

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

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

VOLUME 9

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**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

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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**
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- T-3 E-3B AWACS**
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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**

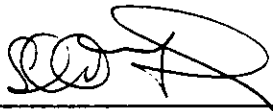
**T-1d Aviation Life Support Equipment Inspection Records,
Garrett, John W., WO1**

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: ERF5/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: ERFS/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 1994, 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

	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-1e Sensitive Items Sign Out Sheet	

HR#34

9

TYPE		KIT NUMBER	LOCATION/NAME			NEXT INSPECTION DUE		
SURVIVAL KIT, INDIVIDUAL			ME... SRU/21-P					
STOCK NUMBER	IDENTIFICATION	QTY	MFD BY	DATE MFD	LOT NUMBER	SHELF LIFE	PROJECT NUMBER	DATE EXPIRED
6505-00-118-1948	ASPRIN TABLETS	10	Swan		92403	36		10-94
6505-00-118-2918	BAG, FOOD SAMPLE	3	—	—	—	N/A		—
6510-00-913-7909	BANDAGE, ADHESIVE	12	MEDEX	12-90	397	36		11-93
6510-00-913-7906	BANDAGE, GAUZE	1	—		F5538	N/A		
6505-00-913-7905	ANTI MALARIA TABLETS	2	Wintthrop		503545	36		1-95
6505-00-118-1914	LOMOPIL TABLETS	10	N/E			36		
6505-00-148-7096	PROVODINE IODINE OINIMENT	10	BETADINE		WV2	36		9-94
6516-00-926-2089	RAZOR, SURGICAL, PREPARATION	1	—	—	—	N/A		—
6510-00-054-7255	SKIN CLOSURE	9	Stevi Strip	10-90	Aut G 40	36		10-93
8520-00-551-0375	SOAP, TOILET	1	—	—	—	N/A		—
6505-00-183-9419	EYE OINIMENT	1	40999	10-88	83550	60		10-93
6850-00-985-7166	WATER PURIFICATION TABLETS	1	Wintthrop	8-91	050-111	36		10-93
REMARKS								

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

FIRST AID KIT

Reduced **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
ALSE Inspection Rcds. GJ McKenna
 which is kept in my records system.
33 Myrdal
 Daw
Laura A. Ellis
 LAURA A. ELLIS, SFA, USAF
 Evidence Custodian, Incirlik Air Base, Turkey

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 hotly 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
 LAURRA A. ELLIS, SrA, USAF
 Evidence Custodian, Incirlik Air Base, Turkey

9-18

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>X Lg</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 IN Turkey</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 Crew Member Orders 46-88, 11 March 1993,

T-1b

Colbert, Jeffrey C., SPC

T-1c Aviation Life Support Equipment Inspection Records,

T-1c

McKenna, Patrick M., CPT

T-1d Aviation Life Support Equipment Inspection Records,

T-1d

Garrett, John W., WO1

T-1e Sensitive Items Sign Out Sheet

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 Nov 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

**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

T-1e Sensitive Items Sign Out Sheet

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 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 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.

Form: 332

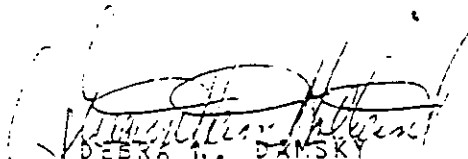
DISTRIBUTION:

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SR, FLT OPNS, APO AE 09182 (2)

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

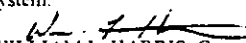

DEBRA M. DAMSKY
1LT, AG SCALABAI
Personnel Officer

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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T-2

T-3

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

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) [REDACTED]		GRADE MAJ	SSAN [REDACTED]
ORGANIZATION AND LOCATION 966 AWACTS/TINKER AFB OK		ACFT/CREW POSITION E-3/MCC	ELIGIBILITY PERIOD N/A

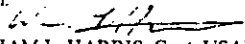
II. QUALIFICATION

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			DATE ADDITIONAL TRAINING COMPLETED	
JUL 94				

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

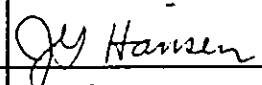
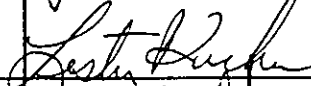

CERTIFICATE

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.

DATE 23 FEB 93	TYPED NAME AND GRADE OF EXAMINEE [REDACTED]	SIGNATURE [REDACTED]
-------------------	--	-------------------------

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 UTR. 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 areas 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

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>

7-12

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 18 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
-------------------------------------	---------------------------------------	--	--

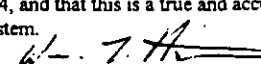
REMARKS

DUAL ACTION AF 1042. 1) RTFS for DNIF (on 22 DEC 93) ^{27/4 Feb}

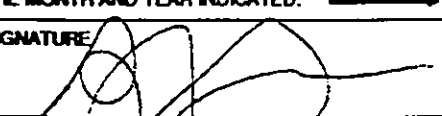
2) Periodic physical w/ waiver action dated 14 FEB 94.

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.


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

11 May 94
Date

DATE MEDICAL CLEARANCE EXPIRES 28 FEB 95	MEDICAL EXAMINATION MAY BE ACCOMPLISHED IN THE MONTH AND YEAR INDICATED: →	DATE DEC 94
TYPED OR PRINTED NAME AND GRADE OF FLIGHT SURGEON SPENCER FRINK, MAJ USAF MCFS	SIGNATURE 	DATE 18 Mar 94

I CERTIFY that I have been notified and understand the above actions and recommendations.

I DO DO NOT wear contact lenses while performing flying or special operational duty.

SIGNATURE OF FLYER OR INDIVIDUAL Member aware of action taken	DATE 18 Mar 94
--	-------------------

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
 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.

Susan A Engel
 Notary Public

My Commission Expires: 25 March 1998

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

97 May 94
 Date

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 (P) AS OF: MAY 04 (PCN SA002-610)

REQUESTED PERIOD: FROM 930531 TO 940503

NAME: [REDACTED] GRADE: [REDACTED] PRI: [REDACTED] POSN: [REDACTED] ID: [REDACTED] FACILITY: EDO08
 WING: 0592 ACW UNIT: 0063 AAWG ACT: 0100C 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						6.6	1				
	930718	607	MA	3.2					3.2	1				
	930718	607	MA	2.8					2.8	1				
	930812	003	MA	6.1				6.0	12.1	1				O2
	930820	003	MA	6.2					6.2	1				O2
	930828	003	MA	12.0					12.0	1				O2
	930931	001	MA	12.0					12.0	1				O2
	930902	003	MA	8.1					8.1	1				O2
	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				
	930925	003	MA	12.0					12.0	1				
	931018	054	MA	11.2					11.2	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				O2
	930824	009	MA	12.1					12.1	1				O2
	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					57.4	5				
BRE008	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:				39.0					39.0	9				

PERSONAL DATA-PRIVACY ACT OF 1974

REPORT OF INDIVIDUAL FLYING TIME (RAFT) FOR MONTHS OF 04 MAY 04 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
PREPARED BY: 04 MAY 04

REQUESTED PERIOD: FROM 930531 TO 940503

NAME: [REDACTED] SSAN: [REDACTED] GRADE: MAJ [REDACTED] UNIT: 49th FS [REDACTED] A/C: [REDACTED] REPORTING PERIOD: 04 MAY 04
REPORTING OFFICE: TINKER AIR FORCE BASE, OKLAHOMA

MDS	DATE	TAIL DUTY NUMB POSN	PRI	SEC	INSTR	EVAL	OTHER	TOTAL	SORTIES	NITE	INST	SIM- INST	RES
TOTALS:													
		167.8						33.0	11				
		SIMULATOR						33.0	11				

MAY - 5-94 THU 15:11 00ALC/JA, TINKER AFB

7350813

P.05

PERSONAL DATA PRIVACY ACT OF 1974

PREPARED BY: [REDACTED] DATE: [REDACTED] REPORTING HISTORY REPORT (RA) [REDACTED] AS OF: 31 MAY 04 PCK 8A002 005

INQUIRY

NAME: [REDACTED] GRADE: [REDACTED] UNIT: [REDACTED] FROM: [REDACTED] OPD#: [REDACTED] IN: [REDACTED] DATE: [REDACTED] SW: [REDACTED] OCT 06
 RIET: [REDACTED] EMP: [REDACTED] WING: [REDACTED] OBE: [REDACTED] DRY CRV: [REDACTED] ROS: [REDACTED] PRI: [REDACTED] AG: [REDACTED] EOO3B [REDACTED] LNTH: [REDACTED] 063 [REDACTED] BASE: [REDACTED] 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 ACQUIRED	92 MAR 28	NO DATA	NO DATA	NO DATA	NO DATA
DATE FIRST FLOWN	92 DEC 08	91 FEB 24	NO DATA	NO DATA	92 DEC 11
DATE LAST FLOWN	94 FEB 24	91 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
CMBT SUPPORT TIME	34.6	18.4	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0
CMBT SUPPORT SORT	13	8	0	0	0
TOTAL SORTIES	42	20	0	0	23

CAREER TOTALS

CREW POSITION	OPNG 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
CMBT SUPPORT TIME	218.9
TOTAL SORTIES	62
COMBAT SORTIES	0
CMBT SUPPORT SORT	21
DATE FIRST FLOWN	92 DEC 08
DATE LAST FLOWN	94 FEB 24
COMMAND PILOT TIME	0
GRAND TOTAL	518.0

NA0000 T8A12X

PAGE 489

PERSONAL DATA PRIVACY ACT OF 1974

MAY-1-194
 15:
 00CALC/JR, TINKER AFB
 7:
 113
 P. 07

PERSONAL DATA PRIVACY ACT OF 1974

PREPARED BY: [REDACTED] INDIVIDUAL CURRENCY SUMMARY (ICA) AS OF: 04 MAY 04 PCN: SAC002 (AC)

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

TRAINING TABLES ASSIGNED: 01 FEB 81
 TABLE REFERENCE MONTH: FEB 81

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
AT03	BUDGET CARE TRNG		12 SEP 81	P	01 FEB 81	31 JUL 81	C3	AT03	BUDGET CARE TRNG		12 SEP 81	P	01 FEB 81	31 JUL 81	C3
AT10	ATCS BRIEF		05 JUL 81	P	01 JUL 81	01 JUL 81	C3	AT10	ATCS BOOK EXAM		29 JAN 83	P	01 FEB 81	31 JUL 81	C3
AT98	ANCI LIARY TRN		13 NOV 82	P	ONE TIME		X	SE02	OPEN BOOK EXAM		29 JAN 83	P	ONE TIME		X
CS01	COMS C TRNG		13 NOV 82	P	ONE TIME		X	SE06	SEO1/02 PHASE	***	NO DATE	P	PASSED	PASSED	C3
CM10	INIT CW GND		12 NOV 81	P	ONE TIME		X	SS01	BASIC SURVIVAL		23 SEP 92	P	ONE TIME		X
CM40	COM IN GND		24 NOV 81	P	PASSED	NO DATE	X	TC02	CENTCOM CERT		05 MAR 84	P	PASSED	NO DATE	C3
GMAR	DDO FRTD EXAM		20 MAR 81	P	PASSED	NO DATE	C3	TC10	NORTHAMN CERT	***	NO DATE	P	PASSED	PASSED	C3
GT01	1ST ITR WSAT		24 JAN 81	P	01 JAN 81	31 MAR 85	C3	TC1D	PACAF CERT		25 MAR 84	P	ONE TIME		X
GT02	2ND ITR WSAT		05 APR 81	P	01 APR 81	30 JUN 85	C3	TC40	NORAD CERT		29 MAR 84	P	PASSED	29 MAR 85	C3
GT03	3RD ITR WSAT		20 JUL 81	P	01 JUL 81	30 SEP 84	C3	TC50	READINESS BREF		25 MAR 84	P	PASSED	31 MAR 85	C3
GT04	4TH ITR WSAT		12 OCT 81	P	01 OCT 81	31 DEC 84	C3	TC55	ALASKA BFRZONE	***	NO DATE	P	PASSED	PASSED	C3
GT10	INIT ITR WSAT		07 MAR 81	P	ONE TIME		X	TC56	ALASKA BFRZONE	***	NO DATE	P	PASSED	PASSED	C3
GT01	1ST ITR WSAT		NO DATE	P	PASSED	PASSED	C3	TC57	CKPT BFRZONE	***	NO DATE	P	PASSED	NO DATE	C3
GT02	2ND ITR WSAT		NO DATE	P	PASSED	PASSED	C3	TC60	USAF BFRZONE	***	NO DATE	P	PASSED	PASSED	C3
IN00	TK/CI TRNG		17 DEC 83	P	PASSED	30 JUN 84	C3	TC70	SOUTHCOM	***	NO DATE	P	PASSED	PASSED	C3
LS03	LCALRVL TRNG		19 NOV 82	P	ONE TIME		X	WW01	WATER SURVIVAL		25 SEP 92	P	ONE TIME		X
LS04	L/S CHEM WAR		23 NOV 83	P	PASSED	30 NOV 84	C3								
LS05	L/S BATT TRNG		25 SEP 83	P	PASSED	NO DATE	C3								
LS06	L/S JMWAVE TRNG		18 NOV 83	P	PASSED	NO DATE	C3								
LS07	REGRES		28 NOV 83	P	PASSED	NO DATE	C3								
LS09	SMOKI EVAC LAB		20 NOV 83	P	ONE TIME		X								
MS01	MOB/SHOT RVIEW		01 FEB 81	P	01 FEB 81	31 AUG 84	C3								
PP01	FLT PHYSICAL		18 MAR 81	L	01 SEP 81	28 FEB 85	C3								
PR01	PRICOMB		30 SEP 81	L	01 SEP 81	30 SEP 81	C3								
PR02	REC'D RVIEW		18 JAN 81	L	01 NOV 81	28 FEB 85	C3								

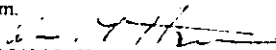
FLIGHT TIME HISTORY FLAG MEANING: * IN PHASE, ** DUE WITHIN A MONTH, *** OVERDUE, *** NO DATE LAST ACCOMP
 TOTAL HOURS: 518.0
 LAST 30: 0//60: 0//90: 8 3

CURRENCY	CPIS	HOURS	START DT	TERM DT	DESCRIPTION	START DT	TERM DT	DESCRIPTION
E003B	MAB1	159.5	24 FEB 81					
E003C	MAB1	158.5	02 NOV 93					
E003A	MAB1	0	NO DATE					
E003D	MAB1	0	NO DATE					
E003E	MAB1	75.0	08 MAR 81					

INDIVIDUAL MISSION GRADESHEET <i>(Grading Criteria on Reverse Side)</i>		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	NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNP)	NON-EFFECTIVE/OTHER (INE/OTHI)			
1. Mission planning								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. AOCPL 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													
7. Air refueling procedures													
a. Planning and preparation													
b. Radios configured													
c. Sensors configured													
d. Post air refueling													
8. Transferring station reponsi-													
OVERALL GRADE								SIGNATURE OF INSTRUCTOR [Signature]		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.


