS: *

ME: [REDACTED] RNK: [REDACTED] SSAN: [REDACTED]
E: 36 LAST PHYSICAL: 930902 RFI: 0 ASC: 9W
FSC: 601716 LAST ALT CHMB: 921006 FAC: 0 MAJCOM: TAC

MDS	C	SEQ	TOTAL	PRIMARY	SECOND	INSTR	EVAL	OTHER	COMBAT	CMET	SPT
E003A	A	03	1751.8	1458.5	0.0	293.3	0.0	0.0	0.0	0.0	
E003B	A	01	605.1	569.9	0.0	28.8	0.0	6.4	0.0	41.5	
E003B	Z	00	8.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	
E003C	A	02	162.8	162.8	0.0	0.0	0.0	0.0	0.0	73.6	
E003D	A	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
E003	A	05	84.5	76.5	0.0	0.0	0.0	8.0	0.0	0.0	
E003A	A	00	18.5	10.0	0.0	8.5	0.0	0.0	0.0	0.0	
E003A	A	00	178.5	173.0	0.0	5.5	0.0	0.0	0.0	0.0	
TALS			2809.2	2450.7	0.0	336.1	0.0	22.4	0.0	115.1	

REER TOTALS

YING TIME: ALL 2527.7 GRAND TOTAL: 2527.7
I/INST TIME: ALL 2513.3 MDS PRI/INST TIME: 2513.3

TE 03 MAY 02 MAY 01 MAY 30 APR 29 APR 28 APR 27 APR 26 APR 25 APR 24 APR
RS 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

23 APR 22 APR 21 APR 20 APR 19 APR 18 APR 17 APR 16 APR 15 APR 14 APR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

13 APR 12 APR 11 APR 10 APR 09 APR 08 APR 07 APR 06 APR 05 APR 04 APR
00.0 00.0 00.0 00.0 00.0 05.0 04.8 08.6 00.0 00.0

30 DAY TOTALS FLYING TIME: 018.4 DAYS: 03

03 APR 02 APR 01 APR 31 MAR 30 MAR 29 MAR 28 MAR 27 MAR 26 MAR 25 MAR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

24 MAR 23 MAR 22 MAR 21 MAR 20 MAR 19 MAR 18 MAR 17 MAR 16 MAR 15 MAR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 09.1 03.7

14 MAR 13 MAR 12 MAR 11 MAR 10 MAR 09 MAR 08 MAR 07 MAR 06 MAR 05 MAR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

60 DAY TOTALS FLYING TIME: 036.2 DAYS: 05

04 MAR 03 MAR 02 MAR 01 MAR 28 FEB 27 FEB 26 FEB 25 FEB 24 FEB 23 FEB
08.5 08.5 00.0 00.0 00.0 00.0 00.0 08.9 07.2 00.0

22 FEB 21 FEB 20 FEB 19 FEB 18 FEB 17 FEB 16 FEB 15 FEB 14 FEB 13 FEB
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

12 FEB 11 FEB 10 FEB 09 FEB 08 FEB 07 FEB 06 FEB 05 FEB 04 FEB 03 FEB
00.0 00.0 01.1 00.0 00.0 00.0 00.0 00.0 00.0 00.0



90 DAY TOTALS FLYING TIME: 070.4 DAYS: 10

CERTIFICATE

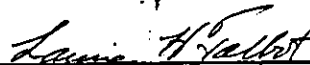
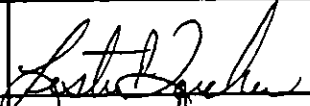
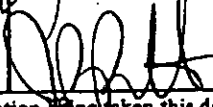


I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

19 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian Incirlik Air Base, Turkey

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 10 FEB 93	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) 			GRADE MAJ		SSAN 
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB OK			ACFT/CREW POSITION E-3/MCC		ELIGIBILITY PERIOD N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
CLOSED BOOK	4 FEB 93	100	INTL MSN/QUAL	10 FEB 93	
OPEN BOOK	4 FEB 93	98			
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
1			N/A		
EXPIRATION DATE OF QUALIFICATION JUL 94			DATE ADDITIONAL TRAINING COMPLETED		
COMMENTS (If more space is needed, continue on reverse)					

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
11 May 94 Date	W. L. Harris WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

III. CERTIFICATION								
	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS			
1	FLIGHT EXAMINER L. H. TALBOT LT COL	965 AWACS/DOV			X			17 Feb 93
2	REVIEWING OFFICER L. P. TUCKER LT COL	966 AWACTS/DO	X					19 Feb 93
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X					20 Feb 93
I CERTIFY that I have been briefed and understand the action being taken this date								
DATE 25 FEB 93		TYPED NAME AND GRADE OF EXAMINEE 			SIGNATURE 			

IV. Examiner's Remarks:

A. Mission Description: The mission was a scheduled mission training sortie using the AW006 orbit. The E-3 operated as an MRU with Jacksonville Center, Valdosta and Tyndall approach. Weapons controlled ten F-16s, two F-15s, and two F-18s. Surveillance conducted voice tell and LINK-11 with the Southeast Air Defense Sector, and JTIDS training with three other E-3s and two ground agencies. Smoke and fumes from the forward lower compartment was the simulated emergency. Total station time was 4.3 hours. Total flight time was 8.9 hours.

B. Discrepancies: None

C. Recommended Additional Training: N/A

D. Additional Comments: This evaluation was debriefed with the 966 AWACTS/DOM.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

TEMPORARY FLIGHT EVALUATION CERTIFICATE

EXAMINEE <div style="background-color: black; width: 150px; height: 20px; display: inline-block;"></div> <i>Maj</i>	SQUADRON <i>963/966</i>	CREW POSITION <i>IMCC</i>	AIRCRAFT <i>E-3</i>	DATE <i>15 Mar 94</i>
TYPE OF EVALUATION <i>INTL INSTR/MSN/QUAL</i>		EXAMINER <i>Maj Roderick</i>	OVERALL GRADE <i>1</i>	

DISCREPANCIES

NONE

RECOMMENDED ADDITIONAL TRAINING/CORRECTIVE ACTION

N/A

DATE DUE

ADDITIONAL TRAINING ACCOMPLISHED

DATE COMPLETED

RESTRICTIONS

NONE

AF Form 8 Being Forwarded

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

11 Mar 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

SIGNATURE OF FLIGHT EXAMINER

Reed W Roderick

DATE

17 Mar 94

TRAINING SUMMARY

NAME (Last, First, Middle Initial)

GRADE

CLASS

MAJOR

94-FBX-5

TRAINING UNIT AND BASE

SYLLABUS (Number and Date)

966 AWACTS, Tinker AFB, OK

E3000I00XX, SEP 90

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: Maj [REDACTED] attended the Flight Instructor Course.

SIMULATOR: N/A

FLIGHT: Major [REDACTED] excelled during the flying phase of instructor mission crew commander (IMCC) training. He is an effective leader and demonstrates superb ability to balance procedural training with proper techniques for maximum student learning. He had an almost perfect performance on his flight evaluation.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

11 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

Major [REDACTED] is an outstanding instructor. He is a dedicated professional who prepares his students to be quality MCCs. His detailed knowledge of AWACS and other command and control systems give him the potential to be one of the most effective IMCCs in the WING. With his outstanding performance on his evaluation, he is a welcome addition to the IMCC cadre.

DATE

TYPED NAME, GRADE, AND DUTY TITLE OF RATER

SIGNATURE OF RATER

18 Mar 94

KENNETH D. ELLIS, Major, USAF
Instructor MCC

SIGNATURE OF REVIEWER

DATE

TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER
DOMINICK B. KNIGHT, Major, USAF
DOM

18 Mar 94

MISSION DATA																							
1. DATE (Yr-Mo-Day)		2. MDS		3. SERIAL NO.		4. UNIT CHARGED FOR FLY HOURS/HOSM CODE			5. LOCATION														
6. FLT NO		7. MISSION NUMBER		8. MISSION SYMBOL		9. PEID		10. FROM (ICAO)		11. TO (ICAO)		12. TAKE OFF TIME (Z)		13. LAND TIME (Z)		14. FLIGHT TIME		15. LANDINGS			16. SPECIAL USE		
94-04-14		E-3B		77-0351		SS2 ACW (ACC) WWYK			Tinker AFB OK 73145														
1		DPC084		0-2		C		LTAG		LTAG		0436		1615		11.6		Ø		1		1	
2																							
3																							
4																							
5																							
6																							
17		RATING UNIT												TOTALS		11.6		Ø		1		1	

AFIO FORM 781
SEP 65

AFORMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

CERTIFICATE

11 May 84
Date

AUTHORITY: 48 U.S.C. 8612, 48 U.S.C. 3191, and SEC 8297

PRINCIPAL PURPOSES: Source document for recording individual flying time, sorties and or events for input into the Air Force Operations Resource Management System (AFORMS) and Flying Hour Reporting System.

ROUTINE USES: Validation of accomplishment of flying requirements needed to attain or maintain professional standards. Validation of hourly flying accomplishments where necessary to authorize payment of flying incentive pay. Provide basic record of each flight of USAF aircraft, reason for mission, duration, crewmembers and duty positions. Used as a source document for determining number of hours of operating time on airframes and power plants. The SSAN is used for identification of individuals and records.

DISCLOSURE IS MANDATORY: Individuals must furnish the information to meet qualification and incentive pay standards. Failure to provide the information and SSAN could result in loss of records with consequent loss of professional qualification and incentive pay entitlement.

AIRCREW DATA (Continued)

FLYING ORGN	SSAN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SOR-TIES	FLT CONDITIONS			RESERVE STATUS
				PRIMARY	SECOND-ARY	INSTRUC-TOR	EVALUA-TOR	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INSTM	PRIMARY SIMINSTM	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
63			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963			MA	11.60	.	.	.	.	11.60	1	.	.	.	.

REMARKS OTHER THAN FLIGHT DISCREPANCIES

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE

1 OR 2 MIN - 0 HR.
3 THRU 6 MIN - 1 HR.
9 THRU 14 MIN - 2 HR
15 THRU 20 MIN - 3 HR
21 THRU 26 MIN - 4 HR
27 THRU 33 MIN - 5 HR.
34 THRU 39 MIN - 6 HR
40 THRU 45 MIN - 7 HR
46 THRU 51 MIN - 8 HR
52 THRU 57 MIN - 9 HR
58 THRU 60 MIN - NEXT WHOLE HOUR

TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

- T-1 UH-60 Black Hawk 88-26060**
- T-2 UH-60 Black Hawk 87-26000**
- T-3 E-3B AWACS**
- T-4 F-15C 79-0025**
- T-5 F-15C 84-0025**
- T-6 On-The-Job Training Records**

T-1

T-2

T-3

T-4

TAB T-4

F-15C 79-0025

T-4a Summary of Crew Qualifications

T-4b Flying History Report

T-4c Training Period Activity Summary

T-4d Individual Flight Data

T-4e AF Form 942, Record of Evaluation

T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

TAB T-4A

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

CREW QUALIFICATIONS

F-15 Flight Lead:

Total Flying Time: 1561.9 hours (F-15, OV-10, OT-37, T-37B)

Total F-15 Time: 656.1

Previous sorties in the TAOR: 17

Last 30 days: 8 sorties/29.0 hours

Last 60 days: 16 sorties/45.3 hours

Last 90 days: 26 sorties/77.7 hours

Qualifications: 4-ship Flight Lead, 2-ship Flight Lead, Supervisor of Flying, Simulator

Instructor Pilot, Weather Category A (allows a current pilot to fly instrument approaches to the minimum altitude published for an approach), Low Altitude Category II (down to 500 feet AGL)

Last Low Altitude Intercept: 2 Feb 94

Instrument Qualification Checkride: 8 Sep 93

Mission Qualification Checkride: 24 Feb 94

Last Physical: 17 May 93

Physiological Training: 22 Mar 94

F-15 Wingman:

Total Flying Time: 3009.6 (F-15, AT-38, F-4)

Total F-15 Time: 1126.3

Previous sorties in the TAOR: 15

Last 30 days: 7 sorties/17.5 hours

Last 60 days: 14 sorties/27.3 hours

Last 90 days: 18 sorties/34.5 hours

Qualifications:: Instructor Pilot, 4-ship Flight Lead, 2-ship flight Lead, Supervisor of Flying, Simulator Instructor Pilot, Mission Commander, Weather Category A, Low Altitude Category II (down to 500 feet AGL)

Last Low Altitude Intercept: 18 Nov 93

Instrument Qualification Checkride: 2 Aug 93

Mission Qualification Checkride: 10 Mar 94

Last Physical: 14 Feb 94

Physiological Training: 3 May 93

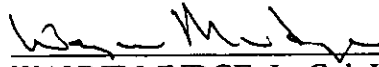
NOTE: The wingman flew 1023.9 hours in the F-15 from 10 Nov 83 until 24 Jun 92. He then went to non-flying duties until 1 Jun 93. He returned to flying in Jul 93, and had flown the F-15C/D 102.4 hours since returning to flying duties.

CERTIFICATION

I am Lt Col Wayne Mudge, assigned to the 494 Fighter Squadron, RAF Lakenheath, UK as the Commander. I am the F-15 Board Member on the AFR 110-14 Accident Investigation Board investigating the crash of two U.S. Army Black Hawk helicopters and the possible involvement of U.S. fighter aircraft in the crash of these helicopters in the northern no-fly zone of Iraq on 14 April 1994. I am an F-15E Instructor Pilot, Four-ship Flight Lead, and Flight Examiner. I have flown the F-15E since March 1992 and I have approximately 500 hours in the F-15E. I have approximately 3000 hours total flight time in F-15E, F-117, A-7, F-111, and MU-2 aircraft. In my capacity as the F-15 Board Member, I reviewed various flight history documents including:

- AFORMS Individual Data Summaries
- Flying Training Program Gradbooks
- Individual Flight Data Records
- Flying History Reports
- Letter of X's
- Flight Evaluation Folders
- MCR 51-50
- AFR 60-1
- ACC/PACAF/USAFE/AFRES/ANGR 60-2
- 36 Fighter Wing Low Altitude Step Down Training Syllabus

In all, I estimate I reviewed over 300 pages of material over a 4 week period. This report summarizes my review of this material.