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

Date: 17 May 94

MISSION ELEMENTS	U	D	0	1	2	3	4	REMARKS:
8. Ability/Enroute procedures - Inbound						X		
a. TADIL-A/Link 11/JTIDS								
b. Off station								
c. Sensors transferred								
d. PMRP/QC planning and use,								
e. Power down								
9. Descent/Engine shut down								
a. Coordination								
b. Ready for landing								
10. Before leaving airplane								
a. Classified, hand copies,								
crypto								
c. Computer tapes								
11. Post mission requirements								
a. Collect information								
b. Debriefings								
12. General use procedures								
a. Computer interface								
(1) Switch actions								
(2) TDs								
b. Communications procedures								
c. Reporting procedures								
d. Systems knowledge								
13. Emergency procedures and equipment								
14. Forms/Reports/Logs								
15. 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.

MCC

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: MAB1 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS						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

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) [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	19 MAY 89	100	INITIAL QUALIFICATION	5 JUL 89
OPEN BOOK	19 MAY 89	98		
QUAL SIM	13 APR 89	Q		
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 DEC 90			DATE ADDITIONAL TRAINING COMPLETED 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.

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

Date: 9 Jul 89

III. CERTIFICATION								
#	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	CONCUR	REMARKS		
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 19 Jul 89	TYPED NAME AND GRADE OF EXAMINEE [REDACTED]	SIGNATURE [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 2d LT	CLASS 89-DDX-1
TRAINING UNIT AND BASE 966 AWACTS, Tinker AFB, OK	SYLLABUS (Number and Date) E3000BQODX, Apr 87	

END OF PHASE SUMMARIES (Continue on reverse)

ACADEMICS: ██████████ 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: ██████████ 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: ██████████ 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.

9 July 94
Date

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

END OF COURSE SUMMARY

██████████ 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	TYPED NAME, GRADE, AND DUTY TITLE OF RATER	SIGNATURE OF RATER
10 July 89	STEPHEN M. EDGAR, Capt, USAF USAF Instructor Weapons Director	<i>Stephen M. Edgar</i>
DATE	TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER	SIGNATURE OF REVIEWER
13 Jul 89	WILLIAM J. B. SLATER, Maj, USAF Operations Officer	<i>William J. B. Slater</i>

CERTIFICATE OF AIRCREW QUALIFICATION

jbm

DATE COMPLETED
6 NOV 90

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)

[REDACTED]

GRADE

1LT

SSAN

[REDACTED]

ORGANIZATION AND LOCATION

963 AWACS/TINKER AFB, OK

ACFT/CREW POSITION

E-3/WD

ELIGIBILITY PERIOD

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	<i>Kevin L. Fox</i>	8 Nov 90
2	REVIEWING OFFICER T.P. MATHEWS MAJ	963 AWACS/FLT CO	X			<i>Thomas P. Mathews</i>	8 Nov 90
3	FINAL APPROVING OFFICER F.M. SMILEY LTC	963 AWACS/ DO	X			<i>F.M. Smiley</i>	8 Nov 90

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

DATE

26 Nov 90

TYPED NAME AND GRADE OF EXAMINEE

[REDACTED]

SIG

[REDACTED]

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) [REDACTED]	GRADE 1LT	SSAN [REDACTED]
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 <i>KB</i>	

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.

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

9 Feb 92
Date

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				<i>Jonathan E. Fair</i>	27 Jan 92
2	REVIEWING OFFICER K. K. BEAHAN MAJ	963 AWACS/FLT CC	X			<i>Ken K Beahan</i>	3 Feb 92
3	FINAL APPROVING OFFICER M. F. SONNER LT COL	963 AWACS/DO	X			<i>Maurice F. Sonner</i>	5 Feb 92

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

DATE 26 FEB 92	TYPED NAME AND GRADE OF EXAMINEE [REDACTED]	SIGNATURE [REDACTED]
-------------------	--	-------------------------

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) ████████████████████	GRADE CAPT	SSAN ████████████████████
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 <small>(Explain in Comments)</small>	ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED		DUE DATES	
2		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	6 DEC 92	
EXPIRATION DATE OF QUALIFICATION			DATE ADDITIONAL TRAINING COMPLETED	
JUN 93			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.

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

9 Nov 94
 Date

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		22 OCT 92
2	REVIEWING OFFICER L. P. TUCKER LT COL	966 AWACTS/DO	X				9 NOV 92
3	FINAL APPROVING OFFICER J. P. POTTER LT COL	966 AWACTS/CC	X				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 ████████████████████	SIGNATURE
-------------------	--	---------------

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 FACSFAC 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:

MAY - 5 - 9 11:00 AM LOCAL/JA, TINKER AFB 5813 P. 04

PERSONAL DATA PRIVACY ACT OF 1974
 PREPARED BY: MAY 04 TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF: 04 MAY 04 UN: POK 54002 CO: 1
 CONTINUATION/INDIVIDUAL

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

EVENT ID	EVENT DESCRIPTION	REQUIREMENT			ACCOMPLISHMENTS										TRAINING LOST	REMAINING			CURRENT DUE			
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS		MX	OTH	TOT		MON	QTR	S/A	ACCOMP
CW60	INIT CW FLY																				NO DATE	NO DATE
CW70	CW CHAT TRNG																				940203	150728
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									940414	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

MAJCOM 1547A PAGES 227 TABS 15 PAGE 226
 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		AIRCRAFT MODEL		INSTRUCTOR					
92LSX4		E-3		Capt Adair					
MISSION ELEMENTS () REPETITIONS		NO ONING	SCORE	DEGRD	DEGRD	DEGRD	DEGRD	DEGRD	DEGRD
		0	1	2	3	4	MISSION STATUS		
							EFFECTIVE		
							NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>		
							NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>		
		REMARKS (Continue on reverse side)							
3.2 COMPLETE PRE-ON STATION ACTIONS		NOTES: 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.							
3.2.1 RESPOND TO WEATHER CHANGES		Day Two of Ron working W283/W285.							
3.2.2 CONFIGURE SDC FOR MISSION		3.2.2 Student had to be prompted to assign mode C corridors							
CORRIDORS		3.2.3 Student had to be prompted to verify comm sheet.							
AIRSPACE		3.2.4 Student needs to be more aggressive during outbound brief.							
ORDER OF BATTLE		3.2.5 Student had to be prompted to check database accuracy.							
TABULAR DISPLAYS		3.2.7 Student established two way comm & verified activity with Sierra Pete							
3.2.3 CONFIGURE COMM FOR MISSION		3.2.8 no problems noted							
GUARD		3.2.10 Student was aggressive with center performing com check. no problems noted.							
TABULAR DISPLAYS		3.3 Student was slow to brief wds of game plan because of several radio changes that needed to be made.							
SECURE/HAVE QUICK		Student made changes with no problems and then briefed game plan							
WORKSHEET VERIFIED									
3.2.4 CONDUCT OUTBOUND BRIEF									
3.2.5 VERIFY DATABASE ACCURACY									
- ORDERED DIODT									
3.2.6 VERIFY COMMUNICATIONS PLAN									
3.2.7 ESTABLISH TWO-WAY COMM									
3.2.8 SUPERVISE NVMCB MONITOR									
3.2.9 CONFIRM PRI/SEC SENSORS									
TO 48 "I"									
3.2.10 PERFORM CORRELATION CHECK									
3.3 COORD MSN W/INT-EXT AGENCIES									
3.3.1 PROVIDE DATA TO C3I AND ATC									
3.2 REQUEST EXT INFO									
AIRCRAFT TIMING/STATUS									
METRO STATUS									
AIRSPACE UTILIZATION									
3.3.3 PASS MSN AND EQUIP CHNGS									
E-3 THREAT INFO									
SENSOR STATUS									
COMM LOSS/DEGRD									
MISSION CHANGES									
EQUIP LOSS/DEGRD									
3.3.4 RESPOND TO COMM. LOSS									
3.3.5 RESPOND TO COMP/SENSOR LOSS									
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				Overall Student received SNP for safety due to falling asleep while fighters were under control. Overall 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				

91

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 Chewing, Sheila Capt			
MISSION ELEMENTS () REPETITIONS		UN KN O	KN O	GR A	GR A	GR A	GR A	GR A	GR A
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					X				
MEET SECURITY REQUIREMENTS					X				
ADAPT MISSION CHANGES					X				
1.4.5 MAKE ADJUSTMENTS TO COMM PLAN					X				
- MAINTAIN COMM WORKSHEET					X				
- COORD W/CSO					X				
- ADHERE TO COMSEC REQUIREMENTS					X				
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		②		X					
SIGNATURE OF INSTRUCTOR		STUDENT		SUPERVISOR INITIALS					
Sheila D. Chewing		[REDACTED]		SA					

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.

CERTIFICATE REVIEWED
 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 GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER SIM - STAFF IC DEPENDENCE		POSITION NUMBER		MISSION DURATION		DATE	
NAME: CAPT [REDACTED]		CLASS NUMBER		AIRCRAFT MODEL		INSTRUCTOR		3.0 16 Nov 92	
MISSION ELEMENTS () REPETITIONS		SCORE	GRADE	GRADE	GRADE	GRADE	GRADE	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"/>	
			0	1	2	3	4	REMARKS (Continue on reverse side)	
1.3.1	INCORPORATE INTEL DATA				X			NOT SIM - CNR - Yellow Knife	
1.3.2	PLAN AIRSPACE UTILIZATION				X			① BRF SIR Agreement whenever flying in Canada	
1.3.3	COORDINATE MISSION W/DD/DDT				X			② WATCH Cap Manning + Tanker A/R TRK Placement -- anticipate + allow for "time-lag"	
1.3.4	ADAPT MISSIONS TO WX CHANGE							③ ETAP = Intel data -- don't keep secrets	
1.3.5	DIRECT MOVEMENT W/I CONTINUUM OF CONTROL					X		④ Ensure W/D's <u>fully</u> understand the ROR + <u>totally</u> understand their responsibilities. (ie "Kill" vs "ID")	
1.3.6	DIRECT HANDOVER OF AIRCRAFT					X		⑤ Good Call putting KEIS on tanker after T/OFF.	
1.3.7	RECOMMEND E-3 ORBIT ADJUSTMENTS					X		⑥ Use HDG (or CAP), alt + Speed when committing fighters	
1.3.8	COMPLETE MISSION LOGS/FORMS	X						⑦ BRIEF FM Procedure/Role	
								Good Overall Job -- Experience will smooth out the rough spots	
OVERALL GRADE								SIGNATURE OF INSTRUCTOR: [REDACTED] STUDENT INITIALS: [REDACTED] SUPERVISOR INITIALS: Rm	

CERTIFICATE
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 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey
 14 April 94
 Date

INDIVIDUAL MISSION GRADUATION (Grading Criteria on Reverse Side)		MISSION NO. R SD MGT-FLIG. 206 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 () REPEATITIONS		NEON	SCORED	0	1	2	3	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"/>
1.5.1 REACT TO COMM CHANGES								X	<p>REMARKS (Continue on reverse side)</p> <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 TADR 50-31. Objective numbers are UGT numbers for student/instructor reference. (MGT FCT #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>
SKILLS MAINTENANCE PLANNING								X	
3.1 COMPLETE MSN DATA								X	
3.1.1 EXTRACT WMS 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 COMPLETE 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 WMS 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 COMM 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 WK								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 AWACS 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)
		SIGNATURE OF INSTRUCTOR		STUDENT INITIALS		SUPERVISOR INITIALS			
		David Cienski		[REDACTED]		BEZ			

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 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 GRADESHEET (Grading Criteria on Reverse Side)		MISSION NO. SD MQT-FLIGHT UGT ENTRY		POSITION NUMBER	MISSION DURATION	DATE
NAME Capt [REDACTED]		CLASS NUMBER --		SD	4.7	14 Oct 92
MISSION ELEMENTS () REPETITIONS		GR	GR	AIRCRAFT MODEL E-3B	INSTRUCTOR Capt Dave Cienski	
		ED	ED	MISSION STATUS		
		ED	ED	EFFECTIVE <input checked="" type="checkbox"/>		
		ED	ED	NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>		
		ED	ED	NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>		
1.5.1 REACT TO COMM CHANGES		ED	ED	REMARKS (Continue on reverse side)		
		ED	ED	Objective 1.5.1 is the only MQT objective requiring flight evaluation. Skills maintenance on UGT tasks will be observed (see skills maintenance matrix). Any observed tasks not performed to standard will be entered on Form 206 and remarks entered IAW TACR 50-31.		
		ED	ED	MQT #2		
		ED	ED	SD participated in Red Flag 93-1.		
		ED	ED	This was the first mission he sat the seat as SD.		
		ED	ED	SD performed a thorough Outbound Brief and maintained high situational awareness during the mission.		
		ED	ED	SD did a good job of expediting on station procedures with Nellis Control.		
		ED	ED	Capt [REDACTED] also satisfied additional training requirements from his check ride.		
		ED	ED	SD did a good job on prioritizing radios needed for on-station.		
		ED	ED	Capt [REDACTED] correlation check was expeditious, but thorough. (Fulfilling both SMO 7610.4 and the LOA)		
		ED	ED	While there were no radar handoffs affected at Red Flag		
		ED	ED	Capt [REDACTED] helped to expedite identification of aircraft out of Nellis.		
		ED	ED	OVERALL: Good mission for first time in the seat--		
		ED	ED	Keep up the good work.		
		ED	ED	ADDITIONAL TRAINING COMPLETE		
OVERALL GRADE		ED	ED	SIGNATURE OF INSTRUCTOR	STUDENT INITIALS	SUPERVISOR INITIALS
②		ED	ED	[Signature]	[REDACTED]	BEZ

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 [Signature]
 WILLIAM L. HARRIS, Capt USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey
 14 May 94
 Date

DEPLOYMENT TRAINING FEEDBACK

NAME <u>CAPT [REDACTED]</u> CREW POSITION <u>SD</u> FLIGHT <u>B-3</u> DEPLOYMENT <u>"SOUTHERN WATCH"</u> LOCATION: <u>RIYAH D, S.A.</u> DATES: <u>27 NOV - 17 DEC 92</u> NUMBER OF MISSIONS: <u>8</u>	<table border="1" 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><u>27 NOV 92</u></td> <td><u>K5D02</u></td> <td><u>9.8</u></td> </tr> <tr> <td><u>29 NOV</u></td> <td><u>K5D04</u></td> <td><u>7.0</u></td> </tr> <tr> <td><u>2 DEC</u></td> <td><u>LDC-613</u></td> <td><u>9.1</u></td> </tr> <tr> <td><u>4 DEC</u></td> <td><u>LDC-616</u></td> <td><u>12.8</u></td> </tr> <tr> <td><u>8 DEC</u></td> <td><u>LDC-620</u></td> <td><u>14.3</u></td> </tr> <tr> <td><u>13 DEC</u></td> <td><u>LDC-628</u></td> <td><u>12.7</u></td> </tr> <tr> <td><u>16 DEC</u></td> <td><u>L4D12</u></td> <td><u>7.9</u></td> </tr> <tr> <td><u>17 DEC</u></td> <td><u>L4D17-17A</u></td> <td><u>11.6</u></td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	MSN NO.	DURATION	<u>27 NOV 92</u>	<u>K5D02</u>	<u>9.8</u>	<u>29 NOV</u>	<u>K5D04</u>	<u>7.0</u>	<u>2 DEC</u>	<u>LDC-613</u>	<u>9.1</u>	<u>4 DEC</u>	<u>LDC-616</u>	<u>12.8</u>	<u>8 DEC</u>	<u>LDC-620</u>	<u>14.3</u>	<u>13 DEC</u>	<u>LDC-628</u>	<u>12.7</u>	<u>16 DEC</u>	<u>L4D12</u>	<u>7.9</u>	<u>17 DEC</u>	<u>L4D17-17A</u>	<u>11.6</u>						
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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)

<p>CERTIFICATE <i>Reduced</i></p> <p>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> <p style="text-align: right;"><i>W. L. Harris</i></p> <p style="text-align: right;">WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>
<p><u>14 May 94</u> Date</p>

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

Ray Marshall
RBX MARSHALL, MAJ

CREW POSITION

MCC

Reviewed By:

DATE _____

NAME/RANK _____

AC/MCC _____

Squadron Review:

FLT CC

SA

DOM/DOF

SA

DO

low

CD/CC _____

DOT (file)

year

6. Additional Comments.

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
15 APR 93

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) [REDACTED]	GRADE CAPT	SSAN [REDACTED]
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 N/A
1			DATE ADDITIONAL TRAINING COMPLETED
EXPIRATION DATE OF QUALIFICATION SEP 94			

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

CERTIFICATE

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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 J. A. ROMAN CAPT	552 OG/OGV			X	<i>Jim A Roman</i>	16 APR 93
2	REVIEWING OFFICER B. HAMORSKY MAJ	963 AWACS/FLT CC	X			<i>Bonita Hamorsky</i>	19 APR 93
3	FINAL APPROVING OFFICER T. M. JEFFCOAT LT COL	963 AWACS/DO	X			<i>Thomas M Jeffcoat</i>	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 [REDACTED]	SIGNATURE [REDACTED]
-------------------------	---	--------------------------------

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:

CERTIFICATE

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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

9

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						TDT				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		
ARO2	AR MSN SIM			2															2	931215	NO DATE		
ARO3	AR MSN LIVE			1															1	NO DATE	NO DATE		
AR13	AR MSN SCHEDULE																			NO DATE	NO DATE		
ASO2	AIR / SURF SIM			1															1	931215	NO DATE		
ASO3	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		
301	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		
Z03	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 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		
TZ16	LCL CFT																			931007	NO DATE	
TZ18	ALERT																			930924	NO DATE	
21	CONTINGENCY				13	2														940203	NO DATE	
TZ22	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	

CERTIFICATE

certify that I am the Records Custodian for the Accident Investigation Board
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 zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of
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W-L Harris
 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	CPOS	TYPE TRAINING	RJETS	CMD	UNIT/TYP	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 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
01	FLT EVAL	*	15 APR 93	L	01 FEB 94	31 AUG 94	C3	SA09	M-9 SMALLARMS		27 JUL 93	P	ONE TIME		X
02	ANNULSIM CHECK		13 APR 93	P	ONE TIME		X	SA13	3B SMALLARMS		05 OCT 89	P	ONE TIME		X
05	BUDDYCARE TRNG		16 SEP 93	P	PASSED		C3	SEQ1	CLSD BOOK EXAM		30 MAR 93	P	ONE TIME		X
AT10	AFOSI BRIEF		05 APR 94	P	PASSED		C3	SEO2	OPEN BOOK EXAM		30 MAR 93	P	ONE TIME		X
AT99	ANCILLIARY TRN		12 NOV 91	P	ONE TIME		X	SEO6	SEO1/O2 PHASE	###	NO DATE	P	PASSED	PASSED	C3
CS01	COMSEC TRNG		10 OCT 89	P	ONE TIME		X	SSO1	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		C3	TC10	NORTHANT CERT	***	21 DEC 90	P	PASSED	21 DEC 91	C3
GD45	DOV PERIO EXAM		12 OCT 93	P	PASSED		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		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		C3	TC57	CKFLG AFTP		01 DEC 93	P	PASSED	31 DEC 94	C3
GT91	ANTI HIJACK	###	NO DATE	P	PASSED		C3	TC60	USAFE CERT	###	NO DATE	P	PASSED	PASSED	C3
IN00	TK/CM TRNG		09 JUL 93	P	PASSED		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		C3	WW01	WATER SURVIVAL		25 JUL 85	P	ONE TIME		X
LS05	L/S WET DITCH		12 JUL 93	P	PASSED		C3								
LS06	LND SURV REFSR		22 MAR 94	P	PASSED		C3								
LS07	EGRES		22 MAR 94	P	PASSED		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								
RR01	RECORD REVIEW		29 MAR 94	L	01 DEC 94	31 MAR 95	C3								

FLIGHT TIME HISTORY

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

TOTAL HOURS: 2383.7
 AT 30: 17.9//60: 35.5//90: 145.7

CURRENT AIRCRAFT

MDS	CPOS	HOURS	DT	LS	FLOWN
E003B	MAB2	1608.6	16	MAR	94
E003C	MAB2	775.1	07	FEB	94
E003A	MAB2	.0	NO	DATE	
E003D	MAB2	.0	NO	DATE	
S E003	MAB2	245.9	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) [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	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 [REDACTED]	SIGNATURE [REDACTED]
-------------------	--	-------------------------

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.

W. L. Harris
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Facility, Mc Donnell Douglas

9 May 94

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

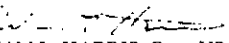
NAME (Last, First, Middle Initial) ██████████	GRADE 2LT	CLASS 92GDX-1
TRAINING UNIT AND BASE 966 AWACTS, TINKER AFB, OKLAHOMA	SYLLABUS (Number and Date) E3000BQODX, MAR 91	

END OF PHASE SUMMARIES (Continue on reverse)

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



SIMULATOR: During challenging simulator sessions, ██████████ 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: ██████████ 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.	
<div style="text-align: center;">  _____ Date </div>	WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

END OF COURSE SUMMARY

██████████ 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. ██████████ 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 

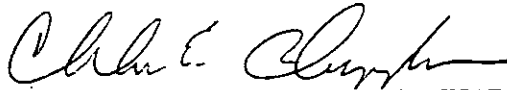
Reply to
Attn of: 963 AWACS/DOT (Capt Chong, 4-4171)

3 June 1992

Subject: Request for extention of MQT

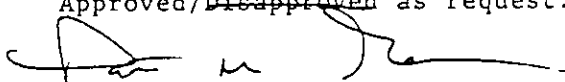
To: 963 AWACS/CC

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.

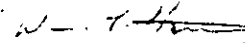


PATRICK M. GARRISON, Lt. Col. USAF
Deputy Commander

CERTIFICATE

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.

4 717 my 84
Date


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

INDIVIDUAL MISSION GRADESHEET <small>(Grading Criteria on Reverse Side)</small>		C3M220	WD-FLIGHT	7.5	18 Mar 93
NAME 1 Lt. [REDACTED]		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 a.) Required Mission Forms b.) Utilize Planning Guides as applicable (-8080, LOA, -1000, etc) c.) Planning Coordination 1) WD/NAV/AWACS Monitor 11) Weapons Team d.) Comprehends required syllabus performance levels 2.) Pre-mission Requirements 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 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		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. MISSION PLANNING. INVOLVED IN MP. COMPLETED SD-ASSIGNED TASKS. BRIEFED FT. WORTH LOA, AND APPLICABLE AREA RESTRICTIONS AND LIMITATIONS. 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. - GOOD JOB NOT USE RADIOS UNTIL CLEARED BY SD. WHEN FTRS CHECK-IN EARLY CONFIRM RADIOS RELEASED BEFORE TRANSMITTING. - 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.			
OVERALL GRADE		SIGNATURE OF INSTRUCTOR Garland D. Smith	STUDENT INITIALS [REDACTED]	SUPERVISOR INITIALS [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 97
 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						
<p>UNKNOWN - Performance was not observed or the element was not performed.</p> <p>DANGEROUS - Performance was unsafe (one element marked "Dangerous" will require an overall grade of "Zero")</p> <p>GRADE 0 - Performance indicates a lack of ability or knowledge.</p> <p>GRADE 1 - Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.</p> <p>GRADE 2 - Performance is essentially correct. Recognizes and corrects errors.</p> <p>GRADE 3 - Performance is correct, efficient, skillful and without hesitation.</p> <p>GRADE 4 - Performance reflects an unusually high degree of ability.</p>						

CPS

INDIVIDUAL MISSION GRADESHEET <i>(Grading Criteria on Reverse Side)</i>		MISSION NUMBER	POSITION NUMBER	MISSION DURATION						
NAME	CLASS NUMBER	AIRCRAFT MODEL	INSTRUCTOR							
MISSION ELEMENTS I REPETITIONS	UNKNOWN	DANGEROUS	GRADE D	GRADE F	GRADE G	GRADE I	GRADE J	MISSION STATUS	EFFECTIVE	<input type="checkbox"/>
								NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNPI)	<input type="checkbox"/>	
								NON-EFFECTIVE/OTHER (INE/OTHI)	<input type="checkbox"/>	
REMARKS (Continue on reverse side)										
1.) Internal coordination								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	X									
9.) E-3 Aerial Refuelings	X									
a.) Prepare for refueling (IAW checklist)	X									
b.) Accomplish WD Assist (IAW 55-3)	X									
i) Configure scope	X									
ii) Provide required information to navigator	X									
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	STUDENT INITIALS	SUPERVISOR INITIALS
								CPI		

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
14 JUN 93

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) [REDACTED]	GRADE 1LT	SSAN [REDACTED]
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 [Signature]	

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

RESTRICTION: MUST NOT FLY UNLESS UNDER THE DIRECT SUPERVISION OF AN INSTRUCTOR. RECHECK IS REQUIRED.