WAYNE MUDGE, Lt Col, USAF
F-15 Pilot

T-4a

T-4b

TAB T-4

F-15C 79-0025

T-4a Summary of Crew Qualifications

T-4b Flying History Report

T-4c Training Period Activity Summary

T-4d Individual Flight Data

T-4e AF Form 942, Record of Evaluation

**T-4f AF Form 1381,
USAF Certification Aircrew Training**

T-4g Letter of Xs

**T-4h AF Form 8,
Certification of Aircrew Qualifications**

**T-4i AF Form 1360,
Individual Training Mission Grade**

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (PA)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

RJET: 1 CND: AFE MING: 0052 SSAN: PRI CRW POS: P GRADE: RPI: 6 FAC: 3 OFDA: 162 ASC/DATE: 3A/93 JUN 19
 PRI ACFT: F015C UNIT: 0053 BASE: SPANGDAHLEH AB GERMANY, 09126

AIRCRAFT M/D/S FLY DTY CERT CODE DATE QUALIFIED DATE FIRST FLOWN DATE LAST FLOWN	F015C		F015D		SMF015C		F015A		F015B		SMF015A		SMF004E		AT038B		SMT038A		F004E	
	IPAE NO DATA 90 JUL 24 94 APR 14	IPAE NO DATA 90 MAY 31 94 MAR 08	MPAE NO DATA 90 JUL 17 94 JAN 20	EP NO DATA 83 NOV 15 91 DEC 02	EP NO DATA 83 NOV 15 90 JUN 21	P NO DATA 84 JAN 17 90 JUN 22	P NO DATA 76 JUL 01 81 MAY 14	P NO DATA 80 MAR 25 90 MAR 14	P NO DATA 76 MAR 26 83 JUN 23	P NO DATA 76 JUL 12 80 FEB 13										
TOTAL TIME	381.5	115.6	33.5	570.5	58.7	142.5	153.0	798.9	142.0	760.8										
PRIMARY TIME	199.2	45.1	27.5	267.6	35.1	66.0	153.0	155.4	142.0	688.1										
SECONDARY TIME	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0										
INSTRUCTOR TIME	182.3	70.5	6.0	302.9	20.6	73.5	0.0	643.5	0.0	72.7										
EVALUATOR TIME	0.0	0.0	0.0	0.0	1.1	3.0	0.0	0.0	0.0	0.0										
OTHER TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
PRIMARY NIGHT	32.3	8.7	0.0	33.4	0.0	0.0	0.0	4.3	0.0	0.0										
PRIMARY INST	55.8	17.3	0.0	46.7	0.0	0.0	0.0	24.2	0.0	74.2										
PRIMARY SIM INST	0.0	2.3	27.5	10.4	0.0	66.0	153.0	16.4	142.0	150.6										
COMBAT TIME	53.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
COMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
COMBAT SORTIES	16	0	0	0	0	0	0	0	0	0										
COMBT SUPPORT SORT	0	0	0	0	0	0	0	0	0	0										
TOTAL SORTIES	247	85	30	388	47	84	100	585	142	571										

AIRCRAFT TOTALS

AIRCRAFT M/D/S FLY DTY CERT CODE DATE QUALIFIED DATE FIRST FLOWN DATE LAST FLOWN	AT038A		F016B	
	P NO DATA 75 MAR 26 83 JUN 25	P NO DATA 89 FEB 23 89 FEB 23		
TOTAL TIME	98.5	1.2		
PRIMARY TIME	42.9	0.0		
SECONDARY TIME	0.0	0.0		
INSTRUCTOR TIME	55.6	0.0		
EVALUATOR TIME	0.0	0.0		
OTHER TIME	0.0	1.2		
PRIMARY NIGHT	0.0	0.0		
PRIMARY INST	12.5	0.0		
PRIMARY SIM INST	0.9	0.0		
COMBAT TIME	0.0	0.0		
COMBT SUPPORT TIME	0.0	0.0		
COMBAT SORTIES	0	0		
COMBT SUPPORT SORT	0	0		
TOTAL SORTIES	104	1		

NAQG50: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

CERTIFICATE

This is to certify that the above information is true and correct as far as the Department of Defense is concerned and that it is being furnished to you for your information.

12 May 94

Reduced

 W. J. H.
 SECRETARY, NATIONAL DEFENSE
 INFORMATION AUTHORITY

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974

FLYING HISTORY REPORT (PA)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

NAME: [REDACTED]
RJET: 1 CMD: AFE WING: 0052

SSAN: [REDACTED]
PRI CRW POS: P

GRADE: [REDACTED]
PRI-ACFT: F015C

RPI: 6

FAC: 3

UNIT: 0053

DFDA: 162

ASC/DATE: 3A/93 JUN 19

BASE: SPANGDAHLEM AB GERMANY 09126

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	1433.4
SECONDARY TIME	1.9
INSTRUCTOR TIME	1348.1
EVALUATOR TIME	1.1
OTHER TIME	1.2
TOTAL TIME	2785.7
STUDENT TIME	223.9
OTHER US MIL TIME	0
FOREIGN MIL TIME	0
CIVILIAN TIME	0
COMBAT TIME	53.7
COMBAT SUPPORT TIME	0.0
TOTAL SORTIES	1998
COMBAT SORTIES	16
COMBAT SUPPORT SORT	0
DATE FIRST FLOWN	76 MAR 26
DATE LAST FLOWN	94 APR 14
COMMAND PLT TIME	0.0
GRAND TOTAL	3009.6

NAQG50: 94129

END PAGE 5

PERSONAL DATA-PRIVACY ACT OF 1974

T-4a

T-4b

TAB T-4

F-15C 79-0025

T-4c

T-4a Summary of Crew Qualifications

T-4b Flying History Report

T-4c Training Period Activity Summary

T-4d Individual Flight Data

T-4e AF Form 942, Record of Evaluation

T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED]

SSAN: [REDACTED]

CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: 00 UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT SCH	-- -- TRAINING LOST -- --					REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN		WX	HHQ	OPS	MX	OTH			
AC00	AIR TO AIR	28	6	7	7										8	940329	NO DATE
AC10	ACBT		5	6	4											940316	940515
C20	ACH-2V1		1													940110	NO DATE
AC21	DACH-2V1															930720	NO DATE
AC25	ACH/DACH TOTAL	4	1												3	940110	NO DATE
AC30	ACT- 2/4VX		1													940114	NO DATE
AC31	DACT- 2/4VX			2	4											940316	NO DATE
AC35	ACT/DACT. TOTAL	8	1	2	4										1	940316	NO DATE
AC40	BFM-1V1		3	4												940202	NO DATE
AC41	DBFM-1V1															NO DATE	NO DATE
AC45	BFM/DEFM TOTAL (UNIT)	4 4	3	4											4	940202	NO DATE
AC69	DISS ACBT															NO DATE	NO DATE
AC95	ACBT MQT CURR															NO DATE	NO DATE
AC96	ACBT 45 DAY															NO DATE	NO DATE
AC97	ACBT 60 DAY															NO DATE	NO DATE
AC98	ACBT 90 DAY															NO DATE	NO DATE
C99	ACBT 180 DAY															NO DATE	NO DATE
H00	ADY HANDL CHAR															NO DATE	NO DATE

QC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

AFE

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CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94

Date

Reduced

W. L. Harris
WILLIAM L. HARRIS, Capt. USAF (Ret)
Evidence Custodian
Incident Air Base, Turkey

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

RE: [REDACTED]

SSAN:

CREW POS: IPAE

ACFT: L

TRNG LVL: A

RJET: 1

MAJCOM: OD

UNIT: C053

FLIGHT: C

NAACOD: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

E: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT SCH	- - - TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN		WX	HHQ	OPS	MX				OTH	TOT
#DM97	DMND MSN 45DAY														940225	940411
76	DMND MSN 90DAY														940225	940526
.99	DMND MSN 180DY														940225	940824
DR00	DINCPT RPT				2	4									940316	NO DATE
DS00	DESERT SORTY														NO DATE	NO DATE
EPCT	CPT			1		1									940304	940403
FL00	FORM LAND TOTAL														NO DATE	NO DATE
FL01	FORM LAND LEAD														NO DATE	NO DATE
#FL95	FORM LAND CURR														NO DATE	NO DATE
FT00	FORM TAKEDFF	2	1	1	3										940318	940616
FW01	FORM LAND WING														NO DATE	NO DATE
IN00	INCPT SORT		1	1	3										940329	NO DATE
#IN09	LOW ALT INCPT														NO DATE	NO DATE
IN10	4VX EMPLY	6		1	3								2		940315	NO DATE
IN30	SIML DAY INCPT			1	2										940318	NO DATE
IN31	DSIM INCPT SORT														931217	NO DATE
35	NITE INCPT SORT (UNIT)	3	1		1								1		940329	NO DATE
		3	1		1								1			
IN50	TL INCPT ENGAGE		6	3	3										940329	NO DATE

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

E: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: CD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT SCH	- - - TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN		WX	HHQ	OPS	MX				OTH	TOT
IN51	INT >5000* AGL		6	6	3										940329	NO DATE
	52 INT <=5000* AGL														931118	NO DATE
IP01	IP BK SEAT GCC														NO DATE	NO DATE
IP02	IP BK SEAT COLL														NO DATE	NO DATE
LA00	LL CAT I CURR														NO DATE	NO DATE
LA10	LOW LV CAT2 500														NO DATE	NO DATE
#LA13	LLI														NO DATE	NO DATE
LA15	LOWAT CAT I														NO DATE	NO DATE
#LA20	LL CAT III CURR														NO DATE	NO DATE
#LA25	LOWAT CAT II														NO DATE	NO DATE
LA45	LATN/LATF CAT I														NO DATE	NO DATE
LA46	LLI														NO DATE	NO DATE
#LC01	NITE LAND CURR														NO DATE	NO DATE
#LC97	DAY LAND CURR														NO DATE	NO DATE
LD01	DAY LANDING		5	7	7	5									940414	940529
LD02	NITE LAND		1		1										940329	NO DATE
LD33	NITE LAND CURR		6	7	8	5									940414	940505

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PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: 00 UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT: MON QTR S/A	* * * ACCOMPLISHMENTS * * * TOT						-- -- TRAINING LOST -- --				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE	
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ OPS	MX				OTH	TOT
LD05	IP RCP LAND (UNIT)	1												1	NO DATE	NO DATE
G00	LOW LVL														931118	NO DATE
LG10	BELGIUM-1000														NO DATE	NO DATE
LG20	FRANCE-1500														NO DATE	NO DATE
LG30	FRG-1500														931118	NO DATE
LG40	ITALY-1000														NO DATE	NO DATE
LG50	HOLLAND-1000														NO DATE	NO DATE
LG60	SPAIN-2000														NO DATE	NO DATE
LG70	TURKEY-1000														NO DATE	NO DATE
LG80	UK-2000														NO DATE	NO DATE
LG90	USA-1000														NO DATE	NO DATE
LG95	OTHER-1000														NO DATE	NO DATE
MF00	MF00 EVENT														930830	NO DATE
NX00	FLAG MISSION														NO DATE	NO DATE
OC01	OCEAN CROSSING														NO DATE	NO DATE
PA00	PREC APCH (UNIT)	12	5	4	5										940329	940428
A01	H/DN PREC APP	12	5	4	5											
			2		3										940329	NO DATE

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT - -		TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT		
PA05	PRE APPR HDOFF	4	3	4	2											940318	NO DATE
08	WXCAT "A" CURR		5	3												940329	940426
PA09	WXCAT "B" CURR		5	3												940208	940325
PA10	NPREC APPR TOTL	12		2	4	2									4	940410	NO DATE
PA11	NON PREC APPR				2											940329	NO DATE
PA15	H/OFF N-PREAPP	4		2	2	2										940410	NO DATE
PA20	FORM APPROACH			2												940202	NO DATE
PE00	TOTAL WX PENE	6	5	5	7	1										940407	NO DATE
PE01	H/ON PENE		1	2	1											940329	NO DATE
PE05	H/OFF PENE	2	4	3	6	1										940407	NO DATE
RM01	RTN MISSION															NO DATE	NO DATE
SA00	AIR TO SUR	16													16	NO DATE	NO DATE
SC00	COLL SORT TOTL															930802	NO DATE
SC03	XC/FERRY FLT															NO DATE	NO DATE
SC04	DEMO FLT															NO DATE	NO DATE
SC07	INST PROF COLL															930802	NO DATE
SC08	ORIENTATION FLT															NO DATE	NO DATE
SC09	NONIP BK S SORT															NO DATE	NO DATE

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09 PCN SA002-C01

ME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			* * * ACCOMPLISHMENTS * * *												TOT - - -			TRAINING LOST - - -					REMAINING			LAST ACCOMP	CURRENCY DUE
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON	QTR	S/A									
SE00	SIM SINGL ENGN			2																2	931116	NO DATE							
SG00	GCC SORT TOTAL (UNIT)	7	19	37	6	7	8	5												7	14	11	940414	NO DATE					
		8	24	48	6	7	8	5												8	19	22							
SG08	GCC OTHER TOTAL							5													940414	NO DATE							
SG10	GCC OTHER DAY							5													940414	NO DATE							
SG15	GCC OTHER NIGHT																				NO DATE	NO DATE							
SI00	INST PROF SORT (UNIT)			2				1												1	940308	NO DATE							
				2																2									
SI10	INST PROF DAY							1													940308	NO DATE							
SI15	INST PROF NIGHT																				NO DATE	NO DATE							
SI20	IPRO COLL DAY																				930802	NO DATE							
SI25	IPRO COLL NIGHT																				NO DATE	NO DATE							
#SH00	TOTAL SIMS			4																4	931019	NO DATE							
#SH07	EPE WITH SEFE																				930716	941231							
#SH21	INST SIM			1																1	930714	NO DATE							
#SH22	EP SIM			1																1	930716	NO DATE							
#SH23	TAC EW SIM			2																2	931019	NO DATE							
26	SUPER EP SIM			1																1	930716	NO DATE							
#SH27	SUPERTACEW SIM			1																1	931019	NO DATE							

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED]

SSAN: [REDACTED]

CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT - - - TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE	
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	
2B	CMSIM GEAR WORN	1														1
UN00	NIGHT SORTIE	2	1		1											940329
SOF1	SOF TOUR															NO DATE
SOF2	STEY SOF TOUR															NO DATE
ST00	TOTAL SORTIES	30	6	7	8	5										4
*ST01	LAST FLT															NO DATE
ID00	TRAIL DEPARTURE	2	1		3	1										940407
TE00	ECM RANGE MSN															NO DATE
*TE01	EC RANGE															NO DATE
TE10	SORTIE ECM GEAR (UNIT)	6														6
TE20	ECM TGT INTCP															931006
TE40	ECM TOTAL				3											940315
TM00	DATE ASSIGN															NO DATE
TM01	TLP MISSION															NO DATE
TM02	DATE MR															NO DATE
TM03	DATE MR/REGRESS															NO DATE
TM04	DATE MR/REQUAL															NO DATE
*TM02	HUD OFF-DEPART															NO DATE

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT - - -		TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH				TOT
*T095	FORM T/O CURR														NO DATE	NO DATE	
TR00	TRAIL RECOV	2		1	1										940318	NO DATE	
	.01 EVENT #1														NO DATE	NO DATE	
TR02	EVENT #2														NO DATE	NO DATE	
TR03	EVENT #3														930813	NO DATE	
TR04	EVENT #4														NO DATE	NO DATE	
TR05	EVENT #5														NO DATE	NO DATE	
TR06	EVENT #6														NO DATE	NO DATE	
TR07	EVENT #7														NO DATE	NO DATE	
TR08	EVENT #8														NO DATE	NO DATE	
TR09	EVENT #9														NO DATE	NO DATE	
TR10	EVENT #10														NO DATE	NO DATE	
*TZ00	TOTAL ZULU														NO DATE	NO DATE	
*TZ01	ZULU TOUR (FLY)														NO DATE	NO DATE	
*TZ02	ZULU (NO FLY)														NO DATE	NO DATE	
*TZ03	ZULU WK END-HOL														NO DATE	NO DATE	
TS00	WSEP LIVE FIRE														NO DATE	NO DATE	
TS05	WSEP AIR - GND														NO DATE	NO DATE	

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

ME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: CD UNIT: 0053 FLIGHT: C

EVENT ID.	EVENT DESCRIPTION	PRORATED REQUIREMENT			* * * ACCOMPLISHMENTS * * *						TOT		-- -- TRAINING LOST -- --				REMAINING			LAST ACCOMP	CURRENCY DUE
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	DPS	MX	OTH	TOT	MON	QTR			S/A
WS10	DART SORTIE																			NO DATE	NO DATE
S11	COMBAT EXPER																			NO DATE	NO DATE
WS15	DART HITS																			NO DATE	NO DATE
YG10	A-A - BELGIUM																			NO DATE	NO DATE
YG20	A-A - FRANCE																			931013	NO DATE
YG30	A-A - FRG					6		7		3										940329	NO DATE
YG40	A-A - ITALY/DEC																			NO DATE	NO DATE
YG50	A-A - HOLLAND																			NO DATE	NO DATE
YG60	A-A - SPAIN																			NO DATE	NO DATE
YG70	A-A - TURKEY																			NO DATE	NO DATE
YG80	A-A - U.K.																			940316	NO DATE
YG90	A-A -OVER WATER																			940315	NO DATE
YG95	LL - OTHER																			NO DATE	NO DATE

NAQC00: 94129

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AFE END PAGE 20

PERSONAL DATA-PRIVACY ACT OF 1974

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T-4a Summary of Crew Qualifications

T-4b Flying History Report

T-4c Training Period Activity Summary

T-4d Individual Flight Data

T-4e AF Form 942, Record of Evaluation

T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

PERSONAL DATA - PRIVACY ACT OF 1974

AS OF
DATE: 09 MAY 94

INDIVIDUAL FLIGHT DATA

MDS: *****
CREW-POS: *

NAME: [REDACTED] RNK: [REDACTED]
AGE: [REDACTED] LAST PHYSICAL: 940214 RPI: 6 SSAN: [REDACTED]
DAFSC: 01406F LAST ALT CHMB: 930503 FAC: 3 ASC: 3A
MAJCOM: AFE

MDS	C	SEQ	TOTAL	PRIMARY	SECOND	INSTR	EVAL	OTHER	COMBAT	CMBT	SPT
FO04E	F	00	760.8	688.1	0.0	72.7	0.0	0.0	0.0	0.0	0.0
FO15A	F	04	570.5	267.6	0.0	302.9	0.0	0.0	0.0	0.0	0.0
FO15B	F	05	58.7	35.1	1.9	20.6	1.1	0.0	0.0	0.0	0.0
FO15C	F	01	381.5	199.2	0.0	182.3	0.0	0.0	53.7	0.0	0.0
FO15D	F	02	115.6	45.1	0.0	70.5	0.0	0.0	0.0	0.0	0.0
FO16B	F	00	1.2	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0
ATO38A	F	00	98.5	42.9	0.0	55.6	0.0	0.0	0.0	0.0	0.0
ATO38B	F	00	798.9	155.4	0.0	643.5	0.0	0.0	0.0	0.0	0.0
SMFO04E	F	00	153.0	153.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMFO15A	F	06	142.5	66.0	0.0	73.5	3.0	0.0	0.0	0.0	0.0
SMFO15C	F	03	33.5	27.5	0.0	6.0	0.0	0.0	0.0	0.0	0.0
SMT038A	F	00	142.0	142.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			3256.7	1821.9	1.9	1427.6	4.1	1.2	53.7	0.0	0.0

CAREER TOTALS

FLYING TIME: ALL 2785.7 GRAND TOTAL: 3009.6
PRI/INST TIME: ALL 2781.5 MDS PRI/INST TIME: 2781.5

DATE 09 MAY 08 MAY 07 MAY 06 MAY 05 MAY 04 MAY 03 MAY 02 MAY 01 MAY 30 APR
HRS 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

29 APR 28 APR 27 APR 26 APR 25 APR 24 APR 23 APR 22 APR 21 APR 20 APR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

19 APR 18 APR 17 APR 16 APR 15 APR 14 APR 13 APR 12 APR 11 APR 10 APR
00.0 00.0 00.0 00.0 00.0 03.4 00.0 00.0 03.1 03.4

30 DAY TOTALS FLYING TIME: 009.9 DAYS: 03

09 APR 08 APR 07 APR 06 APR 05 APR 04 APR 03 APR 02 APR 01 APR 31 MAR
00.0 00.0 01.9 00.0 00.0 00.0 00.0 00.0 00.0 00.0

30 MAR 29 MAR 28 MAR 27 MAR 26 MAR 25 MAR 24 MAR 23 MAR 22 MAR 21 MAR
02.4 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

20 MAR 19 MAR 18 MAR 17 MAR 16 MAR 15 MAR 14 MAR 13 MAR 12 MAR 11 MAR
00.0 01.9 00.0 01.4 01.3 00.0 00.0 00.0 01.3 01.4

60 DAY TOTALS FLYING TIME: 021.5 DAYS: 10

10 MAR 09 MAR 08 MAR 07 MAR 06 MAR 05 MAR 04 MAR 03 MAR 02 MAR 01 MAR
00.0 01.8 01.4 00.0 00.0 01.6 00.0 00.0 00.0 00.0

28 FEB 27 FEB 26 FEB 25 FEB 24 FEB 23 FEB 22 FEB 21 FEB 20 FEB 19 FEB
00.0 00.0 01.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

18 FEB 17 FEB 16 FEB 15 FEB 14 FEB 13 FEB 12 FEB 11 FEB 10 FEB 09 FEB
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 01.4

90 DAY TOTALS FLYING TIME: 028.7 DAYS: 15

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

CERTIFICATE

12 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

Current Time Incident
Sortie
C-13
MAD

PERSONAL DATA - PRIVACY ACT OF 1974

AS OF
DATE: 15 APR 94

INDIVIDUAL FLIGHT DATA

MDS: *****
CREW-POS: *

NAME: [REDACTED] RNK: [REDACTED] SSAN: [REDACTED]
AGE: [REDACTED] LAST PHYSICAL: 940214 RPI: 6 ASC: 3A
DAFSC: 01406F LAST ALT CHMB: 930503 FAC: 3 MAJCOM: AFE

MDS	C	SEQ	TOTAL	PRIMARY	SECOND	INSTR	EVAL	OTHER	COMBAT	CMBT	SPT
F004E	P	00	760.8	688.1	0.0	72.7	0.0	0.0	0.0	0.0	0.0
F015A	P	04	570.5	267.6	0.0	302.9	0.0	0.0	0.0	0.0	0.0
F015B	P	05	58.7	35.1	1.9	20.6	1.1	0.0	0.0	0.0	0.0
F015C	P	01	369.7	199.2	0.0	170.5	0.0	0.0	41.9	0.0	0.0
F015D	P	02	115.6	45.1	0.0	70.5	0.0	0.0	0.0	0.0	0.0
F016B	P	00	1.2	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0
AT038A	P	00	98.5	42.9	0.0	55.6	0.0	0.0	0.0	0.0	0.0
AT038B	P	00	798.9	155.4	0.0	643.5	0.0	0.0	0.0	0.0	0.0
SMF004E	P	00	153.0	153.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMF015A	P	06	142.5	66.0	0.0	73.5	3.0	0.0	0.0	0.0	0.0
SMF015C	P	03	33.5	27.5	0.0	6.0	0.0	0.0	0.0	0.0	0.0
SMT038A	P	00	142.0	142.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			3244.9	1821.9	1.9	1415.8	4.1	1.2	41.9	0.0	0.0

CAREER TOTALS

FLYING TIME: ALL 2773.9 GRAND TOTAL: 2997.8
PRI/INST TIME: ALL 2769.7 MDS PRI/INST TIME: 2769.7

DATE	15 APR	14 APR	13 APR	12 APR	11 APR	10 APR	09 APR	08 APR	07 APR	06 APR
HRS	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0
		3.4			3.1	3.4			1.9	

05 APR	04 APR	03 APR	02 APR	01 APR	31 MAR	30 MAR	29 MAR	28 MAR	27 MAR
00.0	00.0	00.0	00.0	00.0	00.0	00.0	02.4	00.0	00.0

26 MAR	25 MAR	24 MAR	23 MAR	22 MAR	21 MAR	20 MAR	19 MAR	18 MAR	17 MAR
00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	01.9	00.0

30 DAY TOTALS FLYING TIME: 004.3 DAYS: 02 06

16 MAR	15 MAR	14 MAR	13 MAR	12 MAR	11 MAR	10 MAR	09 MAR	08 MAR	07 MAR
01.4	01.3	00.0	00.0	00.0	01.3	01.4	00.0	01.8	01.4

06 MAR	05 MAR	04 MAR	03 MAR	02 MAR	01 MAR	28 FEB	27 FEB	26 FEB	25 FEB
00.0	00.0	01.6	00.0	00.0	00.0	00.0	00.0	00.0	01.0

24 FEB	23 FEB	22 FEB	21 FEB	20 FEB	19 FEB	18 FEB	17 FEB	16 FEB	15 FEB
00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0

60 DAY TOTALS FLYING TIME: 015.5 DAYS: 10 14

14 FEB	13 FEB	12 FEB	11 FEB	10 FEB	09 FEB	08 FEB	07 FEB	06 FEB	05 FEB
00.0	00.0	00.0	00.0	00.0	00.0	01.4	00.0	00.0	00.0

04 FEB	03 FEB	02 FEB	01 FEB	31 JAN	30 JAN	29 JAN	28 JAN	27 JAN	26 JAN
00.0	00.0	02.5	02.3	00.0	00.0	00.0	00.0	00.0	00.0

25 JAN	24 JAN	23 JAN	22 JAN	21 JAN	20 JAN	19 JAN	18 JAN	17 JAN	16 JAN
00.0	00.0	00.0	00.0	00.0	00.0	00.0	02.0	00.0	00.0

90 DAY TOTALS FLYING TIME: 024.7 DAYS: 14 18

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

CERTIFICATE

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

T-4a

T-4b

TAB T-4

F-15C 79-0025

T-4c

T-4a Summary of Crew Qualifications

T-4d

T-4b Flying History Report

T-4c Training Period Activity Summary

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T-4d Individual Flight Data

T-4e AF Form 942, Record of Evaluation

T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

RECORD OF EVALUATION

NAME, LAST- FIRST- MIDDLE INITIAL AND SSAN

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)
F-4E	INITIAL INSTRUMENT	17 MAR 77	1 (USAFE)	F-15	Initial TAC/Qualification	8 Mar 84	Q (TAC)
F-4E	INITIAL QUAL MSN QUAL	10 MAY 77	1-1 (USAFE)	F-15	Tactical/Qualification	27 Aug 84	Q (TAC)
F-4E	INSTR	18 AUG 77	1 (USAFE)	F-15	No-Notice Tac/Qualification	16 Jan 85	Q (TAC)
F-4E	MSN QUAL	12 SEP 77	3 (USAFE)	F-15	Initial Instructor	12 Feb 85	Q (TAC)
F-4E	MSN QUAL	13 SEP 77	1 (USAFE)	F-15	Instrument	13 Feb 85	Q (TAC)
F-4E	INSTRUMENT	8 MAR 78	2 (USAFE)	F-15	No-Notice Tac/Qual	29 Aug 85	Q (TAC)
F-4E	QUAL MSN QUAL	19 JUL 78	1-3 (USAFE)	F-15	SEFE	9 Sep 85	Q (TAC)
F-4E	MSN QUAL	28 JUL 78	1 (USAFE)		ASSIGNED TO 405 TFW		
F-4E	INSTRUMENT	18 JAN 79	1 (USAFE)	F-15	Requal/Instrument	11 Jun 90	Q (TAC)
	ASSIGNED TO PACAF			---	-----ASSIGNED TO 36 TFW---		
F-4D	QUALIFICATION	4 JUN 79	Q (PACAF)	F-15	INITIAL TACTICAL	02 AUG 90	Q (USAFE)
F-4D	IP QUAL	11 SEP 79	Q (PACAF)	F-15	INITIAL INSTRUCTOR	22 Mar 91	Q (USAFE)
F-4D	INSTRUMENT	1 FEB 80	Q (PACAF)	F-15	No-Notice Tactical	27 Mar 91	Q (USAFE)
	ASSIGNED TO TAC (479 TFW)			F-15	INST/QUAL	25 OCT 91	Q (USAFE)
T-38	INITIAL QUAL INSTRUMENT	11 APR 80	Q (TAC)	F-15	Instmt/Qual	2 Aug 93	1 (USAFE)
T-38	INITIAL INSTRUCTOR	28 MAY 80	Q (TAC)	F-15	Msn Requal	24 Aug 93	1 (USAFE)
T-38	ANNUAL INSTRUMENT	30 DEC 80	Q (TAC)	*****	ASSIGNED TO 52 FW (USAFE)	*****	
AT-38	SEFE QUAL	9 JUL 81	Q (TAC)				
AT-38	ANN QUAL/ IP QUAL	30 JUL 81	Q (TAC)				
AT-38	ANNUAL INSTRUMENT	23 DEC 81	Q (TAC)				
AT-38	REQUAL-IFICATION	26 APR 82	Q (TAC)				
AT-38	ANN QUAL/ IP QUAL	7 JUL 82	Q (TAC)				
AT-38	ANN INST	1 FEB 83	Q (TAC)				
	ASSIGNED TO 405 TFW						
F-15	INITIAL QUAL/ INST	21 NOV 83	Q (TAC)				
	ASSIGNED TO 49 TFW						

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

William L. Harris
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

T-4a

T-4b

TAB T-4

F-15C 79-0025

T-4c

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T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

USAF CERTIFICATION OF AIRCREW TRAINING

THIS IS TO CERTIFY THAT

LAST NAME, FIRST, MIDDLE INITIAL AND SSAN

HAS SATISFACTORILY COMPLETED THE TRAINING OR SPECIAL QUALIFICATION INDICATED HEREON

TRAINING REQUIREMENT/SUBJECT TITLE	DATE COMPLETED	CERTIFYING OFFICIAL/ORGANIZATION
INITIAL QUALIFICATION (IQT CHECKOUT)	7 Aug 93	<i>Paul Turner</i> 53 FS COMMANDER
THEATER INDOCTRINATION	20 JUL 93	<i>Stu J. de Zille</i> CAPT 53 FS/DOT
MSIP QUALIFIED	20 JUL 93	<i>Stu J. de Zille</i> CAPT 53 FS/DOT
MISSION READY (MQT CHECKOUT)	24 Aug 93	<i>Paul Turner</i> 53 FS COMMANDER
INITIAL NIGHT FLIGHT (W/IP)	prev. qual	<i>Stu J. de Zille</i> CAPT 53 FS/DOT
INITIAL DART QUALIFICATION	prev. qual	<i>Stu J. de Zille</i> CAPT 53 FS/DOT
INITIAL CW QUALIFICATION	prev qual	<i>Stu J. de Zille</i> CAPT 53 FS/DOT
LOWAT (1000 ft AGL)	N/R	53 FS COMMANDER
LASDT (500 ft AGL)	Prev Qual 21 JAN 91	<i>Paul Turner</i> 53 FS COMMANDER
SUPERVISED SORTIES COMPLETE	N/A	53 FS COMMANDER
FLIGHT LEAD	14 Jan 94	<i>Paul Turner</i> 53 FS COMMANDER
ZULU FLIGHT LEAD	Prev qual	<i>CR Jones</i> 53 FS/DOT
AAR FLIGHT LEAD	Prev qual	<i>CR Jones</i> 53 FS/DOT
DART FLIGHT LEAD	Prev qual	<i>CR Jones</i> 53 FS/DOT
LOWAT FLIGHT LEAD	Prev qual	<i>CR Jones</i> 53 FS/DOT
NIGHT FLIGHT LEAD	Prev qual	<i>CR Jones</i> 53 FS/DOT
4-SHIP EMPLOY. FLIGHT LEAD	8 JAN 94	<i>CDS</i> DOT 53 FS COMMANDER

AF FORM 1381
MAR 78

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

53 FS OVERPRINT

TRAINING REQUIREMENT/SUB	TITLE	DATE COMPLETED	C	FLYING OFFICER/ORGANIZATION
MISSION COMMANDER				53 FS COMMAI
SUPERVISOR OF FLYING		PREV QUAL		36 FW OPG/CC
SIM IP		PREV QUAL		53 FS COMMAN
INSTRUCTOR PILOT		10 MAR 94		36 FW OPG/CC
RCP AAR QUALIFICATION		PREV QUAL		CR Jones 53 FS/DOT
RCP LANDING QUALIFICATION		PREV QUAL		CR Jones 53 FS/DOT
LOWAT IP		PREV QUAL		CR Jones 53 FS/DOT
DART IP		PREV QUAL		CR Jones 53 FS/DOT
SEFE		AFR 60-2		36 FW/DOV
DEMO PILOT				53 FS COMMANDER
FCF PILOT				36 FW OPG/QA