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

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	CONCUR	REMARKS		
1	FLIGHT EXAMINER C. C. CHRISTIAN CAPT	963 AWACS/DOV			X		C.C. Christian	18 Jun 93
2	REVIEWING OFFICER [REDACTED]	[REDACTED]	X			X	[REDACTED]	22 Jun 93
3	FINAL APPROVING OFFICER T. L. BYERS LT COL	963 AWACS/CC	X				T. L. Byers	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 [REDACTED]	SIGNATURE [REDACTED]
--------------------------	---	--------------------------------

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: DRG

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER	SECTION NUMBER	MISSION DATE
NAME Lt [REDACTED]		CLASS NUMBER G3M140	AIRCRAFT MODEL E-3C	INSTRUCTOR Lt HEARD
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-155 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 at 16 bufferzones, 6nm work cell, 5nm positive vector -- confirm blocks / do fuel checks - CONTROL <ul style="list-style-type: none"> -- build accurate air picture (w group, posit, anchor, alt) -- quick, concise R/T, 3-1 Brevity terms -- use effective Radar Scope Interpretation, be able to see splits, beams, dms, etc -- Comm Interp → listen to pilots for maneuvers and posits, 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.) Premission Requirements				
a.) Administrative Items (Flight Orders, FCIF, 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 Deborah A. Heard		
		STUDENT INITIALS [REDACTED]		
		SUPERVISOR INITIALS [REDACTED]		

→ 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.

W. L. Harris
Date

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

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

- COMPUTER
 - tracking within 2 um
 - commit/cap each pass
 - update alerts
 - pair Ftrs RTB

- concise, accurate coordination with ATC Center
 - think before speaking

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.

1.-7.)

Mission planning and enroute procedures when fine, no problems.

INDIVIDUAL MISSION GRADESHEET <i>(Grading Criteria on Reverse Side)</i>		MISSION NUMBER	POSITION NUMBER	MISSION DURATION						
NAME	CLASS NUMBER	AIRCRAFT MODEL	INSTRUCTOR							
MISSION ELEMENTS 1 REPETITIONS	UNKNOWN	DANGEROUS	GRADE D	GRADE I	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS	EFFECTIVE <input type="checkbox"/>	
								NON-EFFECTIVE/STUDENT NON-PROGRESSION (INE/SNP) <input type="checkbox"/>		
								NON-EFFECTIVE/OTHER (INE/OTN) <input type="checkbox"/>		
								REMARKS (Continue on reverse side)		
1) Internal coordination					X			<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 on 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 MB 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>		
11) External coordination					X					
g.) Safety of Flight					X					
h.) Appropriately handle controlled aircraft emergencies	X									
9.) E-3 Aerial Refuelings						X				
a.) Prepare for refueling (IAW checklist)						X				
b.) Accomplish WD Assist (IAW 55-3)	X									
1) Configure scope										
11) Provide required information to navigator										
10.) Enroute Procedures (Inbound)						X				
a.) IAW checklist						X				
b.) Complete SD Tasking						X				
11.) Descent/Engine Shutdown						X				
12.) Before Leaving Airplane						X				
13.) Postflight						X				
14.) General Use Procedures						X				
a.) Computer Interface demonstrates knowledge of S/A's to accomplish mission						X				
b.) Software knowledge										
1) Switch actions						X				
11) Tabular displays						X				
OVERALL GRADE								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 sounds 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 (IAW 55-3)	X		
17.) Crew Coordination	X		
18.) Aircraft Characteristics and Tactics/ROE	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.
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 O 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 WOs for handovers and recoveries
			- Listening to pilots to build S/A and for tracking purposes
			Lt [REDACTED] has a good head for safety and is improving his Controlling skills. He is ready for his recheck Evaluation ride.
GRADING CRITERIA			
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GRADE 4 - Performance reflects an unusually high degree of ability.			

INDIVIDUAL MISSION GRADE SHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME ILT [REDACTED]		F3M214		WD		7-8		28 JUNE 93	
		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"/>
7.1.1 MISSION PLANNING FORMS									REMARKS (Continue on reverse side) OVERVIEW : THIS 206 ANNOTATES ADDITIONAL TRAINING ACCOMPLISHED. MULTIPLE ACT/DACT MISSIONS WERE CONTROLLED DURING A 5-DAY PERIOD. <u>FOCUS AREAS</u> ① SAFETY → ALTITUDE AWARENESS BLOCKS CHECK - PASS - COORDINATION ② AIRSPACE → PASS ALL PERTINENT INFO PASSED TO FIGHTERS (INCLUDING CHANGES). COORDINATE W/FELLOW WD. MAINTAIN AIRSPACE INTEGRITY ③ INTERCEPTS - "BUILD" AN ACCURATE PICTURE FOR PTRS IN A CLEAR CONCISE R/T.
a. MORF/FCIF Review									
b. Flight Order Form									
7.1.2 RESEARCH AERONAUTICAL DATA									
a. IFR Supplement									
b. FAA IORS									
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/OCS 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 MEM 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

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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)

9-74

MISSION ELEMENTS		U	D	0	1	2	3	4
7.1.7	WD ASSIST MISSION PLANNING	X						
	a. Tanker Callsign							
	b. ANCT							
	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	X
	a. Clothing/Equipment and PUs					X	X	X
	b. Stow Baggage/Equipment					X	X	X
	c. ADS					X	X	X
	d. Seat					X	X	X
	e. Flightline Safety					X	X	X
	f. Oxygen Panel					X	X	X
	g. Aircrew Aid Interior Inspection Checklist					X	X	X
7.2.2	CREW COORDINATION					X	X	X
	a. Nets, Intercom, Computer					X	X	X
	b. Database Updates					X	X	X
	c. Transfer AWACS Monitor	X						
	d. Strangers/Traversals					X	X	X
	e. Intracrew Handovers					X	X	X

REMARKS:

OBJECTIVE 1 :

PRIMARY FOCUS = SAFETY

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

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 !!

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

INDIVIDUAL MISSION GRADERSHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
NAME		CLASS NUMBER		WD AIRCRAFT MODEL		INSTRUCTOR			
MISSION ELEMENTS () REPEATITIONS	UNKN	DANG	SCORE	GRADE	GRADE	GRADE	GRADE	GRADE	GRADE
				0	1	2	3	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)									
<p>7.2.2 f. Handoff/Recovery Assistance</p> <p>g. A/S and WX Changes</p> <p>h. Emergency Assistance</p> <p>7.2.3 OUTBOUND CONSOLE/COMM CHECKOUT</p> <p>a. Console Checkout</p> <p>b. Complete Assignments per SD</p> <p>c. Configure console for mission</p> <p>d. Mission Radios Checked Out/Configured</p> <p>7.2.4 CHECK-IN ACTIONS</p> <p>a. Handoff IAW IOA</p> <p>b. Airspace Brief</p> <p>c. Request Mission Changes</p> <p>d. Verify Mission Brief</p> <p>e. WD/Aircrew Safety IAW JR 55-79</p> <p>7.2.5 TARGET/THREAT INFO</p> <p>a. Heading, Altitude, Speed</p> <p>b. Flight Size/Formations</p> <p>c. Tactics/Maneuvers</p> <p>7.2.6 COMPUTER INTERFACE/DATA LINK</p> <p>a. Tracking</p> <p>b. Switch Actions</p> <p>7.2.7 COMMUNICATION W/PILOT</p> <p>a. At Pilot Request</p> <p>b. When Radio Transmissions Show S/A Missing</p> <p>c. Comm Flow Plan</p> <p>d. Safety Transmissions</p>									
<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>									
OVERALL GRADE				SIGNATURE OF INSTRUCTOR		STUDENT INITIALS		SUPERVISOR INITIALS	
								KCC	

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 LAW 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/Forward 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).

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INDIVIDUAL MISSION GRADE SHEET (Grading Criteria on Reverse Side)		MISSION NUMBER	POSITION NUMBER	MISSION DURATION	DATE		
NAME		CLASS NUMBER	WD	AIRCRAFT MODEL	INSTRUCTOR		
MISSION ELEMENTS () REPETITIONS	UNKNOWN	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>							
7.2.12 MISSION COMPLETION/CONTROL PROCEDURES				X			
a. Utilize Continuum of Control IAW JR 55-79				X			
b. Airspace Integrity IAW IQA, FAA SMD 7610.4				X			
c. R/T IAW MCM 3-1				X			
d. Emergency Assistance IAW IQA, FAA SMD 7610.4 or SD Directive	X						
7.2.13 WD LOG				X			
a. C/S Number, Type A/C							
b. Target							
c. Radio/Radar Contact Time							
d. Mode IV							
e. Intercept Numbers							
f. Fuel States/Intercept Totals							
g. Handoff Info				X			
7.2.14 POST MISSION/LANDING				X			
a. WD Log to SD							
b. Power Down SDC							
c. Weapons/Crew Debriefings							
d. Console/Seat/Notify SD							
e. Stow Equipment				X			
7.2.15 E-3 EMERGENCIES IAW T.O. 1E-3A-43-1-2	X						
a. Ground Egress							
b. Runner Duties							
c. Ditching							
d. Smoke/fumes	X						
OVERALL GRADE							
SIGNATURE OF INSTRUCTOR			STUDENT INITIALS		SUPERVISOR INITIALS		
					[Signature]		

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) [REDACTED]	GRADE 1LT	SSAN [REDACTED]
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 13 SEP 93
1			DATE ADDITIONAL TRAINING COMPLETED 12 AUG 93 <i>th</i>

EXPIRATION DATE OF QUALIFICATION
DEC 94

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

III. CERTIFICATION

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

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 297A	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 alot 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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3 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] 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

Bef

DOM/DOF

RCC ②

DO

RMB ②

CD/CC

IB ③/1

DOT (file)

JAM

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, & he'll be "top notch". Has a good attitude and is willing to do whatever he needs to do to improve. JAM

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 [Signature]

AC/MCC (C)

Squadron Review:

FLT CC BK (23)

DOM/DOF [Signature]

DO [Signature]

CD/CC TB

DOT (file) _____

6. Additional Comments.

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

WD

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: ██████████ SSAN: ██████████ CREW POS: MAB3 ACFT: G TRNG LVL: B RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS					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
AR02	AR MSN SIM			4				2		3										940325	NO DATE
AR03	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

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 ██████████ SSAN: ██████████ 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		
TZ10	JOINT EXERCISE																			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

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

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 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		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	SSO1	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	NORTHLANT 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

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

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

CURRENT AIRCRAFT

MDS	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

SCHEDULED ACTIVITIES

DESCRIPTION START DT/TM TERM DT/TM

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

T-3e

(Control Witness 20)

T-3g Staff Mission Crew Commander

(Control Witness 10)

CERTIFICATE OF AIRCREW QUALIFICATION	DATE COMPLETED 5 Jan 94
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I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) 	GRADE 2LT	SSAN
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								
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">QUALIFICATION LEVEL</th> </tr> <tr> <td style="text-align: center;">QUALIFIED</td> <td style="text-align: center;">UNQUALIFIED</td> </tr> <tr> <td style="text-align: center;">1</td> <td></td> </tr> </table>			QUALIFICATION LEVEL		QUALIFIED	UNQUALIFIED	1		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING DUE DATES N/A DATE ADDITIONAL TRAINING COMPLETED
QUALIFICATION LEVEL										
QUALIFIED	UNQUALIFIED									
1										
EXPIRATION DATE OF QUALIFICATION JUN 95										

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 	SIGNATURE
-------------------	--------------------------------------	---------------

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) [REDACTED]	GRADE 2LT	[REDACTED] 94-CDX-1
TRAINING UNIT AND BASE 966 AWACTS, TINKER AFB, OKLAHOMA	SYLLABUS (Number and Date) 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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9 Jul 94
Date

[Signature]
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 [Signature]
DATE 18 JAN 94	TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER JAMES W. PATTERSON, MAJOR, USAF Instructor Mission Crew Commander	SIGNATURE OF REVIEWER [Signature]

INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)		MISSION NUMBER		POSITION NUMBER		MISSION DURATION		DATE	
		STRAT DEF SIM		WD		3.0		3 Feb 94	
NAME LT [REDACTED]		CLASS NUMBER		AIRCRAFT MODEL		INSTRUCTOR			
		WD MQT		SIMULATOR		LT BRIAN D. TUTTLE			
MISSION ELEMENTS () REPETITIONS		U N K N O W N	D A N G E R O U S	G R A D E 0	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"/>
4. STRATEGIC DEFENSE WD ASSIGNMENTS									REMARKS (Continued on reverse side)
4.1 Employ Fighters IAW ROE									<p>• <u>SCENARIO</u>: Fabric: Brave Sim (NORAD Lane Defense Exercise). MQT controlled 2 CAPS (at different times) of FISS and FIBS; MQT had previously completed SIM requirements; this is an extra bonus.</p> <p>• <u>DEBRIEF ITEMS</u>:</p> <p>• <u>COMPUTER USAGE</u></p> <p>① MQT was slow getting data base in. May want to review associated switch actions prior to SIM. Also, don't be afraid to ask for help from those already completed w/ assignments.</p> <p>② Good use of <COMMIT> on each intercepts. Keeps everyone in the loop.</p> <p>③ Technique - turn off Strobe History and IFF History.</p> <p>④ MQT has Safety, Intercept, Computer priorities straight, and displayed several times throughout sim.</p> <p>• <u>COMM SET UP</u></p> <p>Initial comm set up was poor, but once working CAP, it was optimized. Recommend setting up ADS panel while you are awaiting "cleared switches" calls. You can optimize later. You want to be ready when the fighters check in.</p> <p>• <u>INTERCEPTS</u></p> <p>① Good cutoffs all day long. Used lead vectors on initial commit. Remember to use as many sources as possible to Qc fighter headings (eyeball, computer guidance, bearing evaluation).</p>
b. Assist A/C with Min Risk/Safe Passage IAW MSN Documents									
c. Support MSN Elements IAW MSN Directives, FAAH 7610.4 and SIR Agreement									
4.2 Implement procedures for ROE in peacetime, transition and wartime situations									
4.5 EMPLOY CONTROL PROCEDURES/ROE IAW MCM 3-1 INCLUDING:									
a. Airborne Radar									
b. Common Weapons Loads									
c. Maneuver Capabilities									
d. Range/Times for Employment									

CERTIFICATE

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9 May 94
Date

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

OVERALL GRADE

②

SIGNATURE OF INSTRUCTOR

Brian D. Tuttle

STUDENT INITIALS

[REDACTED]

SUPERVISOR INITIALS

[Signature]

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.
								③ 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."
								④ MQT began using post-attack vectors towards end of SIM.
								⑤ 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 "see" - use "bandit" when able (e.g. Red symbology, wartime ROE) and know what exactly ROE is. Write it down if necessary.
								<u>COORDINATION</u> ④ 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	MISSION STATUS				
		N	A	R	R	R	EFFECTIVE <input checked="" type="checkbox"/>				
		K	A	A	A	A	NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP) <input type="checkbox"/>				
		O	E	E	E	E	NON-EFFECTIVE/OTHER (NE/OTH) <input type="checkbox"/>				
		W	R	O	1	2	3	4			
		R	O	U	0	1	2	3	4		
		S									
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 ARE 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										<p>SIGNATURE OF INSTRUCTOR: [Signature]</p> <p>STUDENT INITIALS: [REDACTED]</p> <p>SUPERVISOR INITIALS: [Signature]</p>	
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)										<p>OVERALL GRADE: [Signature]</p>	
a. Console Checkout (IAW checklist)											
b. Assignments Complete (SD assigned tasks)											
c. AWACS Monitor										<p>TAC FORM 206, OCT 82 (Computer Generated)</p>	
ASSUMING STATION PROCEDURES											
a. Monitor communications										<p>CERTIFICATE</p> <p>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> <p>1. + Page [Signature] W. L. Harris 9 May 94 Date</p> <p>WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>	
ON-STATION PROCEDURES											
a. Configure console for mission use										<p>(Overprint 552 OSS/OST OCT 92)</p>	
b. Adjust comm for mission											

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.

1. + Page [Signature] W. L. Harris
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
c. Adhere to Airspace Restrictions					X		
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		
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		

REMARKS

SA. Console locked up during his control. Student calmly switched to a new console however, forgot to sepal 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.

Recommend ~~LT~~ [REDACTED] for MR STATUS.

GRADING CRITERIA

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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
	TAC EMP SIM CLASS NUMBER	WD SIM E3	3.0	25 JAN 94
NAME LT [REDACTED]	WD MQT	AIRCRAFT MODEL	INSTRUCTOR	
		SIM E3	LT BRIAN D. TUTTLE	

MISSION ELEMENTS () REPEATITIONS	UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4	MISSION STATUS
1.5.1 TACTICAL EMPLOYMENT WD ASSIGNMENTS					X			<input checked="" type="checkbox"/>
a. Employ Fighters IAW ROE					X			<input type="checkbox"/>
b. Safe Passage/Minimum Risk IAW MCM 3-1 and MSN Documents	X							<input type="checkbox"/>
c. Support MSN Elements IAW MSN Directives					X			<input type="checkbox"/>
1.5.2 SUPPORT MSN C ³ PROVIDING:				X				<input checked="" type="checkbox"/>
a. MSN Updates IAW MSN Directives/SD Assignment				X				<input type="checkbox"/>
b. SAR Support IAW SD Directives	X							<input type="checkbox"/>
c. Threat Warning/Assistance to HVAA IAW MCM 3-1 Vol V/ XV	X							<input type="checkbox"/>
1.5.3 EMPLOY CONTROL PROCEDURES/ROE IAW MCM 3-1 INCLUDING:					X			<input checked="" type="checkbox"/>
a. Airborne Radar	X							<input type="checkbox"/>
b. Common WPNs Loads					X			<input type="checkbox"/>
c. Manoeuvr Capabilities					X			<input type="checkbox"/>
d. Range/Times for Employment					X			<input type="checkbox"/>
1.5.4 WPNS LESSONS LEARNED DATA TO SD IAW 28 ADR 55-3, VOL 2	X							<input type="checkbox"/>

MISSION STATUS
EFFECTIVE
NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/ENP)
NON-EFFECTIVE/OTHER (NE/ONE)

REMARKS (Continue on reverse side)

• SCENARIO MQT second sim. Redix scenario. Student controlled FIAs on multiple CAPs using Tadi-C and voice control vs. multiple bandit/bogey groups.

• DEBRIEF ITEMS

• COMPUTER USAGE: 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"

• WORKING WITH NAYY: 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. FIAs = 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.

• INTERCEPTS
 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.

• CREW TEAMWORK
 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.

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

9 Feb 94
 Date

OVERALL GRADE: ②

SIGNATURE OF INSTRUCTOR Brian D Tuttle	STUDENT INITIALS [REDACTED]	SUPERVISOR INITIALS [REDACTED]
---	--------------------------------	-----------------------------------

MISSION ELEMENTS	U	D	0	1	2	3	4

- REMARKS:
- ② When sharing a frequency with another controller, have a contract or a way to ensure you won't step on each other, and use brevity
 - ③ Answer all calls on net of freq with at least "standby."
 - ④ Report info to SD, not directly to MCC/ASO. Keep SD in loop, he's your buddy.
 - ⑤ The best WDs/crews are those who think of the most contingencies pre-mission, but are flexible enough to handle those not pre-conceived.

OVERALL/RECOMMENDATIONS/OBSERVATIONS:

REDIEX scenario is complex for an MQT. Furthermore, the crew's mission planning was inadequate for the level of experience present. The sim was effective because the student, although lost at first, showed me he could gain SA on the situation, and control CAP assets effectively. Learning had obviously occurred.

The MQT has much greater knowledge about Navy Ops. MQT needs to know his limits and communicate to SD/WDs when he needs help. He learns quickly. Good job.

MQT HAS COMPLETED SIM TRAINING REQUIREMENTS.

GRADING CRITERIA

- UNKNOWN - Performance was not observed or the element was not performed.
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- GRADE 0 - Performance indicates a lack of ability or knowledge.
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- 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	
		WD MQT		WD		8.7		21 JAN 94	
NAME		CLASS NUMBER		AIRCRAFT MODEL		INSTRUCTOR			
[REDACTED]		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) 2V2S 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								Pre-MISSION: Student had all required pubs and winter flying gear. Student briefed his instructor to simulate briefing passengers.	
d. Provide SD individual training requirements IAW SOP								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. Bye dope was good but student needs to Taylor	
WEAPONS MISSION PLANNING									
a. Determine required forms									
b. Utilize Planning Guides (80-80, TP1000, LOA)									
c. Crew Coordination WVD/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									
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								SIGNATURE OF INSTRUCTOR	
(2) X								STUDENT INITIALS	
								SUPERVISOR INITIALS	
								[REDACTED]	

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.

9 July 94
Date

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			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 AND RELY MORE ON COMPUTER INFO. ALTITUDE!	
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				
j. Respond to Inflight Emergencies	X								
E-3 AERIAL REFUELINGS									
a. Prepare for A/R (IAW Checklist)					X			SAFETY: VERY SAFETY CONSCIOUS. NEVER MISSED A 10 MILE CALL. HOWEVER, SEVERAL TIMES WAS HESITANT TO PASS KID'S SKILLS.	
b. Accomplish WD Assist (IAW 55-33)	X								
ENROUTE PROCEDURES (INBOUND)									
a. Complete Forms					X			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!	
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									
ow Coordination					X				

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INDIVIDUAL MISSION GRADESHEET (Grading Criteria on Reverse Side)			MISSION NUMBER	POSITION NUMBER	MISSION DURATION	
NAME [REDACTED]			STRAT DEF SIM	WD	3.0	19 JAN 94
MISSION ELEMENTS () REPETITIONS			CLASS NUMBER	AIRCRAFT MODEL	INSTRUCTOR	
			WD MQT	SIMULATOR	GORMAN	

U	D	G	G	G	G
N	A	R	R	R	R
K	N	A	A	A	A
N	G	D	D	D	D
O	E	E	E	E	E
W	R	0	1	2	3
N	O	0	1	2	3
O	U				
S					

4. STRATEGIC DEFENSE WD ASSIGNMENTS					
4.1 a. Employ Fighters IAW ROE					
					X
b. Assist A/C with Min Risk/Safe Passage IAW MSN Documents					
	X				
c. Support MSN Elements IAW MSN Directives, FAAH 7610.4 and SIR Agreement					
				X	
4.2 Implement procedures for ROE in peacetime, transition and wartime situations					
				X	
4.5 EMPLOY CONTROL PROCEDURES/ROE IAW MCM 3-1 INCLUDING:					
a. Airborne Radar					
				X	
b. Common Weapons Loads					
				X	
c. Maneuver Capabilities					
				X	
d. Range/Times for Employment					
				X	

MISSION STATUS

EFFECTIVE

NON-EFFECTIVE/STUDENT NON-PROGRESSION (NE/SNP)

NON-EFFECTIVE/OTHER (NE/OTH)

REMARKS (Continued on reverse side)

SCENARIO: UK NORAD-LIKE SIM. The student controlled 2 out of 4 lanes. Each lane was manned with 2 TORNADOS OR PHANTOMS. The SIM WAS MEANT FOR 4 WDS; WE had 2.

OBSERVATIONS: Student was very familiar with the ROE and adhered to it. HE RAN his CAPS very well & check states/fuel often. Really Good Geometry. His initial vectors were accurate. Debriefed that listening will come. He was tasked with 2 control fregs; and 2 C2 fregs to monitor. Reemphasized Bandit -> Hostile Bogey -> ?? Overall a good mission. The student was very busy throughout.

Recommendations: Challenge with two fregs and maneuvering bandits. Keep an eye on SD/WD COORDINATION.

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9 May 94
Date

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

OVERALL GRADE	(2)	SIGNATURE OF INSTRUCTOR	STUDENT INITIALS	SUPERVISOR INITIALS
		Amantha G. Gorman	[REDACTED]	[REDACTED]

MISSION ELEMENTS	U	D	0	1	2	3	4	REMARKS

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Pg 241+242 Reduced

W. L. Harris

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

9 Jul 94
Date

WD

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: MABC ACFT: G TRNG LVL: A RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS						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															4	940316	NO DATE
AM10	A/A SCHEDULE																			NO DATE	NO DATE
ARO2	AR MSN SIM			7		1													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

NAQC00: 94096

PAGE 241

TAC PAGE 240

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: ██████████ SSAN: ██████████ CREW POS: MABC ACFT: G TRNG LVL: A RJET: 1 MAJCOM: OT UNIT: 0963 FLIGHT: B

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT		ACCOMPLISHMENTS * * * * *						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		
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

CERTIFICATE

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Redacted
 17 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 FLT 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	C9	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	C9	SEQ1	CLSD BOOK EXAM		16 NOV 93	P	ONE TIME		X
AT10	AFOSI BRIEF	###	NO DATE	P	PASSED	PASSED	C3	SEO2	OPEN BOOK EXAM		16 NOV 93	P	ONE TIME		X
AT99	ANCILLIARY TRN	###	NO DATE	P	ONE TIME		X	SEO6	SEO1/02 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		19 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	NORTHLANT CERT	###	NO DATE	P	PASSED	PASSED	C3
GD45	DDV PERIOD 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	WTO2	MASS MSN DEBRF	###	NO DATE	P	PASSED	PASSED	C3
LS04	L/S CHEM WAR		22 JUL 93	P	PASSED	31 JUL 94	C3	WVO1	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

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

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

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

T-3e

(Control Witness 20)

T-3g Staff Mission Crew Commander

T-3f

(Control Witness 10)

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 D.	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
ALASKABUFFR	TC55	000000	000000
EUROPBUFFR	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, 3 May 94
which is kept in my records system.

4 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: *

NAME: [REDACTED] RNK: [REDACTED] SSAN: [REDACTED]
E: 36 LAST PHYSICAL: 930902 RFI: 0 ASC: 9W
FSC: G01716 LAST ALT CHMB: 921006 FAC: 0 MAJCOM: TAC

Table with columns: MDS, C, SEQ, TOTAL, PRIMARY, SECOND, INSTR, EVAL, OTHER, COMBAT, CMET, SPT. Rows include flight data for E003A through E003D and TALS summary.

REER TOTALS
FLYING TIME: ALL 2527.7 GRAND TOTAL: 2527.7
INST TIME: ALL 2513.3 MDS PRI/INST TIME: 2513.3

Table showing flying time by day from 24 APR to 03 MAY. Columns: DATE, TIME.

30 DAY TOTALS FLYING TIME: 018.4 DAYS: 03

Table showing flying time by day from 05 MAR to 03 APR. Columns: DATE, TIME.

60 DAY TOTALS FLYING TIME: 036.2 DAYS: 05

Table showing flying time by day from 03 FEB to 04 MAR. Columns: DATE, TIME.


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.
W. L. Harris
19 May 94
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian Incirlik Air Base, Turkey

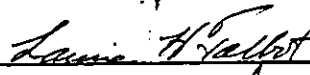

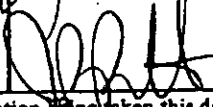
CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED	
				10 FEB 93	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE		SSAN
[REDACTED]			MAJ		[REDACTED]
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD
966 AWACTS/TINKER AFB OK			E-3/MCC		N/A
II. QUALIFICATION					
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)	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
1		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	N/A		
EXPIRATION DATE OF QUALIFICATION		DATE ADDITIONAL TRAINING COMPLETED			
JUL 94					
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

11 May 94
 Date

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				25 Feb 93
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
25 FEB 93	[REDACTED]				[REDACTED]	

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 <i>[Redacted]</i> <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) [REDACTED]	GRADE MAJOR	CLASS 94-FBX-5
TRAINING UNIT AND BASE 966 AWACTS, Tinker AFB, OK	SYLLABUS (Number and Date) E3000I00XX, SEP 90	

END OF PHASE SUMMARIES (Continue on reverse)

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

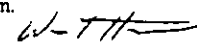
SIMULATOR: N/A

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

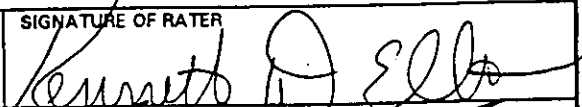
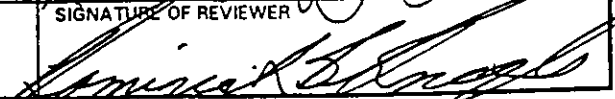
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

11 May 94
Date


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	
DATE	TYPED NAME, GRADE, AND DUTY TITLE OF REVIEWER	SIGNATURE OF REVIEWER
18 Mar 94	DOMINICK B. KNIGHT, Major, USAF DOM	

MISSION DATA														
1. DATE (Yr-Mo-Day)		2. MDS		3. SERIAL NO.		4. UNIT CHARGED FOR FLY HOURS/HOSM CODE			5. LOCATION					
94-04-14		E-3B		77-0351		552 ACW (ACC) WWYK			TUNKOR AFB OK 73145					
FLT NO	MISSION NUMBER 6.	MISSION SYMBOL 7.	PEID B.	FROM (ICAO) 9.	TO (ICAO) 10.	TAKE OFF TIME (Z) 11.	LAND TIME (Z) 12.	FLIGHT TIME 13.	14. LANDINGS			SPECIAL USE 16.		
									TOUCH AND GO	FULL STOP	TOTAL		SORTIES 15.	
1	DPC084	B-2	C	LTAG	LTAG	0436	1615	11.6	Ø	1	1	1		
2														
3														
5														
6														
17. RATING UNIT								TOTALS	11.6	Ø	1	1	1	

AIRCREW DATA														
FLYING ORGN 18.	SSAN 19.	LAST NAME 20.	FLT AUTH DUTY CODE 21.	FLIGHT TIME						SOR-TIES 28.	FLT CONDITIONS			RESERVE STATUS 32.
				PRIMARY 22.	SECOND-ARY 23.	INSTRUC-TOR 24.	EVALUA-TOR 25.	OTHER 26.	TOTAL 27.		PRIMARY NIGHT 29.	PRIMARY INSTM 30.	PRIMARY SIMINSTM 31.	
B963			mf	5.8	5.8	.	.	.	11.6	1	.	.	.	.
B963			mc	5.8	5.8	.	.	.	11.6	1	.	.	.	.
B963			mn	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.
B963			mf	11.6	.	.	.	.	11.6	1	.	.	.	.

This Reduced 94% [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.
 [Signature]
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

11 May 94
 Date

AUTHORITY: 49 U.S.C. 8012, 48 U.S.C. 3191, and E.O. 9897

PRINCIPAL PURPOSES: Source document for recording individual flying time, sorties and 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 SIM INSTM	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
63	[REDACTED]	[REDACTED]	MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963	[REDACTED]	[REDACTED]	MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963	[REDACTED]	[REDACTED]	MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963	[REDACTED]	[REDACTED]	MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963	[REDACTED]	[REDACTED]	MA	11.60	.	.	.	.	11.60	1	.	.	.	.
0963	[REDACTED]	[REDACTED]	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 8 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

NAME			DESCRIPTION	S	ACCOMPLISHED	DESCRIPTION	S	ACCOMPLISHED	RESERVED
[REDACTED]			MISSION CREW		0100000000	AST/AST		0100000000	
SSAN/CREW NUMBER			SQDN: 963		0100000000	ECM/ECCM -VP60		0100000000	
[REDACTED]			LEGEND		0100000000	COM JAM -VP60		0100000000	
[REDACTED]			SC/SCH=SCHEDULE		0100000000	ECM/ECCM S-VP61		0100000000	
[REDACTED]			FL/FLN = FLOWN		0100000000	COM JAM S -VP61		0100000000	
[REDACTED]			S/SM = SIM		0100000000	JTIDS/AST-JT01		0100000000	
[REDACTED]			INDICATES		0100000000	*****CT*****		0100000000	
[REDACTED]			TITLE DO NOT		0100000000	ESS -ESC1		0100000000	
[REDACTED]			LOG*****		0100000000	JTIDS -JT01		0100000000	
[REDACTED]			HIGH VALUE		0100000000	*****SD/NO*****		0100000000	
[REDACTED]			EVENTS		0100000000	WPN STY SC-WT10		0100000000	
[REDACTED]			REQ FLAG -TZ02		0100000000	WPN STY FL-WS01		0100000000	
[REDACTED]			GREEN FLAG-TZ03		0100000000	AIR/AIR FL-AH01		0100000000	
[REDACTED]			COPER FLAG-TZ04		0100000000	AIR/SRF FL-AS03		0100000000	
[REDACTED]			MAPLE FLAG-TZ05		0100000000	AR MSN FLN-AR03		0100000000	
[REDACTED]			JOINT EXER-TZ10		0100000000	COM JAM -VP60		0100000000	
[REDACTED]			LCL CFT -TZ16		0100000000	PTC (F/M) -VP60		0100000000	
[REDACTED]			CONTINGENCY-TZ21		0100000000	AIR/AIR SM-AT01		0100000000	
[REDACTED]			*****SORTIES*****		0100000000	AIR/SRF SM-AS02		0100000000	
[REDACTED]			SORTIE SCH-TS00		0100000000	AR MSN SM-AR02		0100000000	
[REDACTED]			SORTIE FLN-TS01		0100000000	COM JAM SM-VP61		0100000000	
[REDACTED]			SYSOPS FLN-S000		0100000000	*****COMT/D****		0100000000	
[REDACTED]			B/S OPS FL-ST20		0100000000	UTILITY PG-UP01		0100000000	
[REDACTED]			I/E SORTIE-ST03		0100000000	DMP/CPSOMP-UP02		0100000000	
[REDACTED]			CW TRNG -CW75		0100000000	*****ART/ARB*****		0100000000	
[REDACTED]			INIT CNFLY-CW60		0100000000	FIT -FT01		0100000000	
[REDACTED]			BDT/TRGT MNTN		0100000000	FFT -FT02		0100000000	
[REDACTED]			AIR DEF SNOADOL		0100000000	RADAR TEST-RT01		0100000000	
[REDACTED]			*****ASO*****		0100000000	*TRACKING INFO*		0100000000	
[REDACTED]			ECM/ECCM -VP50		0100000000	*ONE PER DEPLOY		0100000000	
[REDACTED]			COM JAM -VP60		0100000000	-MENT/ALERT***		0100000000	
[REDACTED]			ESS -ESC01		0100000000	ALERT -TZ18		0100000000	
[REDACTED]			ECM/ECCM S-VP51		0100000000	OVERSEAS -TZ22		0100000000	
[REDACTED]			COM JAM S-VP51		0100000000	DATE: 14 APR 94		0100000000	
[REDACTED]			JTIDS -JT01		0100000000	MSN#: DPC 7214		0100000000	
[REDACTED]					0100000000	HCC: TRACEY		0100000000	

CONTROL INFORMATION			
FORM NO.	VER	PG	TFP
0430611			

INSTRUCTOR	SIMULATOR
1	5

DATE

940414


FORMS PROCESSED
1994

DAYS TDY	FLIGHT AUTHORIZATION NO.	CREW REST EXPIRES	
		Year	Month
		Day	Time

DO NOT MARK IN THIS SHADED AREA

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

11 May 94
 Date

AFORMS OMR EVENT ACCOMPLISHMENT REPORT

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

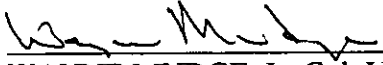
NOTE: The wingman flew 1023.9 hours in the F-15 from 10 Nov 83 until 24 Jun 92. He then went to non-flying duties until 1 Jun 93. He returned to flying in Jul 93, and had flown the F-15C/D 102.4 hours since returning to flying duties.

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 (CPA)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

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

AIRCRAFT M/D/S FLY-DTY CERT CODE	AIRCRAFT TOTALS										
	F015C IPAE	F015D IPAE	SMF015C MPAE	F015A EP	F015B EP	SMF015A P	SMF004E P	AT038B P	SMT038A P	F004E P	
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	90 JUL 24	90 MAY 31	90 JUL 17	83 NOV 15	83 NOV 10	84 JAN 17	76 JUL 01	90 MAR 25	76 MAR 26	76 JUL 12	
DATE LAST FLOWN	94 APR 14	94 MAR 08	94 JAN 20	91 DEC 02	90 JUN 21	90 JUN 22	81 MAY 14	90 MAR 14	83 JUN 23	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	74.2	
PRIMARY INST	55.8	17.3	0.0	46.7	0.0	0.0	0.0	24.2	0.0	150.6	
PRIMARY SIM INST	0.0	2.3	27.5	10.4	0.0	66.0	153.0	16.4	142.0	15.8	
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 M/D/S FLY-DTY CERT CODE	AIRCRAFT TOTALS	
	AT038A P	F016B P
DATE QUALIFIED	NO DATA	NO DATA
DATE FIRST FLOWN	75 MAR 26	89 FEB 23
DATE LAST FLOWN	83 JUN 25	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 shown for the American level of flight training and is the property of the U.S. Army. It is to be used only for the purpose for which it was furnished and is not to be distributed outside the limits of the original request.

12 May 94

Reduced

W. J. H.
 W. J. H.
 W. J. 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: ██████████ SSAN: ██████████ GRADE: ██████████ RPI: 6 FAC: 3 DFDA: 162 ASC/DATE: 3A/93 JUN 19
 RJET: 1 ~~CPD: AFE~~ WING: 0052 PRI CRW POS: P PRI ACFT: F015C UNIT: 0053 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

NAAG50: 94129

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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) AS OF 94 MAY 09 PCN SA002-C01
CONTINUATION/INDIVIDUAL

NAME: ██████████ SSAN: ██████████ 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	TOT
AC00	AIR TO AIR	28	6	7	7											
AC10	ACBT		5	6	4									8	940329	NO DATE
C20	ACH-2V1		1												940316	940515
AC21	DACH-2V1														940110	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	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

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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 neighborhood 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
11 May 94

Reduced

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

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

TRAINING PERIOD ACTIVITY SUMMARY (PA) AS OF 94 MAY 09 PCN SA002-C01
CONTINUATION/INDIVIDUAL

NAME: [REDACTED] SSAN: [REDACTED] CREW POS: IPAE ACFT: L TRNG LVL: A RJET: 1 MAJCOM: OD UNIT: C053 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	ACCMP	DUE
#AH01	AHC SORT																				NO DATE	NO DATE
	00 ACHI						3														940315	NO DATE
AI05	LIVE MISSILE																				NO DATE	NO DATE
AI07	LIVE AIM 7																				NO DATE	NO DATE
AI09	LIVE AIM 9																				NO DATE	NO DATE
AI12	LIVE AIM 120																				NO DATE	NO DATE
#AI20	LIVE AIM 120																				NO DATE	NO DATE
AR00	AAR TOTAL	3			1		1	1													940410	941007
AR01	AAR DAY							1													940410	NO DATE
AR05	AAR NIGHT	1			1		1														940329	NO DATE
AS00	ASLAR	2			1	2	1	1													940407	NO DATE
#AZ97	BFM (NQT)																				NO DATE	NO DATE
CA01	CAP																				NO DATE	NO DATE
CF00	CHAFF/FLARE	6				3												3			940315	NO DATE
CM01	COMAD MISSION																				931118	NO DATE
	00 CFTR	2						2													940411	NO DATE
	401 CM FLT																				NO DATE	NO DATE
DN01	DHAND MSN CURCY	4			6	7	8	5													940414	940514