IP QUAL
SIGNATURE

44

53 FS OVERPRINT

T-4a

T-4b

TAB T-4

T-4c

F-15C 79-0025

T-4d

T-4a Summary of Crew Qualifications

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USAF Certification Aircrew Training

T-4g Letter of Xs

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Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

01 APR 94

RANK	NAME STAFF	PLT #	DEROS	POS	R P I	F L T	W X	M C	2 F L	4 F L	S I P	S O F	F C F	S E F E	REMARKS
			Jul-96	EPAE	6	A	A	X	X	X	X	X		X	

		Feb-97	MPAE	1	C	A			X	X	X	X			
--	--	--------	------	---	---	---	--	--	---	---	---	---	--	--	--

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

18 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

SQ/DO Michael J. Finney

OPG/CC

17 Sept 94 Wc

T-4a

T-4b

TAB T-4

F-15C 79-0025

T-4c

T-4a Summary of Crew Qualifications

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T-4f AF Form 1381,

USAF Certification Aircrew Training

T-4g

T-4g Letter of Xs

T-4h AF Form 8,

T-4h

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 21 Nov 83			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>			GRADE <div style="background-color: black; width: 50px; height: 1.2em; margin-top: 5px;"></div>	SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>			
ORGANIZATION AND LOCATION 550 TFTS/Luke AFB, AZ			ACFT/CREW POSITION F-15A/P	ELIGIBILITY PERIOD Nov 83 - Mar 84			
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Closed Book	16 Nov 83	93	Initial Qual/Instrument	21 Nov 83			
Open Book	16 Nov 83	98					
EP Eval	16 Nov 83	0					
IRC / Exam	17 Oct 83	99					
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED		UNQUALIFIED		DUE DATES N/A DATE ADDITIONAL TRAINING COMPLETED N/A			
1	2	3					
-	-	-					
EXPIRATION DATE OF QUALIFICATION Inst - Mar 85 Qual - Sep 84							
COMMENTS (If more space is needed, continue on reverse)							
Qualified - See Reverse							
III. CERTIFICATION							
TYPE NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER R.A. LORRAINE, Maj	550 TFTS/DOV			X	<i>Robert A. Lorraine</i>	8 DEC 83
2	REVIEWING OFFICER F.B. MERCY, Lt Col	550 TFTS/DO	X			<i>Frank B. Mercy</i>	8 DEC 83
3	FINAL APPROVING OFFICER M.J. LANGSTON, Lt Col	550 TFTS/CC	X			<i>Michael J. Langston</i>	10 DEC 83
I CERTIFY that I have been briefed and understand the action being taken on this date							
DATE 8 Dec 83		TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>			SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>		

AF FORM 8
APR 79

PREVIOUS EDITION WILL BE USED

CERTIFICATE Reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. Harris
21 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

IV. Examiner's Remarks:

1. Mission Description: Examinee flew a round-robin navigation profile to Yuma, MCAS. The instrument portion included a SID, TACAN penetration and approach, PAR and ILS. Area work included steep turns and unusual attitudes. Airwork included vertical maneuvers, AB loop and sliceback. Normal, no-flap, and simulated single-engine approaches and landings were accomplished. Mission was INST-1, TAC Syllabus F-1500TX. Lt Col Mercy, the Operations Officer, was debriefed.

2. Discrepancies: None

3. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

DOV T

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
8 Mar 84

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) [REDACTED]	GRADE [REDACTED]	SSAN [REDACTED]
ORGANIZATION AND LOCATION 7TFS/Holloman AFB, NM	ACFT/CREW POSITION F-15/P	ELIGIBILITY PERIOD N/A

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	27 Feb 84	97	Initial Tactical/Qualification	8 Mar 84
Open Book	27 Feb 84	99		
EP Eval	28 Feb 84	Q		

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED		DUE DATES N/A
1	2		
3	4		
EXPIRATION DATE OF QUALIFICATION Sep 84			DATE ADDITIONAL TRAINING COMPLETED N/A

COMMENTS (If more space is needed, continue on reverse)

Qualified

III. CERTIFICATION

#	TYPE NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER JAMES D. WESSLER, Captain	49TFW/DOV			X	<i>James D. Wessler</i>	16 Mar 84
2	REVIEWING OFFICER CONLEY V. BRADFORD, Major	7TFS/DO	X			<i>Conley V. Bradford</i>	4 APR 84
3	FINAL APPROVING OFFICER JOHN A. JUDD, Lt Colonel	7TFS/CC	X			<i>John A. Judd</i>	20 APR 84

I CERTIFY that I have been briefed and understand the action being taken this date

DATE 4 APR 84	TYPED NAME AND GRADE OF EXAMINEE [REDACTED]	SIGNATURE [REDACTED]
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AF FORM 8
APR 79

PREVIOUS EDITION WILL BE USED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. L. Harris
Date

WILLIAM L. HARRIS, Capt, USAF MSC
Evidence Custodian, Incirlik Air Base, Turkey

DOJ CC 8 DOV 1

IV. Examinee's Remarks:

1. Mission Description: The mission was briefed and flown as a 2v2 ACBT lane defense scenario with the examinee as number two and the SEFE leading the adversary element. Mission elements included formation takeoff, systems check, tactical formation, two lane defense engagements, and two BFM engagements. The examinee led the recovery to a no-flap straight in and and a normal overhead pattern. The examinee's flight commander and squadron commander were debriefed on mission results.

2. Discrepancies: None

3. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
27 Aug 84

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)

GRADE

SSAN

ORGANIZATION AND LOCATION

ACFT/CREW POSITION

ELIGIBILITY PERIOD

7TFS/Holloman AFB, NM

F-15/P

May - Sep 84

II. QUALIFICATION

GROUND PHASE

FLIGHT PHASE

EXAMINATION/CHECK

DATE

GRADE

MISSION/CHECK

DATE

Closed Book

24 Jul 84

100

Tactical/
Qualification

27 Aug 84

Open Book

24 Jul 84

97

EP Eval

13 Aug 84

Q

QUALIFICATION LEVEL

QUALIFIED

UNQUALIFIED

1

2

3

RESTRICTION

(Explain in
Comments)

☐ YES ☒ NO

ADDITIONAL TRAINING

DUE DATES

N/A

EXPIRATION DATE OF QUALIFICATION

Sep 85

DATE ADDITIONAL TRAINING COMPLETED

N/A

COMMENTS (If more space is needed, continue on reverse)

Qualified

III. CERTIFICATION

TYPE NAME AND GRADE

ORGANIZATION

CHECK

CONCUR

DO NOT

CONCUR

REMARKS

SIGNATURE

DATE

1 FLIGHT EXAMINER
THOMAS H. DOLLAHITE, JR.,
Captain

49TFW/DOV

X

TH Dollahite, Jr.

6 Sep 84

2 REVIEWING OFFICER
CONLEY V. BRADFORD,
Major

7TFS/DO

X

Conley Bradford

7 Sep 84

3 FINAL APPROVING OFFICER
JOHN A. JUDD,
Lt Colonel

7TFS/CC

X

John A. Judd

10 Sep 84

I CERTIFY that I have been briefed and understand the action being taken this date

DATE

11 Sep 84

TYPED NAME AND GRADE OF EXAMINEE

SIGNATURE

AF FORM 8
APR 79

PREVIOUS EDITION WILL BE USED

CERTIFICATE Reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 May 94
Date

W. L. Harris, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

D. J. P. CC As BOV f

IV. Examiner's Remarks:

1. Mission Description. The mission was flown in a Red Flag exercise with the examinee leading a six-ship and serving as the Blue Force Commander. The SEFE flew as number 3. Specific mission elements included a mass Blue Force briefing, formation takeoffs, departure, pre-strike sweep, area CAP, air refueling, recovery and landings. The examinee's squadron commander was debriefed on mission results. Weapons employment results were:

	<u>TAKEN</u>	<u>VALID</u>
AIM-7F	4	4
AIM-9L	3	3
GUN	-	-

2. Discrepancies: None

3. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
16 JAN 85

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	GRADE <div style="background-color: black; width: 80px; height: 1.2em; margin-top: 5px;"></div>	SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>
ORGANIZATION AND LOCATION 7 TFS/Holloman AFB, NM	ACFT/CREW POSITION F-15/P	ELIGIBILITY PERIOD N/A

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EP Eval	16 Jan 85	Q	No-Notice/Tactical Qualification	16 Jan 85

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED		DUE DATES N/A
1	2		
3	4		
EXPIRATION DATE OF QUALIFICATION SEP 85		DATE ADDITIONAL TRAINING COMPLETED N/A	

COMMENTS (If more space is needed, continue on reverse)

Qualified

III. CERTIFICATION

	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT	CONCUR	REMARKS		
1	FLIGHT EXAMINER THOMAS H. DOLLAHITE, Captain	49 TFW/DOV					<i>TH Dollahite</i>	5 Feb 85
2	REVIEWING OFFICER ROBERT L. SUMMERS, Lt Colonel	7 TFS/DO	X				<i>Robert L. Summers</i>	6 Feb 85
3	FINAL APPROVING OFFICER JOHN A. JUDD, Lt Colonel	7 TFS/CC	X				<i>John A. Judd</i>	7 Feb 85

I CERTIFY that I have been briefed and understand the action being taken this date

DATE 6 FEB 85	TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>	SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>
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AF FORM 8
APR 75

PREVIOUS EDITION WILL BE USED

CERTIFICATE Redundant

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

IV. Examiner's Remarks:

1. Mission Description. This evaluation was flown no-notice in the Sentry Tigre CFT exercise with the examinee flying as #3 and the SEFE leading a four-ship. Specific mission elements included single-ship takeoff, systems check, tactical formation, employment in an escort role, recovery, visual trail approach, and landing. The wing deputy commander for operations and squadron commander were debriefed on mission results.

WEAPONS EMPLOYMENT RESULTS:

	<u>EMPLOYED</u>	<u>VALID</u>
AIM-7F	2	2
AIM-9L	4	4

2. Discrepancies. None






3. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

DO gad CC EW+ DOV hb

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 12 FEB 85	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) 				GRADE 		SSAN 
ORGANIZATION AND LOCATION 7 TFS/Holloman AFB, NM				ACFT/CREW POSITION F-15/IP		ELIGIBILITY PERIOD N/A
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
EP Eval	12 Feb 85	Q	Initial Instructor		12 Feb 85	
QUALIFICATION LEVEL			RESTRICTION		ADDITIONAL TRAINING	
QUALIFIED		UNQUALIFIED	(Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		DUE DATES	
1	2	3			N/A	
EXPIRATION DATE OF QUALIFICATION SEP 85			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse) Qualified						
III. CERTIFICATION						
TYPE NAME AND GRADE		ORGANIZATION	CHECK		SIGNATURE	DATE
1 FLIGHT EXAMINER BRIAN R. BADGER, Captain		49 TFW/DOV	CONCUR	DO NOT CONCUR	REMARKS X	DATE 25 Feb 85
2 REVIEWING OFFICER ROBERT L. SUMMERS, Lt Colonel		7 TFS/DO	X			
3 FINAL APPROVING OFFICER JOHN A. JUDD, Lt Colonel		7 TFS/CC	X			
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE 15 FEB 85		TYPED NAME AND GRADE OF EXAMINEE 			SIGNATURE 	

AF FORM 8
APR 79

PREVIOUS EDITION WILL BE USED

CERTIFICATE reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 May 94
Date

W. L. Harris
WILLIAM L. HARRIS, Capt. USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

IV. Examiner's Remarks:

1. Mission Description: This evaluation was flown as an ACBT with the examinee as #1 and the SEFE as #3. Specific mission elements included: briefing, single ship takeoff, systems checks, close/route/tactical formation, employment in a sweep/point defense role, RTB VFR overhead fullstop. The briefing covered different tactical intercept options. The examinee's operations officer was debriefed on the mission results.

WEAPONS EMPLOYMENT RESULTS:	<u>EMPLOYED</u>	<u>VALID</u>
AIM 7F	2	2
AIM 9L	3	3

2. Discrepancies: None




3. Recommended Additional Training: N/A




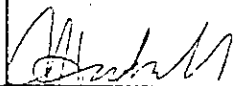
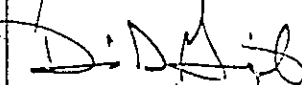


4. Additional Remarks: Examinee's debriefing was noteworthy. He covered all learning points in an excellent manner.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

DO  CC  DOV 

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 11 Jun 90			
I. EXAMINEE IDENTIFICATION								
NAME (Last, First, Middle Initial) 				GRADE 		SSAN 		
ORGANIZATION AND LOCATION 555 TFTS/Luke AFB, Arizona				ACFT/CREW POSITION F-15A/P		ELIGIBILITY PERIOD N/A		
II. QUALIFICATION								
GROUND PHASE			FLIGHT PHASE					
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE			
EP Eval	7 Jun 90	0	Requal/Instrument		11 Jun 90			
IRC	24 May 90	92						
Closed Book Test	8 Jun 90	100						
Open Book Test	8 Jun 90	100						
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING					
QUALIFIED	UNQUALIFIED		DUE DATES					
			N/A					
EXPIRATION DATE OF QUALIFICATION Nov 91			DATE ADDITIONAL TRAINING COMPLETED N/A					
COMMENTS (If more space is needed, continue on reverse) Qualified								
III. CERTIFICATION								
TYPE NAME AND GRADE		ORGANIZATION		CHECK		SIGNATURE	DATE	
				CONCUR	DO NOT CONCUR			REMARKS
1 FLIGHT EXAMINER M.S. HAIR, Capt		405 TTW/DOV				X	M.S. Hair	20 Jun 90
2 REVIEWING OFFICER J.J. HUDNALL, Capt		555 TFTS/FLT CC		X				22 Jun 90
3 FINAL APPROVING OFFICER D.D. GRANQUIST, Lt Col		555 TFTS/DO		X				23 June 90
I CERTIFY that I have been briefed and understand the action being taken this date								
DATE 22 Jun 90		TYPED NAME AND GRADE OF EXAMINEE 				SIGNATURE 		

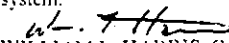
AF FORM 8
MAY 83

PREVIOUS EDITION WILL BE USED

CERTIFICATE Reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 May 94
Date


WILLIAM L. HARRIS, Capt. USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

IV. Examiner's Remarks:

A. Mission Description: Examinee flew a round-robin navigation profile to Luke AFB. The profile included a SID, enroute navigation, holding, TACAN penetration and approach, PAR, and missed approach at Yuma MCAS. The R2301E airspace was entered for unusual attitudes and airwork consisting of vertical maneuvers, AB loop, unusual attitudes, and an aileron roll. Examinee flew a stereo recovery to a simulated single engine ILS. Normal and no-flap approaches were also flown at Luke AFB. This evaluation was conducted on an Instrument sortie IAW TAC syllabus F-1500TX. Lt Col Granquist, the Operations Officer, was debriefed.

B. Discrepancies:


1. EPE: None
2. Flight: None

C. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

SQ CC 

DOV 

I. EXAMINEE IDENTIFICATION								
NAME (Last, First, Middle Initial)			GRADE		SSN			
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD			
53 FS Bitburg AB. GM			F-15C/P		N/A			
II. QUALIFICATION								
GROUND PHASE			FLIGHT PHASE					
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE				
Qual Open	23 Jul 93	100	Instmt/Qual	-2 Aug 93				
Qual Closed	23 Jul 93	96						
IRC	23 Jul 93	97						
EPE	16 Jul 93	1						
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING					
QUALIFIED	UNQUALIFIED		DUE DATES					
1			N/A					
EXPIRATION DATE OF QUALIFICATION 31 January 1995			DATE ADDITIONAL TRAINING COMPLETED					
COMMENTS (If more space is needed, continue on reverse)								
III. CERTIFICATION								
TYPED NAME AND GRADE		ORGANIZATION		CHECK		SIGNATURE	DATE	
				CONCUR	DO NOT CONCUR			REMARKS
1 FLIGHT EXAMINER M. B. Copp Captain		53 FS/ADO				X	William B. Copp	27 Aug 93
2 REVIEWING OFFICER J. L. Patton Lieutenant Colonel		53 FS/DO		X			J. L. Patton	27 Aug 93
3 FINAL APPROVING OFFICER R. W. Turner Lieutenant Colonel		53 FS/CC		X			R. W. Turner	30 Aug 93
I CERTIFY that I have been briefed and understand the action being taken this date.								
DATE		TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE		
30 AUG 93						Reduced		

AF FORM 8, MAY 85 (EF)

PREVIOUS EDITION WILL BE USED.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no-fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 Aug 94
Day

WILLIAM L. HARRIS, Capt, USAF
Evidence Custodian, Incumbent, April 1994 to Present

IV. Flight Examiner's Remarks:

A. Mission Description [REDACTED] flew as lead of two 2-ship instrument sorties with the SEFE as number two. Flight one: Formation takeoff, VFR departure to TRA 205A for area work followed by a TACAN penetration and approach and no-flap PAR at Ramstein AB, GM. A VFR departure was then flown to Bitburg AB for a SSE ILS and VFR pattern and landing. Flight two: Single ship takeoff, radar trail departure to TRA 205A, enroute navigation to Norvenich AB and Buchel AB, a TACAN penetration and no-flap localizer approach at Bitburg AB, followed by a overhead pattern and SSE ILS for a full stop landing at Bitburg.

B. Discrepancies. None.

C. Recommended Additional Training. N/A.

D. Additional Comments. Approaches at a non-USAFE base were not available during flight due to local base closures, but were evaluated in the simulator during the EPE.

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

T-4a

T-4b

TAB T-4

T-4c

F-15C 79-0025

T-4d

T-4a Summary of Crew Qualifications

T-4b Flying History Report

T-4e

T-4c Training Period Activity Summary

T-4d Individual Flight Data

T-4f

T-4e AF Form 942, Record of Evaluation

T-4f AF Form 1381,

T-4g

USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i

T-4i AF Form 1360,

Individual Training Mission Grade

INDIVIDUAL TRAINING MISSION GRADE (Grading Criteria On Reverse Side)

MISSION NUMBER

FLUG-15

POSITION NUMBER

1 of 4

MISSION DURATION

01.4

DATE

8 FEB 94

AIRCRAFT NUMBER

U/R

THIS AIRCRAFT

F-15

INSTRUCTOR

LT COL TURNER

MISSION ELEMENTS

SIMILAR/DISSIMILAR

1. MISSION PREPARATION
2. BRIEFING
3. GROUND PROCEDURES
4. TAKE-OFF (SINGLE/LEAD/WING)
5. (IFR/VFR) DEPARTURE (SS/LD/WG/TR)
6. OPS/WEAPONS CHECKS
7. FORMATION AND FORMATION DISCIPLINE
8. BFM AND MANEUVERING SKILLS
 - a. RECOGNITION OF BFM PROBLEM
 - b. BFM EXECUTION
 - c. ENERGY MANAGEMENT
9. RADAR AND AVIONICS SKILLS
 - a. SEARCH TECHNIQUES/DISCIPLINE
 - b. SCOPE INTERP/ANALYSIS
 - c. AAI/MCTR/SPECIAL MODE USE
 - d. SORTING/TARGETING
 - e. SHORT RANGE/POST MERGE RADAR
 - f. TWS AWARENESS AND USE
 - g. ECCM TECHNIQUES
10. AIR-TO-AIR EMPLOYMENT
 - a. THREAT RECOG AND ANALYSIS
 - b. INTERCEPT SELECT/EXECUTION
 - c. IDENTIFICATION (EID/VID/ACO)
 - d. DECISION TO ENGAGE/ABORT/SEP
 - e. ENGAGED FIGHTER EFFECTIVENESS
 - f. SUPPORT FIGHTER EFFECTIVENESS
 - g. ABILITY TO SURVIVE (F-POLE/AAHD/TRCH)
 - h. WPN EMPLOYMENT
 - i. VIS LOOKOUT/MUTUAL SUPPORT

OVERALL GRADE

UNKNOWN

DANGEROUS

GRADE 0

GRADE 1

GRADE 2

GRADE 3

GRADE 4

REMARKS (Continued on reverse side)

ACT/FACT MISSION BRIEFED AND FLOWN IAW 36 TFW FLUG SYLLABUS. CAP/SWEEP/ESCORT SCENARIO.

Mission was 4V4 (F-16 FLANKER AT-100 SIMULATION) in TRA 205/305 A/B. FAOR Cap scenario PID vs BVR threat.

Cleared H-Ship employment flight lead duties.
Man debriefed.

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

21 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

INST REVIEW

STUDENT INITIALS

SIGNATURE OF INSTRUCTOR

TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

T-1 UH-60 Black Hawk 88-26060

T-2 UH-60 Black Hawk 87-26000

T-3 E-3B AWACS

T-4 F-15C 79-0025

T-5 F-15C 84-0025

T-6 On-The-Job Training Records

T-1

T-2

T-3

T-4

T-5

TAB T-5

T-5a

F-15C 84-0025

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5b Flying History Report

T-5c Training Period Activity Summary

T-5d Individual Flight Data

T-5e AF Form 942, Record of Evaluation

T-5f AF Form 1381,

USAF Certification of Aircrew Training

T-5g Letter of Xs

(See Tab T-4g)

T-5h AF Form 8,

Certification of Aircrew Qualifications

Tab 5a

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (PA)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

NAME: [REDACTED] SSAN: [REDACTED] GRADE: [REDACTED] RPI: 1 FAC: 1 DFDA: 093 ASC/DATE: 1A/88 FEB 23
 RJET: 1 CRN: APL WING: 0052 PRI-CRW POS: P PRI-ACFI: F015C UNIT: 0053 BASE: SPANGDAHLEN-AB-GERMANY, 09125

AIRCRAFT M/D/S	F015C	F015D	SMF015C	F015A	F015B	SMT038A	SMF015A	OV010A	T037B	AT033B
FLY DTY CERT CODE	MPAE	MPAE	IPAN	UPIN	UPIN	FPMN	UPIN	MPAE	MPSN	P
DATE QUALIFIED	NO DATA	NO DATA	NO DATA	91 JAN 14	91 JAN 11	NO DATA	90 JAN 04	99 MAR 06	83 APR 14	NO DATA
DATE FIRST FLOWN	91 JUN 05	91 MAY 23	91 MAY 21	91 APR 04	91 MAR 29	90 AUG 21	91 APR 02	89 JAN 05	87 DEC 03	27 AUG 27
DATE LAST FLOWN	94 APR 14	93 DEC 17	93 NOV 08			90 OCT 11		90 AUG 07	88 DEC 15	90 OCT 31
TOTAL TIME	549.1	53.0	53.0	36.3	17.7	7.0	25.5	383.2	281.8	50.2
PRIMARY TIME	549.1	46.3	34.0	36.3	17.7	7.0	25.5	293.2	207.1	50.2
SECONDARY TIME	0.0	6.7	0.0	0.0	0.0	0.0	0.0	88.2	74.7	0.0
INSTRUCTOR TIME	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
PRIMARY NIGHT	31.6	3.8	0.0	2.1	2.4	0.0	0.0	10.8	5.1	0.0
PRIMARY INST	65.1	5.7	0.0	0.5	2.3	0.0	0.0	21.6	11.6	1.4
PRIMARY SIM INST	0.0	0.0	32.0	0.0	2.1	7.0	1.5	15.2	11.4	0.9
COMBAT TIME	72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	18	0	0	0	0	0	0	0	0	0
COMBAT SUPPORT SORT	0	0	0	0	0	0	0	0	0	0
TOTAL SORTIES	359	45	48	30	12	7	17	188	205	55

AIRCRAFT TOTALS

AIRCRAFT M/D/S	AT038A
FLY DTY CERT CODE	FP
DATE QUALIFIED	NO DATA
DATE FIRST FLOWN	87 AUG 28
DATE LAST FLOWN	87 AUG 28
TOTAL TIME	1.1
PRIMARY TIME	1.1
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
PRIMARY NIGHT	0.0
PRIMARY INST	0.0
PRIMARY SIM INST	0.0
COMBAT TIME	0.0
COMBAT SUPPORT TIME	0.0
COMBAT SORTIES	0
COMBAT SUPPORT SORT	0
TOTAL SORTIES	1

NAQG50: 94129

PAGE 2

PERSONAL DATA-PRIVACY ACT OF 1974

12 May 94

Reduced

W. T. H.

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (PA)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

NAME: [REDACTED] SSAN: [REDACTED] GRADE: [REDACTED] RPI: 1 FAC: 1 OFDA: 093 ASC/DATE: 1A/88 FEB 23
RJET: 1 CMD: APL WING: 0052 PRI-CRW PDS: P PRI-ACFT: F015C UNIT: 0053 BASE: SPANGDAHLEH AB GERMANY, 09126

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	1201.0
SECONDARY TIME	169.6
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	1.8
TOTAL TIME	1372.4
STUDENT TIME	189.5
OTHER US MIL TIME	0
FOREIGN MIL TIME	0
CIVILIAN TIME	0
COMBAT TIME	72.0
COMBAT SUPPORT TIME	0.0
TOTAL SORTIES	895
COMBAT SORTIES	18
COMBAT SUPPORT SORT	0
DATE FIRST FLOWN	87 AUG 27
DATE LAST FLOWN	94 APR 14
COMMAND PLT TIME	0.0
GRAND TOTAL	1561.9

NAQG50: 94129

PAGE 3

PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-5

T-5a

F-15C 84-0025

T-5b

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5b Flying History Report

T-5c Training Period Activity Summary

T-5d Individual Flight Data

T-5e AF Form 942, Record of Evaluation

T-5f AF Form 1381,

USAF Certification of Aircrew Training

T-5g Letter of Xs

(See Tab T-4g)

T-5h AF Form 8,

Certification of Aircrew Qualifications

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (PA)

AS OF 94 MAY 09

POB 5A002-005

INQUIRY

NAME: [REDACTED]
RJET: 1 CND: AFE WING: 0052SSAN: [REDACTED] GRADE: [REDACTED] RPI: 1
PRI CRW POS: P PRI ACFT: F015CFAC: 1
UNIT: [REDACTED]OFDA: 093 ASC/DATE: 1A/88 FEB 2
BASE: SPANGDAHLER AB GERMANY, 09126

AIRCRAFT M/VS	F015C	F015D	SHF015C	F015A	F015B	SHF015A	SHF015A	OV010A	T007B	AT03JB
PLT DTY CERT CODE	MPAE	MPAE	IPAN	UPIN	UPIN	UPIN	UPIN	MPAE	MPAE	MPAE
DATE QUALIFIED	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA
DATE FIRST FLOWN	91 JUN 05	91 MAY 23	91 MAY 21	91 JAN 14	91 JAN 11	90 AUG 21	90 JAN 04	89 MAR 06	93 APR 14	NO DATA
DATE LAST FLOWN	94 APR 14	93 DEC 17	93 NOV 09	91 APR 04	91 MAR 29	90 OCT 11	91 APR 02	90 AUG 07	87 DEC 03	87 AUG 87
TOTAL TIME	549.1	53.0	53.0	36.3	17.7	7.0	25.5	383.2	231.6	58.2
PRIMARY TIME	549.1	46.3	34.0	35.3	17.7	7.0	25.5	293.1	207.1	56.2
SECONDARY TIME	0.0	6.7	0.0	0.0	0.0	0.0	0.0	88.2	74.7	0.0
INSTRUCTOR TIME	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
PRIMARY NIGHT	31.6	3.8	0.0	2.1	2.4	0.0	0.0	10.8	5.1	0.0
PRIMARY INST	65.1	5.7	0.0	0.5	2.3	0.0	0.0	21.6	11.6	1.4
PRIMARY SIM INST	0.0	0.0	32.0	0.0	2.1	7.0	1.5	15.2	11.4	0.0
COMBAT TIME	72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CHST SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	13	0	0	0	0	0	0	0	0	0
CHST SUPPORT SORT	9	0	0	0	0	0	0	0	0	0
TOTAL SORTIES	353	45	48	30	12	7	17	188	205	55

AIRCRAFT TOTALS

AIRCRAFT M/VS	AT03BA
PLT DTY CERT CODE	FP
DATE QUALIFIED	NO DATA
DATE FIRST FLOWN	87 AUG 28
DATE LAST FLOWN	87 AUG 28
TOTAL TIME	1.1
PRIMARY TIME	1.1
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	0.0
PRIMARY NIGHT	0.0
PRIMARY INST	0.0
PRIMARY SIM INST	0.0
COMBAT TIME	0.0
CHST SUPPORT TIME	0.0
COMBAT SORTIES	0
CHST SUPPORT SORT	0
TOTAL SORTIES	1

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

[Signature]
Date

[Signature]
LAURA A. ELLIS, SFA, USAF
Evidence Custodian, Incirlik Air Base, Turkey

NA0650: 94129

PAGE 2

PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (FAR)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

1 CND: AFE WING: 0052

SSAN: [REDACTED]
PRI CRW POS: P

GRADE: [REDACTED] RPI: 1
PRI ACFT: F015C

FAC: 1
UNIT: [REDACTED]

GFDA: 093 ASC/DATE: 1A/88 FEB 23
BASE: SPANGDAHLEN AB GERMANY, 09126

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	1201.0
SECONDARY TIME	169.6
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
COPILOT TIME	1.8
STUDENT TIME	1372.4
OTHER US MIL TIME	189.5
FOREIGN MIL TIME	0
CIVILIAN TIME	0
COMBAT TIME	72.0
COMBAT SUPPORT TIME	0.0
TOTAL SORTIES	895
COMBAT SORTIES	18
COMBAT SUPPORT SORT	0
DATE FIRST FLOWN	87 AUG 27
DATE LAST FLOWN	94 APR 14
COMMAND PLT TIME	0.0
GRAND TOTAL	1561.9

HA0650: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-5

T-5a

F-15C 84-0025

T-5b

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5c

T-5b Flying History Report

T-5c Training Period Activity Summary

T-5d Individual Flight Data

T-5e AF Form 942, Record of Evaluation

T-5f AF Form 1381,

USAF Certification of Aircrew Training

T-5g Letter of Xs

(See Tab T-4g)

T-5h AF Form 8,

Certification of Aircrew Qualifications

PERSONAL DATA - PRIVACY ACT OF 1974

AS OF
DATE: 09 MAY 94

INDIVIDUAL FLIGHT DATA

MDS: *****
CREW-POS: *

NAME: [REDACTED] RNK: [REDACTED] SSAN: [REDACTED]
AGE: [REDACTED] LAST PHYSICAL: 930517 RPI: 1 ASC: 1A
DAFSC: 01115M LAST ALT CHMB: 940322 FAC: 1 MAJCOM: AFE

MDS	C	SEQ	TOTAL	PRIMARY	SECOND	INSTR	EVAL	OTHER	COMBAT	CMBT	SPT
F015A	P	04	36.3	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F015B	P	05	17.7	17.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F015C	P	01	549.1	549.1	0.0	0.0	0.0	0.0	72.0	0.0	0.0
F015D	P	02	53.0	46.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0
T037B	P	00	281.8	207.1	74.7	0.0	0.0	0.0	0.0	0.0	0.0
AT038A	P	00	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AT038B	P	00	50.2	50.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DV010A	P	00	383.2	293.2	88.2	0.0	0.0	1.8	0.0	0.0	0.0
SMF015A	P	00	25.5	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMF015C	P	03	53.0	34.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0
SMT038A	P	00	7.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			1457.9	1267.5	169.6	19.0	0.0	1.8	72.0	0.0	0.0

CAREER TOTALS

FLYING TIME: ALL 1372.4 GRAND TOTAL: 1561.9
PRI/INST TIME: ALL 1201.0 MDS PRI/INST TIME: 1201.0

DATE 09 MAY 08 MAY 07 MAY 06 MAY 05 MAY 04 MAY 03 MAY 02 MAY 01 MAY 30 APR
HRS 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

29 APR 28 APR 27 APR 26 APR 25 APR 24 APR 23 APR 22 APR 21 APR 20 APR
00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

19 APR 18 APR 17 APR 16 APR 15 APR 14 APR 13 APR 12 APR 11 APR 10 APR
00.0 00.0 00.0 00.0 00.0 03.5 00.0 00.0 00.0 03.5

30 DAY TOTALS FLYING TIME: 007.0 DAYS: 02

09 APR 08 APR 07 APR 06 APR 05 APR 04 APR 03 APR 02 APR 01 APR 31 MAR
00.0 00.0 00.0 05.5 04.5 00.0 00.0 02.3 00.0 00.0

30 MAR 29 MAR 28 MAR 27 MAR 26 MAR 25 MAR 24 MAR 23 MAR 22 MAR 21 MAR
03.2 00.0 00.0 00.0 00.0 02.0 00.0 00.0 00.0 00.0

20 MAR 19 MAR 18 MAR 17 MAR 16 MAR 15 MAR 14 MAR 13 MAR 12 MAR 11 MAR
00.0 00.0 00.0 01.0 00.0 01.1 00.0 00.0 00.0 00.0

60 DAY TOTALS FLYING TIME: 026.6 DAYS: 09

10 MAR 09 MAR 08 MAR 07 MAR 06 MAR 05 MAR 04 MAR 03 MAR 02 MAR 01 MAR
01.7 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0

28 FEB 27 FEB 26 FEB 25 FEB 24 FEB 23 FEB 22 FEB 21 FEB 20 FEB 19 FEB
00.0 00.0 01.1 01.3 00.0 00.0 00.0 00.0 00.0 05.2

18 FEB 17 FEB 16 FEB 15 FEB 14 FEB 13 FEB 12 FEB 11 FEB 10 FEB 09 FEB
04.3 00.0 00.6 00.8 00.0 00.0 00.0 00.0 01.1 01.0

90 DAY TOTALS FLYING TIME: 043.7 DAYS: 18

12 May 94
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

Current Thru Incident
Source.