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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: ██████████ SSAN: ██████████ 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			TOY	MON	QTR	S/A
#DM97	DMND MSN 450AY																		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
EPC1	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 TAKEDOFF			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		940329	NO DATE
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			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		
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	LATH/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	
LD03	NITE LAND CURR				6	7	8	5												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) AS OF 94 MAY 09 PCN SA002-C01
CONTINUATION/INDIVIDUAL

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

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT: NON QTR S/A	* * * ACCOMPLISHMENTS * * * TOT						- - - TRAINING LOST - - -				REMAINING NON 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	MFFO 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		2		3										940329	NO DATE

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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			ACCOMPLISHMENTS						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
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	NDNIP BK S SORT																			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) AS OF 94 MAY 09 PCN SA002-C01
CONTINUATION/INDIVIDUAL

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			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 TDAL							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		
#SM00	TOTAL SIMS			4															4	931019	NO DATE		
#SM07	EPE WITH SEFE																			930716	941231		
#SM21	INST SIM			1															1	930714	NO DATE		
#SM22	EP SIM			1															1	930716	NO DATE		
#SM23	TAC EW SIM			2															2	931019	NO DATE		
#SM26	SUPER EP SIM			1															1	930716	NO DATE		
#SM27	SUPERTACEW SIM			1															1	931019	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: ██████████ SSAN: ██████████ 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	930714	NO DATE
UN00	NIGHT SORTIE	2	1		1										940329	NO DATE
SOF1	SOF TOUR														NO DATE	NO DATE
SOF2	STEY SOF TOUR														NO DATE	NO DATE
ST00	TOTAL SORTIES	30	6	7	8	5							4	940414	NO DATE	
*ST01	LAST FLT														NO DATE	NO DATE
ID00	TRAIL DEPARTURE	2	1		3	1								940407	NO DATE	
TE00	ECM RANGE MSN													NO DATE	NO DATE	
*TE01	EC RANGE													NO DATE	NO DATE	
TE10	SORTIE ECM GEAR (UNIT)	6 6											6 6	931118	NO DATE	
TE20	ECM TGT INTCP													931006	NO DATE	
TE40	ECM TOTAL				3									940315	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	
*IQ02	HUD OFF-DEPART													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

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			*** 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		
#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-HDL																				NO DATE	NO DATE
TR00	MSEP LIVE FIRE																				NO DATE	NO DATE
TR05	MSEP AIR - GND																				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

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
AS15	DART HITS																			NO DATE	NO DATE
YG10	A-A - BELGIUM																			NO DATE	NO DATE
YG20	A-A - FRANCE																		931013	NO DATE	NO DATE
YG30	A-A - FRG				6	7	3												940329	NO DATE	NO DATE
YG40	A-A - ITALY/DEC																		NO DATE	NO DATE	NO DATE
YG50	A-A - HOLLAND																		NO DATE	NO DATE	NO DATE
YG60	A-A - SPAIN																		NO DATE	NO DATE	NO DATE
YG70	A-A - TURKEY																		NO DATE	NO DATE	NO DATE
YG80	A-A - U.K.							1											940316	NO DATE	NO DATE
YG90	A-A -OVER WATER							3											940315	NO DATE	NO DATE
YG95	LL - OTHER																		NO DATE	NO DATE	NO DATE

NAJCCOD: 94129

END PAGE 21

AFE END PAGE 20

PERSONAL DATA-PRIVACY ACT OF 1974

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T-4b

TAB T-4

F-15C 79-0025

T-4c

T-4a Summary of Crew Qualifications

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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

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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 RFI: 6 SSAN: [REDACTED]
DAFSC: 01406F LAST ALT CHMB: 930503 FAC: 3 MAJCOM: 3A 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
F015A	F	04	570.5	267.6	0.0	302.9	0.0	0.0	0.0	0.0	0.0
F015B	F	05	58.7	35.1	1.9	20.6	1.1	0.0	0.0	0.0	0.0
F015C	F	01	381.5	199.2	0.0	182.3	0.0	0.0	53.7	0.0	0.0
F015D	F	02	115.6	45.1	0.0	70.5	0.0	0.0	0.0	0.0	0.0
F016B	F	00	1.2	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0
AT038A	F	00	98.5	42.9	0.0	55.6	0.0	0.0	0.0	0.0	0.0
AT038B	F	00	798.9	155.4	0.0	643.5	0.0	0.0	0.0	0.0	0.0
SMF004E	F	00	153.0	153.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SMF015A	F	06	142.5	66.0	0.0	73.5	3.0	0.0	0.0	0.0	0.0
SMF015C	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.
 12 May 94
 Date
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Inflight Air Base, Turkey

Current Time Incident
 SORTIE
 C-130
 MAF

PERSONAL DATA - PRIVACY ACT OF 1974

AS OF INDIVIDUAL FLIGHT DATA MDS: *****
 DATE: 15 APR 94 CREW-POS: *

NAME: ██████████ RNK: ██████████ SSAN: ██████████
 AGE: ██████████ 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 3.4	00.0	00.0	00.0 3.1	00.0 3.4	00.0	00.0	00.0 1.9	00.0
05 APR	04 APR	03 APR	02 APR	01 APR	31 MAR	30 MAR	29 MAR	28 MAR	27 MAR	26 MAR
00.0	00.0	00.0	00.0	00.0	00.0	00.0	02.4	00.0	00.0	00.0
26 MAR	25 MAR	24 MAR	23 MAR	22 MAR	21 MAR	20 MAR	19 MAR	18 MAR	17 MAR	16 MAR
00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	01.9	00.0	00.0
30 DAY TOTALS			FLYING TIME: 16.1 004.3			DAYS: 02 06				
16 MAR	15 MAR	14 MAR	13 MAR	12 MAR	11 MAR	10 MAR	09 MAR	08 MAR	07 MAR	06 MAR
01.4	01.3	00.0	00.0	00.0	01.3	01.4	00.0	01.8	01.4	00.0
06 MAR	05 MAR	04 MAR	03 MAR	02 MAR	01 MAR	28 FEB	27 FEB	26 FEB	25 FEB	24 FEB
00.0	00.0	01.6	00.0	00.0	00.0	00.0	00.0	00.0	01.0	00.0
24 FEB	23 FEB	22 FEB	21 FEB	20 FEB	19 FEB	18 FEB	17 FEB	16 FEB	15 FEB	14 FEB
00.0	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: 27.3 015.5			DAYS: 10 14				
14 FEB	13 FEB	12 FEB	11 FEB	10 FEB	09 FEB	08 FEB	07 FEB	06 FEB	05 FEB	04 FEB
00.0	00.0	00.0	00.0	00.0	00.0	01.4	00.0	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	25 JAN
00.0	00.0	02.5	02.3	00.0	00.0	00.0	00.0	00.0	00.0	00.0
28 JAN	24 JAN	23 JAN	22 JAN	21 JAN	20 JAN	19 JAN	18 JAN	17 JAN	16 JAN	15 JAN
00.0	00.0	00.0	00.0	00.0	00.0	00.0	02.0	00.0	00.0	00.0
90 DAY TOTALS			FLYING TIME: 35.5 021.7			DAYS: 14 18				

I certify that I am the Records Custodian for the Accident Investigation Board converted 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: 12 May 94
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Inertik Air Base, Turkey

T-4a

T-4b

TAB T-4

F-15C 79-0025

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T-4a Summary of Crew Qualifications

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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

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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

[REDACTED]

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

47

TRAINING REQUIREMENT/SUBJECT	TITLE	DATE COMPLETED	CONTROLLING OFFICER	ORGANIZATION
MISSION COMMANDER			53 FS COMMAI	
SUPERVISOR OF FLYING		PREV QUAL	36 FW OPG/CC	IP QUM SIGNATURE
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	

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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

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T-4i AF Form 1360,

Individual Training Mission Grade

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

J. J. [Signature] w.c.

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TAB T-4

T-4c

F-15C 79-0025

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USAF Certification Aircrew Training

T-4g Letter of Xs

T-4h

T-4h AF Form 8,

Certification of Aircrew Qualifications

T-4i AF Form 1360,

Individual Training Mission Grade

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) 	GRADE 	SSAN
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																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="3">QUALIFICATION LEVEL</th> </tr> <tr> <th colspan="2">QUALIFIED</th> <th>UNQUALIFIED</th> </tr> <tr> <td style="width: 33%;">1</td> <td style="width: 33%;">2</td> <td style="width: 33%;">3</td> </tr> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> </table>			QUALIFICATION LEVEL			QUALIFIED		UNQUALIFIED	1	2	3	-	-	-	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>RESTRICTION (Explain in Comments)</th> <th>ADDITIONAL TRAINING</th> </tr> <tr> <td><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</td> <td>DUE DATES N/A</td> </tr> <tr> <td></td> <td>DATE ADDITIONAL TRAINING COMPLETED N/A</td> </tr> </table>		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DUE DATES N/A		DATE ADDITIONAL TRAINING COMPLETED N/A
QUALIFICATION LEVEL																						
QUALIFIED		UNQUALIFIED																				
1	2	3																				
-	-	-																				
RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING																					
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DUE DATES N/A																					
	DATE ADDITIONAL TRAINING COMPLETED N/A																					
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	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 	SIGNATURE
------------------	--------------------------------------	---------------

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, Inarlik 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)	GRADE	SSAN
[REDACTED]	[REDACTED]	[REDACTED]
ORGANIZATION AND LOCATION	ACFT/CREW POSITION	ELIGIBILITY PERIOD
7TFS/Holloman AFB, NM	F-15/P	N/A

II. QUALIFICATION				
GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Closed Book	27 Feb 84	97	[Initials] 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			DUE DATES	
1	2		N/A	
3	3		DATE ADDITIONAL TRAINING COMPLETED	
EXPIRATION DATE OF QUALIFICATION		N/A		
Sep 84				

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	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
4 APR 84	[REDACTED]	[REDACTED]

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.

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

Date: 21 May 94

DOJ CC S DOV T

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 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			RESTRICTION	
QUALIFIED		UNQUALIFIED	(Explain in Comments)	
1	2	3		
EXPIRATION DATE OF QUALIFICATION			ADDITIONAL TRAINING	
Sep 85			DUE DATES	
			DATE ADDITIONAL TRAINING COMPLETED	
			N/A	
			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, JR., Captain	49TFW/DOV			X	<i>TH Dollahite, Jr.</i>	6 Sep 84
2. REVIEWING OFFICER CONLEY V. BRADFORD, Major	7TFS/DO	X			<i>Conley Bradford</i>	7 SEP 84
3. FINAL APPROVING OFFICER JOHN A. JUDD, Lt Colonel	7TFS/CC	X			<i>J. Judd</i>	10 Sep 84

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

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
11 Sept 84	[Redacted]	[Redacted]

AF FORM APR 79 8

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. L. Harris
Date: 21 May 94
WILLIAM 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) ██████████		GRADE ██████████	SSAN ██████████
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: <table border="1"> <tr> <th colspan="2">QUALIFIED</th> <th>UNQUALIFIED</th> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>			QUALIFIED		UNQUALIFIED	1	2	3				RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
QUALIFIED		UNQUALIFIED											
1	2	3											
EXPIRATION DATE OF QUALIFICATION SEP 85			ADDITIONAL TRAINING DUE DATES: N/A 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	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>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 ██████████	SIGNATURE ██████████
------------------	--	-------------------------

AF FORM 75 8
APR 75

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

21 May 94
Date

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 CC DOV

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
12 FEB 85

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)

GRADE

SSAN

ORGANIZATION AND LOCATION

ACFT/CREW POSITION

ELIGIBILITY PERIOD

7 TFS/Holloman AFB, NM

F-15/IP

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)

DUE DATES

1

2

3

YES NO

N/A

EXPIRATION DATE OF QUALIFICATION

DATE ADDITIONAL TRAINING COMPLETED

SEP 85

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 BRIAN R. BADGER, Captain	49 TFW/DOV			X	<i>[Signature]</i>	25 Feb 85
2	REVIEWING OFFICER ROBERT L. SUMMERS, Lt Colonel	7 TFS/DO	X			<i>[Signature]</i>	19 Feb 85
3	FINAL APPROVING OFFICER JOHN A. JUDD, Lt Colonel	7 TFS/CC	X			<i>[Signature]</i>	20 Feb 85

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

DATE

TYPED NAME AND GRADE OF EXAMINEE

SIGNATURE

15 FEB 85

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.