CONF
MAY

PERSONAL DATA - PRIVACY ACT OF 1974

AS OF
DATE: 15 APR 94

INDIVIDUAL FLIGHT DATA

MDS: *****
CREW-POS: *

NAME: [REDACTED] RNK: [REDACTED] SSAN: [REDACTED]
AGE: [REDACTED] LAST PHYSICAL: 930517 RPI: 1 ASC: 1A
DAFSC: 01115M LAST ALT CHMB: 940322 FAC: 1 MAJCOM: AFE

MDS	C	SEQ	TOTAL	PRIMARY	SECOND	INSTR	EVAL	OTHER	COMBAT	CMBT	SPT
F015A	P	04	36.3	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F015B	P	05	17.7	17.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F015C	P	01	542.1	542.1	0.0	0.0	0.0	0.0	65.0	0.0	0.0
F015D	P	02	53.0	46.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0
T037B	P	00	281.8	207.1	74.7	0.0	0.0	0.0	0.0	0.0	0.0
AT038A	P	00	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AT038B	P	00	50.2	50.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OV010A	P	00	383.2	293.2	88.2	0.0	0.0	1.8	0.0	0.0	0.0
SMF015A	P	00	25.5	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMF015C	P	03	53.0	34.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0
SMT038A	P	00	7.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS			1450.9	1260.5	169.6	19.0	0.0	1.8	65.0	0.0	0.0

CAREER TOTALS

FLYING TIME: ALL 1365.4 GRAND TOTAL: 1554.9
PRI/INST TIME: ALL 1194.0 MDS PRI/INST TIME: 1194.0

DATE	15 APR	14 APR	13 APR	12 APR	11 APR	10 APR	09 APR	08 APR	07 APR	06 APR
HRS	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0
		3.4				5.1				3.5
05 APR	04 APR	03 APR	02 APR	01 APR	31 MAR	30 MAR	29 MAR	28 MAR	27 MAR	
05.5	04.5	00.0	00.0	02.3	00.0	00.0	03.2	00.0	00.0	
26 MAR	25 MAR	24 MAR	23 MAR	22 MAR	21 MAR	20 MAR	19 MAR	18 MAR	17 MAR	
00.0	00.0	02.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	
					29.5					
30 DAY TOTALS					FLYING TIME: 017.5				DAYS: 05 08	
16 MAR	15 MAR	14 MAR	13 MAR	12 MAR	11 MAR	10 MAR	09 MAR	08 MAR	07 MAR	
01.0	00.0	01.1	00.0	00.0	00.0	00.0	01.7	00.0	00.0	
06 MAR	05 MAR	04 MAR	03 MAR	02 MAR	01 MAR	28 FEB	27 FEB	26 FEB	25 FEB	
00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	01.1	
24 FEB	23 FEB	22 FEB	21 FEB	20 FEB	19 FEB	18 FEB	17 FEB	16 FEB	15 FEB	
01.3	00.0	00.0	00.0	00.0	00.0	05.2	04.3	00.0	00.6	
					45.8					
60 DAY TOTALS					FLYING TIME: 033.8				DAYS: 18 16	
14 FEB	13 FEB	12 FEB	11 FEB	10 FEB	09 FEB	08 FEB	07 FEB	06 FEB	05 FEB	
00.8	00.0	00.0	00.0	00.0	01.1	01.0	00.0	00.0	00.0	
04 FEB	03 FEB	02 FEB	01 FEB	31 JAN	30 JAN	29 JAN	28 JAN	27 JAN	26 JAN	
00.0	00.0	04.7	02.9	00.0	00.0	00.0	00.0	04.5	00.0	
25 JAN	24 JAN	23 JAN	22 JAN	21 JAN	20 JAN	19 JAN	18 JAN	17 JAN	16 JAN	
00.0	03.2	00.0	00.0	05.5	00.0	04.3	00.0	00.0	04.4	
				78.2						
90 DAY TOTALS					FLYING TIME: 066.2				DAYS: 25 26	

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

13 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB T-5

T-5a

F-15C 84-0025

T-5b

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5c

T-5b Flying History Report

T-5c Training Period Activity Summary

T-5d

T-5d Individual Flight Data

T-5e AF Form 942, Record of Evaluation

T-5f AF Form 1381,

USAF Certification of Aircrew Training

T-5g Letter of Xs

(See Tab T-4g)

T-5h AF Form 8,

Certification of Aircrew Qualifications

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-CU1

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	ACCOMPLISHMENTS						TOT SCH	TRAINING LOST				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN		WX	HHQ OPS	MX	OTH				TOT
AC00	AIR TO AIR	28		4	3									21	940324	NO DATE
AC10	ACBT			3	3										940324	940523
AC20	ACM-2V1				1										940324	NO DATE
AC21	DACM-2V1														931020	NO DATE
AC25	ACM/DACM TOTAL	4			1								3	940324	NO DATE	
AC30	ACT- 2/4VX			1											940205	NO DATE
AC31	DACT- 2/4VX			1											940223	NO DATE
AC35	ACT/DACT TOTAL	8		2									6	940223	NO DATE	
AC40	BFM-1V1			1	2										940316	NO DATE
AC41	D6FM-1V1														910617	NO DATE
AC45	BFM/D6FM TOTAL	4		1	2								1	940316	NO DATE	
*AC69	DISS ACBT														NO DATE	NO DATE
*AC95	ACBT MQT CURR														NO DATE	NO DATE
*AC96	ACBT 45 DAY														940223	NO DATE
*AC97	ACBT 60 DAY														940223	940424
*AC98	ACBT 90 DAY														940223	940524
*AC99	ACBT 180 DAY														940223	940822
AH00	ADV HANDL CHAR			1											940214	NO DATE

NAQC00: 94129

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APE PAGE 1

PERSONAL DATA-PRIVACY ACT OF 1974

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board and I have investigated the crash of two U.S. Army Black Hawk helicopters in a training area in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record as it is kept in my records system.

Date

12 May 94
ReducedW. J. H.
WILLIAM L. HARRIS, Capt, USAF
Evidence Custodian

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09 PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: HPAE ACFT: 1 TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT SCH	WX	TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN			HHQ	DPS	MX	OTH				TOT
DM01	DMND MSN CURCY		8	12	5	6									940414	940514	
*DM97	DMND MSN 45DAY														940223	940409	
*DM98	DMND MSN 90DAY														940223	940524	
*DM99	DMND MSN 180DY														940223	940822	
DR00	DINCPT RPT				1										940223	NO DATE	
DS00	DESERT SORTY														NO DATE	NO DATE	
EPCT	CPT				2										940314	940413	
FL00	FORM LAND TOTAL														NO DATE	NO DATE	
FL01	FORM LAND LEAD														NO DATE	NO DATE	
*FL95	FORM LAND CURR														NO DATE	NO DATE	
FT00	FORM TAKEOFF	2	2	1	1										940316	940614	
FW01	FORM LAND WING														NO DATE	NO DATE	
IN00	INCPT SORT			1											940225	NO DATE	
*IN09	LQW ALT INCPT														NO DATE	NO DATE	
IN10	4VX EMPLY	6		1										5	940223	NO DATE	
*IN20	4VX EMPLY SIML														NO DATE	NO DATE	
*IN21	4VX EMPLY DSIM														911220	NO DATE	
IN30	SIML DAY INCPT			1											940225	NO DATE	

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PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: 00 UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT	- - - TRAINING LOST - - -					REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE	
			JAN	FEB	MAR	APR	MAY	JUN		SCH	WX	HHQ	OPS	MX				OTH	TOT
IN31	DSIH INCPT SORT															930909	NO DATE	
IN35	NITE INCPT SORT	3														3	931027	NO DATE
IN50	TL INCPT ENGAGE																931020	NO DATE
IN51	INT >5000* AGL																931020	NO DATE
IN52	INT <=5000* AGL																930825	NO DATE
LA00	LL CAT I CURR		1		1												940202	NO DATE
LA10	LOW LV CAT2 500																NO DATE	NO DATE
*LA13	LLI																NO DATE	NO DATE
LA15	LOWAT CAT I		1		1												940202	NO DATE
*LA20	LL CAT III CURR																NO DATE	NO DATE
*LA25	LOWAT CAT II																NO DATE	NO DATE
LA45	LATN/LATF CAT I																NO DATE	NO DATE
LA46	LLI																NO DATE	NO DATE
*LC01	NITE LAND CURR																NO DATE	NO DATE
*LC97	DAY LAND CURR																NO DATE	NO DATE
LD01	DAY LANDING		9	12	5	6											940414	940529
LD02	NITE LAND																931027	NO DATE
LD03	NITE LAND CURR		9	12	5	6											940414	940505

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * * TOT						- - - TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE	
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ OPS	MX				OTH	TOT
#LF01	FOUR SHIP EMPLY														NO DATE	NO DATE
LG00	LOW LVL			1		1									940202	NO DATE
LG10	BELGIUM-1000														920702	NO DATE
LG20	FRANCE-1500														NO DATE	NO DATE
LG30	FRG-1500														930519	NO DATE
LG40	ITALY-1000														NO DATE	NO DATE
LG50	HOLLAND-1000														NO DATE	NO DATE
LG60	SPAIN-2000														NO DATE	NO DATE
LG70	TURKEY-1000			1		1									940202	NO DATE
LG80	UK-2000														920513	NO DATE
LG90	USA-1000														NO DATE	NO DATE
LG95	OTHER-1000														930505	NO DATE
MF00	MFFD EVENT														930916	NO DATE
MX00	FLAG MISSION														920629	NO DATE
OC01	OCEAN CROSSING														NO DATE	NO DATE
PA00	PREC APCH	12		2		5		5							940324	940423
PA01	H/DN PREC APP					3		2							940324	NO DATE
PA05	PRE APPR HDOFF	4		2		2		3							940309	NO DATE

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PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

PERSONAL DATA-PRIVACY ACT OF 1974
 TRAINING PERIOD ACTIVITY SUMMARY (PA)
 CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * * TOT						--- TRAINING LOST ---				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE	
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ OPS	MX				OTH	TOT
PA08	WXCAT "A" CURR		2	4											940324	940423
PA09	WXCAT "B" CURR		2	4											940218	940404
PA10	MPREC APPR TOTL	12		3	4								5	940324	NO DATE	
PA11	NON PREC APPR			1	1									940324	NO DATE	
PA15	H/OFF N-PREAPP	4		2	3									940309	NO DATE	
PA20	FORM APPROACH													930908	NO DATE	
PE00	TOTAL WX PENE	6	2	8	6									940324	NO DATE	
PE01	H/ON PENE			6	4									940324	NO DATE	
PE05	H/OFF PENE	2	2	2	2									940309	NO DATE	
RM01	RTM MISSION													NO DATE	NO DATE	
SA00	AIR TO SUR	16											16	NO DATE	NO DATE	
SC00	COLL SORT TOTL			3										940218	NO DATE	
SC03	XC/FERRY FLT			2										940218	NO DATE	
SC04	DEMO FLT													NO DATE	NO DATE	
SC07	INST PROF COLL			1										940215	NO DATE	
SC08	ORIENTATION FLT													931217	NO DATE	
SC09	NONIP BK S SORT													920508	NO DATE	
SE00	SIM SINGL ENGN	2		1									1	940214	NO DATE	

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: NPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * *	ACCOMPLISHMENTS	* * *	TOT	---	TRAINING LOST	---	REMAINING	LAST	CURRENCY								
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	DPS	MX	OTH	TOT	MON	QTR	S/A	ACCDMP	DUE
SG00	GCC SORT TOTAL	7 19 37	8	9	5	6										7	13	9	940414	NO DATE
SG08	GCC OTHER TOTAL		7	1	1	6													940414	NO DATE
SG10	GCC OTHER DAY		7	1	1	6													940414	NO DATE
SG15	GCC OTHER NIGHT																		930419	NO DATE
SI00	INST PROF SORT	2	1	3	1														940309	NO DATE
SI10	INST PROF DAY		1	3	1														940309	NO DATE
SI15	INST PROF NIGHT																		930414	NO DATE
SI20	IPRO COLL DAY			1															940215	NO DATE
SI25	IPRO COLL NIGHT																		NO DATE	NO DATE
*SM00	TOTAL SIMS	4																4	931124	NO DATE
*SM07	EPE WITH SEFE																		930820	950131
*SM21	INST. SIM	1																1	931001	NO DATE
*SM22	EP SIM	1																1	931001	NO DATE
*SM23	TAC EW SIM	2																2	931124	NO DATE
*SM26	SUPER EP SIM	1																1	930820	NO DATE
*SM27	SUPERTACEW SIM																		930727	NO DATE
*SM28	CWSIM GEAR WORN	1																1	931124	NO DATE
SN00	NIGHT SORTIE	2																2	931027	NO DATE

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MCN QTR S/A	* * * ACCOMPLISHMENTS * * *						TOT SCH	-- -- TRAINING LOST -- --				REMAINING MCN QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN		WX	HHQ	DPS	MX				OTH	TOT
SOF1	SOF TOUR														NO DATE	NO DATE
SOF2	STBY SOF TOUR														NO DATE	NO DATE
ST00	TOTAL SORTIES	30	8	12	5	6									940414	NO DATE
*ST01	LAST FLT														NO DATE	NO DATE
TD00	TRAIL DEPARTURE	2		5											940223	NO DATE
TE00	ECM RANGE MSN														930511	NO DATE
*TE01	EC RANGE														NO DATE	NO DATE
TE10	SORTIE ECM GEAR	6	1										5		940109	NO DATE
TE20	ECM TGT INTCP														931027	NO DATE
TE40	ECM TOTAL		3												940109	NO DATE
TM00	DATE ASSIGN														NO DATE	NO DATE
TM01	TLP MISSION														NO DATE	NO DATE
TM02	DATE MR														NO DATE	NO DATE
TM03	DATE MR/REGRESS														NO DATE	NO DATE
TM04	DATE MR/REQUAL														NO DATE	NO DATE
*IM05	DATE PCS														NO DATE	NO DATE
*TD02	HUD OFF DEPART														NO DATE	NO DATE
*TD95	FORM I/O CURR														NO DATE	NO DATE

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09

PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: HPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: GD UNIT: 0353 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	* * * ACCOMPLISHMENTS * * * TOT - - -												TRAINING LOST - - - HHQ OPS MX DTH TOT	REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX								
TR00	TRAIL RECOV	2		4												940223	NO DATE	
TR01	EVENT #1															930910	NO DATE	
TR02	EVENT #2															931216	NO DATE	
TR03	EVENT #3															931110	NO DATE	
TR04	EVENT #4															931201	NO DATE	
TR05	EVENT #5															930915	NO DATE	
TR06	EVENT #6															931001	NO DATE	
TR07	EVENT #7															NO DATE	NO DATE	
TR08	EVENT #8															NO DATE	NO DATE	
TR09	EVENT #9															NO DATE	NO DATE	
TR10	EVENT #10															NO DATE	NO DATE	
*TZ00	TOTAL ZULU															930318	NO DATE	
*TZ01	ZULU TOUR (FLY)															930825	NO DATE	
*TZ02	ZULU (NO FLY)															930318	NO DATE	
*TZ03	ZULU WK END-HOL															921113	NO DATE	
WS00	WSEP LIVE FIRE															NO DATE	NO DATE	
*WS05	WSEP AIR - GND															NO DATE	NO DATE	
WS10	DART SORTIE															NO DATE	NO DATE	

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PERSONAL DATA-PRIVACY ACT OF 1974

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA)
CONTINUATION/INDIVIDUAL

AS OF 94 MAY 09 PCN SA002-C01

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: MPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: CD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MON QTR S/A	*** ACCOMPLISHMENTS ***						TOT - - -		TRAINING LOST - - -				REMAINING MON QTR S/A	LAST ACCOMP	CURRENCY DUE
			JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH				TOT
WS11	COMBAT EXPER															NO DATE	NO DATE
WS15	DART HTS															910410	NO DATE
YG10	A-A - BELGIUM															920702	NO DATE
YG20	A-A - FRANCE															NO DATE	NO DATE
YG30	A-A - FRG						3									940324	NO DATE
YG40	A-A - ITALY/DEC						3									920803	NO DATE
YG50	A-A - HOLLAND															NO DATE	NO DATE
YG60	A-A - SPAIN															NO DATE	NO DATE
YG70	A-A - TURKEY															NO DATE	NO DATE
YG80	A-A - U.K.															920520	NO DATE
YG90	A-A -OVER WATER															931027	NO DATE
YG95	LL - OTHER															930505	NO DATE

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PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-5

T-5a

F-15C 84-0025

T-5b

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5c

T-5b Flying History Report

T-5c Training Period Activity Summary

T-5d

T-5d Individual Flight Data

T-5e AF Form 942, Record of Evaluation

T-5e

T-5f AF Form 1381,

USAF Certification of Aircrew Training

T-5g Letter of Xs

(See Tab T-4g)

T-5h AF Form 8,

Certification of Aircrew Qualifications

RECORD OF EVALUATION

NAME, LAST- FIRST- MIDDLE INITIAL AND SSAN

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)
T-38	Instrument	22 Jun 87	Q (ATC)				
	Assigned to ATC						
T-37B	Initial Qualification	10 Dec 87	Q (ATC)				
T-37B	Initial Instrument	17 Dec 87	Q (ATC)				
	Assigned to TAC						
	Assigned to 549 TASTG						
OT-37	Initial Tactical	17 Feb 88	Q (TAC)				
	Assigned to 507 TAIRCW						
OV-10	Initial Inst/Qual	26 Jan 89	Q (TAC)				
OV-10	Initial Tactical	6 Mar 89	Q (TAC)				
OV-10	Inst/Qual	4 Jun 90	Q (TAC)				
-----	Assigned to 405 TTW----						
F-15	Initial Inst/Qual	28 JAN 91	Q (TAC)				
*****	ASSIGNED TO 36 TFW *****						
F-15	Initial Tactical	12 Jul 91	Q (USAFE)				
F-15	Instrument Qual.	20 May 92	Q (USAFE)				
F-15	No-Notice Tactical	28 Oct 92	Q (USAFE)				
F-15	Instmt/Qual	8 Sep 93	1- (USAFE)				
*****	Assigned to 52 FW *****						

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

William L. Harris
 Date 8 May 94 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

U.S. G.P.O. 1977-241-130/

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

8 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB T-5	T-5a
F-15C 84-0025	
	T-5b
T-5a Summary of Crew Qualifications	
(See Tab T-4a)	T-5c
T-5b Flying History Report	
T-5c Training Period Activity Summary	T-5d
T-5d Individual Flight Data	
T-5e AF Form 942, Record of Evaluation	T-5e
T-5f AF Form 1381,	
USAF Certification of Aircrew Training	T-5f
T-5g Letter of Xs	
(See Tab T-4g)	
T-5h AF Form 8,	
Certification of Aircrew Qualifications	

USAF CERTIFICATION OF AIRCREW TRAINING

THIS IS TO CERTIFY THAT

LAST NAME, FIRST, MIDDLE INITIAL AND SSAN

HAS SATISFACTORILY COMPLETED THE TRAINING OR SPECIAL QUALIFICATION INDICATED HEREON

TRAINING REQUIREMENT/SUBJECT TITLE	DATE COMPLETED	CERTIFYING OFFICIAL/ORGANIZATION
INITIAL QUALIFICATION (IQT CHECKOUT)	N/A	TFS COMMANDER
THEATER INDOCTRINATION	20 May 91	Lt Col E. M. [Signature] CAPT TFS/DOT
MSIP QUALIFIED	20 MAY 91	Lt Col E. M. [Signature] CAPT TFS/DOT
MISSION READY (MQT CHECKOUT)	12 Jul 91	RK Big [Signature] TFS COMMANDER
INITIAL NIGHT FLIGHT (w/ IP)	20 OCT 91	Lt Col E. M. [Signature] CAPT TFS/DOT
INITIAL DART QUALIFICATION	PREV RTM QUAL	Lt Col E. M. [Signature] CAPT TFS/DOT
INITIAL CW QUALIFICATION	28 Oct 91	Lt Col E. M. [Signature] CAPT TFS/DOT
LOWAT (1000 ft AGL)	19 AUG 91	Lt Col E. M. [Signature] CAPT TFS/DOT
IASDT (500 ft AGL)	19 April 93	[Signature] LTC TFS COMMANDER
SUPERVISED SORTIES COMPLETE	16 Jul 92	[Signature] 4C TFS COMMANDER
FLIGHT LEAD	30 Nov 92	[Signature] 4C TFS COMMANDER
ZULU FLIGHT LEAD	09 Dec 92	[Signature] CAPT TFS/DOT
AAR FLIGHT LEAD	19 APR 93	[Signature] CAPT TFS/DOT
DART FLIGHT LEAD		TFS/DOT
LOWAT FLIGHT LEAD	19 April 93	[Signature] LTC TFS/DOT
NIGHT FLIGHT LEAD	19 APR 93	[Signature] CAPT TFS/DOT
4-SHIP EMPL. FLIGHT LEAD	22 Oct 93	[Signature] LTC TFS COMMANDER

AF FORM 1381 1381

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

19 May 94





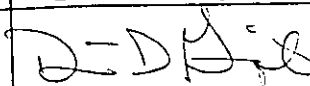


W. L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TFS OVERPRINT

TRAINING REQUIREMENT/SUB.	TITLE	DATE COMPLETED	COMPLETING OFFICER/ORGANIZATION
MISSION COMMANDER			TFS COMMANDER
SUPERVISOR OF FLYING		23 NOV 93	TFW/DO
SIM IP		19 Aug 92	TFS COMMANDER
INSTRUCTOR PILOT			TFW DO
RCP AAR QUALIFICATION			TFS/DOT
RCP LANDING QUALIFICATION			TFS/DOT
LOWAT IP			TFS/DOT
DART IP			TFS/DOT
SEFE			TFW/DOV
DEMO PILOT			TFS COMMANDER
FCF PILOT			TFW/QA

TAB T-5	T-5a
F-15C 84-0025	
	T-5b
T-5a Summary of Crew Qualifications	
(See Tab T-4a)	T-5c
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T-5d Individual Flight Data	
T-5e AF Form 942, Record of Evaluation	T-5e
T-5f AF Form 1381,	
USAF Certification of Aircrew Training	T-5f
T-5g Letter of Xs	
(See Tab T-4g)	T-5g
T-5h AF Form 8,	
Certification of Aircrew Qualifications	

TAB T-5	T-5a
F-15C 84-0025	
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T-5a Summary of Crew Qualifications	
(See Tab T-4a)	T-5c
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T-5g Letter of Xs	
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T-5h AF Form 8,	
Certification of Aircrew Qualifications	T-5h

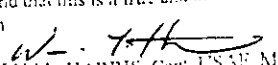
CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 28 Jan 91			
I. EXAMINEE IDENTIFICATION								
NAME (Last, First, Middle Initial) 				GRADE Capt		SSAN 		
ORGANIZATION AND LOCATION 555 TFTS/Luke AFB, Arizona				ACFT/CREW POSITION F-15A/P		ELIGIBILITY PERIOD N/A		
II. QUALIFICATION								
GROUND PHASE			FLIGHT PHASE					
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE			
EP Eval	17 Jan 91	Q	Initial Qual/Instrument		28 Jan 91			
IRC	8 Jan 91	100						
Closed Book Test	3 Jan 91	100						
Open Book Test	3 Jan 91	100						
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING					
QUALIFIED	UNQUALIFIED		DUE DATES N/A					
			DATE ADDITIONAL TRAINING COMPLETED N/A					
EXPIRATION DATE OF QUALIFICATION Jun 92								
COMMENTS (If more space is needed, continue on reverse) Qualified								
III. CERTIFICATION								
	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	REMARKS			
1	FLIGHT EXAMINER M.A. REICHERT, Capt	405 TTW/DOV			X		30 JAN 91	
2	REVIEWING OFFICER D. REED, Capt	555 TFTS/FLT CC	X				31 JAN 91	
3	FINAL APPROVING OFFICER D.D. GRANQUIST, Lt Col	555 TFTS/DO	X				4 FEB 91	
I CERTIFY that I have been briefed and understand the action being taken this date								
DATE 4 Feb 91		TYPED NAME AND GRADE OF EXAMINEE  Capt				SIGNATURE 		

AF FORM 8
MAY 85

PREVIOUS EDITION WILL BE USED

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1991, and that this is a true and accurate copy of the record which is kept in my records system


 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

21 May 94
 Date

IV. Examiner's Remarks:

A. Mission Description: Examinee flew a round-robin navigation profile to Luke AFB. The profile included a SID, enroute navigation, holding, TACAN penetration and approach, PAR, and missed approach at Yuma MCAS. The R2301E range was entered for unusual attitudes and airwork consisting of an AB loop and steep turns. Examinee flew a stereo recovery to a simulated single engine ILS at Luke AFB. Normal and no-flap approaches were also flown at Luke AFB. This evaluation was conducted on an Inst 2 mission IAW TAC syllabus F-1500B. Lt Col Granquist, the Operations Officer, was debriefed.

B. Discrepancies:

1. EPE: None
2. Flight: None

C. Recommended Additional Training: N/A

V. Reviewing Officer's Remarks:

VI. Approving Officer's Remarks:

VII. Additional Reviews:

SQ CC DL

DOV C

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 12 JUL 91		
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>				GRADE Captain		SSAN <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	
ORGANIZATION AND LOCATION 53 TFS Bitburg AB, GE				ACFT/CREW POSITION F-15/P		ELIGIBILITY PERIOD N/A	
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE		
Tactical Exam	9 Jul 91	96	Initial Tactical		12 Jul 91		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED		DUE DATES N/A				
			DATE ADDITIONAL TRAINING COMPLETED N/A				
EXPIRATION DATE OF QUALIFICATION Dec 92							
COMMENTS (If more space is needed, continue on reverse)							
QUALIFIED							
III. CERTIFICATION							
TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS			
1. FLIGHT EXAMINER J. S. Brown Major	36 TFW/DOV				X	<i>James S. Brown</i>	16 JUL 91
2. REVIEWING OFFICER T. Duffy Captain	53 TFS/Flt CC	X				<i>Timothy Duffy</i>	20 JUL 91
3. FINAL APPROVING OFFICER A. T. Nacke Lt Colonel	53 TFS/DO	X				<i>Alan T. Nacke</i>	22 JUL 91
I CERTIFY that I have been briefed and understand the action being taken this date							
DATE 22 July 91	TYPED NAME AND GRADE OF EXAMINEE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div> Captain					SIGNATURE <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 5px;"></div>	

AF FORM 8
MAY 85

PREVIOUS EDITION WILL BE USED

CERTIFICATE	
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.	
21 Aug 94 Date	<i>William L. Harris</i> WILLIAM L. HARRIS, CAPT US AF, MSC Evidence Custodian, Incident Air Base, Turkey

IV. Examiner's Remarks:

A. Mission Description: Capt [REDACTED] was number two on a 2v1 ACT mission to TRA 205A. Mission tasking was for medium altitude ingress to a CAP scenario versus a simulated Fulcrum threat followed by offensive BFM from a 6000' perch set-up. Egress was at medium altitude to an instrument approach and landing at Bitburg AB.

	EMPLOYED	VALID
AIM-7M	2	2
GUN	1	1

B. Discrepancies: Flight. Area 66, ECM/ECCM/IRCM/RWR, (Q-). Examinee was late to interpret the RWR information and employ adequate CMDS to counter the threat.

C. Recommended Additional Training: N/A

D. Additional Comments: The flight was briefed as a 2v2 ACT, but flown as a 2v1 due to aircraft maintenance problems. An ILS full stop was flown in lieu of an overhead pattern due to recovery base weather.

V. Reviewing Officer's Remarks: None.

VI. Approving Officer's Remarks: None.

TAB T

INDIVIDUAL FLIGHT RECORDS/PERSONNEL RECORDS

T-1 UH-60 Black Hawk 88-26060
T-2 UH-60 Black Hawk 87-26000
T-3 E-3B AWACS
T-4 F-15C 79-0025
T-5 F-15C 84-0025
T-6 On-The-Job Training Records

T-1
T-2
T-3
T-4
T-5
T-6

TAB T-6

ON-THE-JOB TRAINING RECORDS

T-6a Extract from On-the-Job Training Record

Femmenella, James C., SrA

T-6b Extract from On-the-Job Training Record

Norman, Todd B., A1C

T-6c Extract from On-the-Job Training Record

Klee, Gregory S., SSgt

T-6a

I. IDENTIFICATION DATA			
LAST NAME - FIRST NAME - MIDDLE INITIAL		PAFSC	DATE ENTERED TRAINING
Femenella James C.		45231A	15 Nov 90
GRADE		DAFSC	COMMANDER'S EVALUATION DATE
SSAN		45231A	
SRA		CAFSC	MAXIMUM TRAINING DATE
		45231A	
		TNG TO AFSC	
		45251A	

ON-THE-JOB TRAINING RECORD

PRIVACY ACT STATEMENT	
<p>AUTHORITY: 44 USC 3101; 10 USC 8012 and EO 9397</p> <p>PRINCIPAL PURPOSE: AF Form 623 and all documents filed in the folder are used to maintain an individual comprehensive record of AFSC oriented training.</p> <p>ROUTINE USES:</p> <ol style="list-style-type: none"> 1. To document and monitor upgrade and retraining skill progression and qualification training by the trainer and supervisor. 2. As a historical document by supervisors to determine an individual's trained qualifications to perform required duties on initial assignment and on an "as required" basis thereafter. 3. To determine when entry into or withdrawal from training is required. 4. To determine if adequate training has been given when determining the proper recommendations to make regarding individuals. 5. To determine the effectiveness of the OJT program. 6. When waiver actions are requested in the OJT program. 7. When an individual is being considered for separation from the Air Force. 8. When required, to determine appropriate corrections to an individual's records. <p>DISCLOSURE IS MANDATORY. Failure to provide information will prevent required control monitoring of AFSC training which will jeopardize the ability of the unit to perform its assigned mission and will also prevent higher headquarters from knowing the skill qualifications on personnel in its units. The SSAN is mandatory to make positive identification of the individual in relation to other personnel actions and records.</p>	

II. ORIENTATION AND CERTIFICATION	
IMMEDIATE SUPERVISOR (GRADE AND NAME)	BRIEF YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING:
1st Sgt Rayland	<ol style="list-style-type: none"> a. YOUR SPECIALTY DESCRIPTION, AFR 39-1 b. THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 <ol style="list-style-type: none"> (1) CAREER KNOWLEDGE REQUIREMENTS (2) JOB QUALIFICATION REQUIREMENTS c. TESTING PROCEDURES FOR CDCs d. USES OF AF FORM 623 AND JOB QUALIFICATION STANDARDS (JQSs) e. RESPONSIBILITIES FOR POSITION QUALIFICATION TRAINING AFTER UPGRADE f. IMPACT OF TRAINING ON CAREER PROGRESSION
TRAINEE SIGNATURE	I CERTIFY THAT THE ACTIONS LISTED ABOVE HAVE BEEN ACCOMPLISHED AND THAT I UNDERSTAND MY INDIVIDUAL RESPONSIBILITIES FOR CAREER PROGRESSION, AS ESTABLISHED IN AFR 50-23.
SIGNATURE AND TITLE OF CERTIFYING OFFICIAL George Cochran 53FS Spec Element Chief	I CERTIFY THAT THIS AF FORM 623 IS A COPY OF PERTINENT DATA CONTAINED IN A PREVIOUS AF FORM 623.

AF FORM 623 JUL 84 PREVIOUS EDITION WILL BE USED

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

OJT Record on SRA Femenella

which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

7 May 94
Date

1. TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	2. CERTIFICATION FOR OJT				3. PROFICIENCY CODES USED TO INDICATE TRAINING/INFORMATION PROVIDED					
	A	B	C	D	A		B		C	
	Start Date	Completion Date	Certifying Official's Initials	Trainee's Initials	3 Skill Level (1) Course	(2) CDC	5 Skill Level (1) Course	(2) CDC	7 Skill Level (1) Course	(2) CDC
(48b) Trace wiring, system, and interface diagrams	19AUG91	30 SEPT 91	JST	JCF	B			B		
(**c) Perform operational checkout and BIT	19AUG91	30 SEPT 91	JST	JCF	2b			-		
(**d) Isolate malfunctions	19AUG91	30 SEPT 91	JST	JCF	2b			-		
(**e) Remove system LRU(s)	19AUG91	30 SEPT 91	JST	JCF	2b			-		
(**f) Install system LRU(s)	19AUG91	30 SEPT 91	JST	JCF	2b			-		
*49. IDENTIFICATION FRIEND OR FOE (IFF) AND MODE 4 SYSTEM TR: Applicable F-15 -2 series T0s										
a. Theory of operation					A			B		
(b) Trace wiring, system, and interface diagrams	10 JUL 91	19AUG91	1116AL	JCF	B			B		
(**c) Perform operational checkout and BIT	7 JUL 91	10 JUL 91	1116AL	JCF	2b			-		
(**d) Isolate malfunctions	10 JUL 91	19AUG91	1116AL	JCF	2b			-		
(**e) Remove system LRU(s)	7 JUL 91	10 JUL 91	1116AL	JCF	-			-		
(**f) Install system LRU(s)	7 JUL 91	10 JUL 91	1116AL	JCF	-			-		
(g) Code/decode mode 4	7 JUL 91	10 JUL 91	1116AL	JCF	b			-		
*50. AIR-TO-AIR IFF INTERROGATOR (AAI) AND MODE 4 SYSTEM TR: Applicable F-15 -2 series T0s										
a. Theory of operation					A			B		
(b) Trace wiring, system, and interface diagrams	10 JUL 91	19AUG91	1116AL	JCF	B			B		
(**c) Perform operational checkout and BIT	7 JUL 91	10 JUL 91	1116AL	JCF	2b			-		
(**d) Isolate malfunctions	10 JUL 91	19AUG91	1116AL	JCF	2b			-		
(**e) Remove system LRU(s)	7 JUL 91	10 JUL 91	1116AL	JCF	2b			-		
(**f) Install system LRU(s)	7 JUL 91	10 JUL 91	1116AL	JCF	2b			-		
(g) Code/decode mode 4	7 JUL 91	10 JUL 91	1116AL	JCF	b			-		
*51. TACTICAL ELECTRONIC WARFARE SYSTEM (TEWS)										
a. Radar warning receiver (RWR) TR: Applicable F-15 -2 series T0s										
(1) Theory of operation					A			B		

7-1

TAB T-6

ON-THE-JOB TRAINING RECORDS

T-6a Extract from On-the-Job Training Record

Femmenella, James C., SrA

T-6b Extract from On-the-Job Training Record

Norman, Todd B., A1C

T-6c Extract from On-the-Job Training Record

Klee, Gregory S., SSgt

T-6a

T-6b

I. IDENTIFICATION DATA			
LAST NAME - FIRST NAME - MIDDLE INITIAL NORMAN, TODD B	PAFSC 45251C	DATE ENTERED TRAINING 25 JUN 93	SUPERVISORY EVALUATION DATE (AFR/ANG ONLY)
	DAFSC 45251C		COMMANDER'S EVALUATION DATE
	GRADE A1C	SSAN [REDACTED]	TNG TO AFSC 45251C	MAXIMUM TRAINING DATE

ON-THE-JOB TRAINING RECORD

PRIVACY ACT STATEMENT


AUTHORITY: 44 USC 3101; 10 USC 8012 and EO 9397

PRINCIPAL PURPOSE: AF Form 623 and all documents filed in the folder are used to maintain an individual comprehensive record of AFSC oriented training.

ROUTINE USES:

1. To document and monitor upgrade and retraining skill progression and qualification training by the trainer and supervisor.
2. As a historical document by supervisors to determine an individual's trained qualifications to perform required duties on initial assignment and on an "as required" basis thereafter.
3. To determine when entry into or withdrawal from training is required.
4. To determine if adequate training has been given when determining the proper recommendations to make regarding individuals.
5. To determine the effectiveness of the OJT program.
6. When waiver actions are requested in the OJT program.
7. When an individual is being considered for separation from the Air Force.
8. When required, to determine appropriate corrections to an individual's records.

DISCLOSURE IS MANDATORY. Failure to provide information will prevent required control monitoring of AFSC training which will jeopardize the ability of the unit to perform its assigned mission and will also prevent higher headquarters from knowing the skill qualifications on personnel in its units. The SSAN is mandatory to make positive identification of the individual in relation to other personnel actions and records.

II. ORIENTATION AND CERTIFICATION		
SSGT MOSEL	BRIEF YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING: <ol style="list-style-type: none"> a. YOUR SPECIALTY DESCRIPTION, AFR 39-1 b. THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 <ol style="list-style-type: none"> (1) CAREER KNOWLEDGE REQUIREMENTS (2) JOB QUALIFICATION REQUIREMENTS c. TESTING PROCEDURES FOR CDCs d. USES OF AF FORM 623 AND JOB QUALIFICATION STANDARDS (JQSs) e. RESPONSIBILITIES FOR POSITION QUALIFICATION TRAINING AFTER UPGRADE f. IMPACT OF TRAINING ON CAREER PROGRESSION 	
	TRAINEE SIGNATURE 	I CERTIFY THAT THE ACTIONS LISTED ABOVE HAVE BEEN ACCOMPLISHED AND THAT I UNDERSTAND MY INDIVIDUAL RESPONSIBILITIES FOR CAREER PROGRESSION, AS ESTABLISHED IN AFR 50-23.
	SIGNATURE AND TITLE OF CERTIFYING OFFICIAL	I CERTIFY THAT THIS AF FORM 623 IS A COPY OF PERTINENT DATA CONTAINED IN A PREVIOUS AF FORM 623.

AF FORM 623 JUL 84 PREVIOUS EDITION WILL BE USED

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

05T Records on A1C Norman

which is kept in my records system.

27 JUL 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

ATTACHMENT 2
 315 4521

1. TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	2. CERTIFICATION FOR OJT				3. PROFICIENCY CODES USED TO INDICATE TRAINING/INFORMATION PROVIDED					
	A	B	C	D	A		B		C	
	Start Date	Completion Date	Certifying Official's Initials	Trainee's Initials	3 Skill Level		5 Skill Level		7 Skill Level	
					(1) Course	(2) CDC	(1) Course	(2) CDC	(1) Course	(2) CDC
**150 ILS test set	15 Sept 93				2b			-		
① IFF test set	15 Sept 93				2b			-		
② AAI test set	15 Sept 93				2b			-		
③ Radar target simulator (AN/APM-42)	15 Sept 93		2APM93	FMM TBN	2b			-		
s. HPRF target generator					-			-		
t. Time domain reflectometer					2b			-		
u. Antenna diode tester					-			-		

ATTACHMENT 2

TAB T-6

ON-THE-JOB TRAINING RECORDS

T-6a Extract from On-the-Job Training Record

Femmenella, James C., SrA

T-6b Extract from On-the-Job Training Record

Norman, Todd B., A1C

T-6c Extract from On-the-Job Training Record

Klee, Gregory S., SSgt

T-6a

T-6b

T-6c

RECORD #1

I. IDENTIFICATION DATA					
LAST NAME - FIRST NAME - MIDDLE INITIAL KLEE, Gregory S		PAFSC 45352	DATE ENTERED TRAINING 1 FEB 93	SUPERVISORY EVALUATION DATE (AFR/ANG ONLY)	
		DAFSC 45352		COMMANDER'S EVALUATION DATE	
GRADE SSGT	SSAN [REDACTED]	CAFSC 45352	TNG TO AFSC 45372	MAXIMUM TRAINING DATE	

ON-THE-JOB TRAINING RECORD

PRIVACY ACT STATEMENT	
<p>AUTHORITY: 44 USC 3101; 10 USC 8012 and EO 9397</p> <p>PRINCIPAL PURPOSE: AF Form 623 and all documents filed in the folder are used to maintain an individual comprehensive record of AFSC oriented training.</p> <p>ROUTINE USES:</p> <ol style="list-style-type: none"> 1. To document and monitor upgrade and retraining skill progression and qualification training by the trainer and supervisor. 2. As a historical document by supervisors to determine an individual's trained qualifications to perform required duties on initial assignment and on an "as required" basis thereafter. 3. To determine when entry into or withdrawal from training is required. 4. To determine if adequate training has been given when determining the proper recommendations to make regarding individuals. 5. To determine the effectiveness of the OJT program. 6. When waiver actions are requested in the OJT program. 7. When an individual is being considered for separation from the Air Force. 8. When required, to determine appropriate corrections to an individual's records. <p>DISCLOSURE IS MANDATORY. Failure to provide information will prevent required control monitoring of AFSC training which will jeopardize the ability of the unit to perform its assigned mission and will also prevent higher headquarters from knowing the skill qualifications on personnel in its units. The SSAN is mandatory to make positive identification of the individual in relation to other personnel actions and records.</p>	

II. ORIENTATION AND CERTIFICATION	
<p>IMMEDIATE SUPERVISOR (GRADE AND NAME)</p> <p>TSGT Robert A. Conrad</p>	<p>BRIEFS YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING:</p> <ol style="list-style-type: none"> a. YOUR SPECIALTY DESCRIPTION, AFR 39-1 b. THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 <ol style="list-style-type: none"> (1) CAREER KNOWLEDGE REQUIREMENTS (2) JOB QUALIFICATION REQUIREMENTS c. TESTING PROCEDURES FOR CDCs d. USES OF AF FORM 623 AND JOB QUALIFICATION STANDARDS (JQSs) e. RESPONSIBILITIES FOR POSITION QUALIFICATION TRAINING AFTER UPGRADE f. IMPACT OF TRAINING ON CAREER PROGRESSION
<p>TRAINEE SIGNATURE</p> <p><i>Gregory S. Klee</i></p>	<p>I CERTIFY THAT THE ACTIONS LISTED ABOVE HAVE BEEN ACCOMPLISHED AND THAT I UNDERSTAND MY INDIVIDUAL RESPONSIBILITIES FOR CAREER PROGRESSION, AS ESTABLISHED IN AFR 50-23.</p>
<p>SIGNATURE AND TITLE OF CERTIFYING OFFICIAL</p>	<p>I CERTIFY THAT THIS AF FORM 623 IS A COPY OF PERTINENT DATA CONTAINED IN A PREVIOUS AF FORM 623.</p>

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from AF 623 for SSGT Gregory S. Klee.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

15 MAY 94
Date

1. TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	2. CERTIFICATION FOR OJT				3. PROFICIENCY CODES USED TO INDICATE TRAINING/INFORMATION PROVIDED					
	A Start Date	B Completion Date	C Certifying Official's Initials	D Trainee's Initials	A Skill Level		B Skill Level		C Skill Level	
					(1) Course	(2) CDC	(1) Course	(2) CDC	(1) Course	(2) CDC
10. FUNDAMENTALS OF AVIONIC SYSTEMS MAINTENANCE (Cont)										
e. Use common handtools TR: TOS 32-1-2, 32-1-101	18 Feb 93	8 Jun 93	[Signature]	GSK	2b					
f. Perform scheduled aircraft inspections TR: Appropriate aircraft -6										
g. Coaxial cables TR: TOS 00-25-234, 1-1A-14										
(1) Repair	18 Feb 93	8 Jun 93	[Signature]	GSK						
(2) Fabricate	18 Feb 93	8 Jun 93	[Signature]	GSK						
h. Multiconductor cable TR: TOS 00-25-234, 1-1A-14										
(1) Repair	25 Feb 93	25 MAR 93	[Signature]	GSK						
(2) Fabricate	25 Feb 93	25 MAR 93	[Signature]	GSK						
i. Use equipment diagrams TR: Applicable Technical Data	17 Aug 93	12 Nov 93		GSK	2b					
j. Consolidated Tool Kits (CTKs) TR: Applicable MAJCOM Directive										
(1) Inventory	18 Feb 93	22 Feb 93	[Signature]	GSK						
(2) Maintain										
k. Use maintenance stands TR: AFOSH STD 127-66, AFOSH STD 127-9, Para 41	17 Aug 93	12 Nov 93	[Signature]	GSK						
l. Use torque indicating tools TR: TO 32B14-3-1-101, Applicable system TOS	15 Mar 94									
m. Use tension indicating tools TR: TOS 33A3 Series, Applicable system TOS										
n. Protect exposed electrical connectors, pressure lines, and waveguide TR: TOS 00-25-234, 1-1A-14, 1-1A-15, 42E1-1-1	15 MAR 93	20 APR 93	[Signature]	GSK						
o. Electrostatic Discharge Sensitive Devices (ESD) TR: TOS 00-25-234, Applicable equipment TOS										
(1) Identify ESD components	5 APR 93	20 MAY 93	[Signature]	GSK						
(2) Use proper ESD handling procedures	5 APR 93	20 MAY 93	[Signature]	GSK						