[Signature]
Date: 21 May 94

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 an #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 

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial) [REDACTED]	GRADE [REDACTED]	SSAN [REDACTED]
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	CONCUR	REMARKS		
1. FLIGHT EXAMINER M.S. HAIR, Capt	405 TTW/DOV				X	[Signature]	20 Jun 90
2. REVIEWING OFFICER J.J. HUDNALL, Capt	555 TETS/FLT CC	X				[Signature]	22 Jun 90
3. FINAL APPROVING OFFICER D.D. GRANQUIST, Lt Col	555 TETS/DO	X				[Signature]	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 [REDACTED]	SIGNATURE [REDACTED]
-------------------	--	-------------------------

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

[Signature]
WILLIAM L. BARRIS, 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	S
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)	ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED		DUE DATES	
1		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	N/A	
EXPIRATION DATE OF QUALIFICATION			DATE ADDITIONAL TRAINING COMPLETED	
31 January 1995				

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	<i>Matthew B. Copp</i>	27 Aug 93
2. REVIEWING OFFICER J. L. Patton Lieutenant Colonel	53 FS/DO	X			<i>J. L. Patton</i>	27 Aug 93
3. FINAL APPROVING OFFICER R. W. Turner Lieutenant Colonel	53 FS/CC	X			<i>R. W. Turner</i>	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	[Redacted]	[Redacted]

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
WILLIAM L. HARRIS, Capt, USAF
Evidence Custodian, Incr 10, And 25, 7, 9, 10

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 AF Form 1360,

T-4i

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

H/R

THIS AIRCRAFT

F-15

INSTRUCTOR

LT COL TORNER

REMARKS (Check boxes on reverse side)

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

Mission was H V 4 (F-16 FLANKER AB-100 SIMULATION) in TRA 205/305 A/B. FAOR Cup scenario PID vs BVR threat.

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

MISSION ELEMENTS SIMILAR/DISSIMILAR	UNKNOWN	DANGEROUS	GRADE 0	GRADE 1	GRADE 2	GRADE 3	GRADE 4
1. MISSION PREPARATION						/	
2. BRIEFING						/	
3. GROUND PROCEDURES						/	
4. TAKE-OFF (SINGLE/LEAD/WING)						/	
5. (IFD/VFR) DEPARTURE (SS/(L/D)WC/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. TEMS 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. WPW EMPLOYMENT						/	
i. VIS LOOKOUT/MUTUAL SUPPORT						/	
OVERALL GRADE						- 3 -	

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

W. L. Harris
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

F-15C 84-0025

T-5a

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 CRD: APL WING: 0052 PRI-CRW POS: P PRI-ACFT: F015C UNIT: 0053 BASE: SPANGDAHLEN-AB-GERMANY, 09126

AIRCRAFT M/D/S FLY DTY CERT CODE	AIRCRAFT TOTALS										
	F015C MPAE	F015D MPAE	SMF015C IPAN	F015A UPIN	F015B UPIN	SMT038A FPMN	SMF015A UPIN	OV010A MPAE	T037B MPSN	AT038B P	NO DATA
DATE QUALIFIED	NO DATA	NO DATA	NO DATA	91 JAN 14	91 JAN 11	90 AUG 21	90 JAN 04	89 MAR 06	83 APR 24	NO DATA	
DATE FIRST FLOWN	91 JUN 05	91 MAY 23	91 MAY 21	91 APR 04	91 MAR 29	90 OCT 11	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 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	
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	18	0	0	0	0	0	0	0	0	0	
COMBT-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 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
COMBT SUPPORT TIME	0.0
COMBAT SORTIES	0
COMBT-SUPPORT SORT	0
TOTAL SORTIES	1

AIRCRAFT TOTALS

NAQC50: 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 LMD: APL WING: 0052 PRI-CRW PDS: P PRI-ACFT: F015C UNIT: 0053 BASE: SPANGDAHLEM 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
COMBT SUPPORT TIME	0.0
TOTAL SORTIES	895
COMBAT SORTIES	18
COMBT 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

F-15C 84-0025

T-5a

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 04 MAY 09

FLYING HISTORY REPORT (PA)

AS OF 04 MAY 09

POB 3A002-005

INQUIRY

NAME: [REDACTED]
 RPT: 1 CND: AFE WING: 0052

SSAN: [REDACTED] GRADE: [REDACTED] RPI: 1 FAC: 1
 PRI CRW PDS: P PRI ACFT: F015C

OFDA: 093 ASC/DATE: 1A/88 FEB 2
 BASE: SPANGDAHLER AB GERMANY, 00126

AIRCRAFT M/D/S FLY DTY CERT CODE DATE QUALIFIED DATE FIRST FLOWN DATE LAST FLOWN TOTAL TIME PRIMARY TIME SECONDARY TIME INSTRUCTOR TIME EVALUATOR TIME OTHER TIME PRIMARY NIGHT PRIMARY INST PRIMARY SIM INST COMBAT TIME CHST SUPPORT TIME COMBAT SORTIES CHST SUPPORT SORT TOTAL SORTIES	AIRCRAFT TOTALS									
	F015C MPAE NO DATA 91 JUN 05 94 APR 14 549.1 549.1 0.0 0.0 0.0 0.0 0.0 31.6 65.1 0.0 72.0 0.0 13 9 359	F015D MPAE NO DATA 91 MAY 23 93 DEC 17 53.0 46.3 6.7 0.0 0.0 0.0 3.8 5.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 45	SMF015C IPAN NO DATA 91 MAY 21 93 NOV 09 34.0 34.0 0.0 19.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 48	F015A UPIN 91 JAN 14 91 APR 04 36.3 35.3 0.0 0.0 0.0 2.1 0.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30	F015B UPIN 91 JAN 11 91 MAR 29 17.7 17.7 0.0 0.0 0.0 2.4 2.3 2.1 0.0 0.0 0.0 0.0 0.0 0.0 12	SMT030A FPMN NO DATA 90 AUG 21 90 OCT 11 7.0 7.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7	SMF015A UPIN 90 JAN 04 91 APR 02 25.5 25.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 17	OVO10A MPAE 39 MAR 06 89 JAN 05 90 AUG 07 383.2 293.7 88.2 0.0 1.8 10.8 21.6 15.2 0.0 0.0 0.0 0.0 188	T0370 MPSN 93 APR 14 87 DEC 03 88 DEC 15 231.6 207.1 74.7 0.0 0.0 5.1 11.6 11.4 0.0 0.0 205	AT030B P NO DATA 87 AUG 87 90 OCT 81 58.2 56.2 0.0 0.0 0.0 0.0 0.0 1.4 0.0 0.0 0.0 55

AIRCRAFT M/D/S FLY DTY CERT CODE DATE QUALIFIED DATE FIRST FLOWN DATE LAST FLOWN TOTAL TIME PRIMARY TIME SECONDARY TIME INSTRUCTOR TIME EVALUATOR TIME OTHER TIME PRIMARY NIGHT PRIMARY INST PRIMARY SIM INST COMBAT TIME CHST SUPPORT TIME COMBAT SORTIES CHST SUPPORT SORT TOTAL SORTIES	AT039A
	FP NO DATA 87 AUG 28 87 AUG 28 1.1 1.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0 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.

Date: 27 May 09 Laura A. Ellis, SFA, USAF
 Evidence Custodian, Incirlik Air Base, Turkey

NA0650: 94129

PERSONAL DATA-PRIVACY ACT OF 1974

PREPARED 94 MAY 09

FLYING HISTORY REPORT (FAR)

AS OF 94 MAY 09

PCN SA002-G05

INQUIRY

NO. 1 CMD: AFE WING: 0052

SSAN: [REDACTED]
PRI CRW PDS: 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	169.5
INSTRUCTOR TIME	0.0
EMER UATOR 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

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-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
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			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 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 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 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 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 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 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 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

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
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Inerlik 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 3.4	00.0	00.0	00.0	00.0 5.1	00.0	00.0	00.0	00.0 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
	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
	60 DAY TOTALS		FLYING TIME: 45.8		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
	90 DAY TOTALS		FLYING TIME: 78.2		DAYS: 25 26					

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, Inchtik 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	

NAME: ██████████ SSAN: ██████████ 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			
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					1										931020	NO DATE
AC25	ACN/DACM TOTAL	4			1									3	940324	NO DATE	
AC30	ACT- 2/4VX			1												940209	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	DBFM-1V1															910617	NO DATE
AC45	BFM/DBFM TOTAL	4		1	2									1	940316	NO DATE	
*AC69	DISS ACBT															NO DATE	NO DATE
*AC95	ACBT MQT CURR															940223	NO DATE
*AC96	ACBT 45 DAY															940223	940424
*AC97	ACBT 60 DAY															940223	940524
*AC98	ACBT 90 DAY															940223	940822
*AC99	ACBT 180 DAY															940214	NO DATE
AH00	ADV HANDL CHAR			1													

NAQC00: 94129

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AFE 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 the Arizona desert on 14 April 1994, and that this is true and accurate copy of the records which is kept in my records system.

12 May 94
Date

Richard

W. F. 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: 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	DPS	MX	OTH	TOT	MON	QTR			S/A
DM01	DMAND 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
FM01	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

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) AS OF 94 MAY 09 PCN SA002-C01
 CONTINUATION/INDIVIDUAL

NAME: ██████████ SSAN: ██████████ 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	OSIM 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 LY 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	

NAQC00: 94129

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

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

NAQC00: 94129

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AFE

PAGE

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

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS						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
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 PRC 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

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: ██████████ SSAN: ██████████ CREW POS: NPAE ACFT: L TRNG LVL: A RJET: 1 MAJCDM: OD UNIT: 0053 FLIGHT: C

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			ACCOMPLISHMENTS						TOT - - - TRAINING LOST - - -					REMAINING			LAST ACCDMP	CURRENCY DUE	
		MON	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS	MX	OTH	TOT	MON			QTR
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

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) AS OF 94 MAY 09 PCN SA002-C01
CONTINUATION/INDIVIDUAL

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

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT MCN 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				DPS	MX	OTH	TOT
SDF1	SDF TOUR														NO DATE	NO DATE
SDF2	STBY SDF 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	ECH RANGE MSN													930511	NO DATE	
*TE01	EC RANGE														NO DATE	NO DATE
TE10	SORTIE ECH GEAR	6	1									5		940109	NO DATE	
TE20	ECH TGT INTCP													931027	NO DATE	
TE40	ECH 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 T/D CURR														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

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

EVENT ID	EVENT DESCRIPTION	PRORATED REQUIREMENT			* * # ACCOMPLISHMENTS * * # TOT						-- -- TRAINING LOST -- --				REMAINING	LAST ACCOMP	CURRENCY DUE	
		MDN	QTR	S/A	JAN	FEB	MAR	APR	MAY	JUN	SCH	WX	HHQ	OPS				MX	OTH	TOT
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

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: ██████████ SSAN: ██████████ 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 HIYS																	910410	NO DATE	NO DATE
YG10	A-A - BELGIUM																	920702	NO DATE	NO DATE
YG20	A-A - FRANCE																	NO DATE	NO DATE	NO DATE
YG30	A-A - FRG				3		3											940324	NO DATE	NO DATE
YG40	A-A - ITALY/DEC																	920803	NO DATE	NO DATE
YG50	A-A - HOLLAND																	NO DATE	NO DATE	NO DATE
YG60	A-A - SPAIN																	NO DATE	NO DATE	NO DATE
YG70	A-A - TURKEY																	NO DATE	NO DATE	NO DATE
YG80	A-A - U.K.																	920520	NO DATE	NO DATE
YG90	A-A -OVER WATER																	931027	NO DATE	NO DATE
YG95	LL - OTHER																	930505	NO DATE	NO DATE

NAQC00: 94129

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PERSONAL DATA-PRIVACY ACT OF 1974

TAB T-5

F-15C 84-0025

T-5a

T-5a Summary of Crew Qualifications

(See Tab T-4a)

T-5b

T-5b Flying History Report

T-5c

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
[REDACTED]

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.

W. L. Harris
 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)	2 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 PF
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.

19 May 94
Date

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

TFS OVERPRINT

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TRAINING REQUIREMENT/SUB.	TITLE	DATE COMPLETED	TRAINING OFFICER/ORGANIZATION
MISSION COMMANDER			TFS COMMANDER
SUPERVISOR OF FLYING		23 NOV 93	TFW/DO
SIM IP		19 Aug 92	<i>John Man</i> 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
FCP 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
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-5g
T-5h AF Form 8,	
Certification of Aircrew Qualifications	

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-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	T-5h

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED
28 Jan 91

EXAMINEE IDENTIFICATION

I. NAME (Last, First, Middle Initial) [REDACTED]	GRADE Capt	SSAN [REDACTED]
ORGANIZATION AND LOCATION 555 TFTS/Luke AFB, Arizona	ACFT/CREW POSITION F-15A/P	ELIGIBILITY PERIOD N/A

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	
EXPIRATION DATE OF QUALIFICATION			DATE ADDITIONAL TRAINING COMPLETED	
Jun 92			N/A	

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

Qualified

CERTIFICATION

III.	TYPE NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
			CONCUR	DO NOT CONCUR	CONCUR	REMARKS		
1	FLIGHT EXAMINER M.A. REICHERT, Capt	405 TTW/DOV				X	<i>Michael Reichert</i>	30 JAN 91
2	REVIEWING OFFICER D. REED, Capt	555 TFTS/FLT CC	X				<i>D. Reed</i>	31 JAN 91
3	FINAL APPROVING OFFICER D.D. GRANQUIST, Lt Col	555 TFTS/DO	X				<i>D.D. Granquist</i>	4 FEB 91

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

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
4 Feb 91	[REDACTED] Capt	[REDACTED]

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

W. L. Harris
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) 	GRADE Captain	SSAN
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	
EXPIRATION DATE OF QUALIFICATION Dec 92			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 J. S. Brown Major	36 TFW/DOV			X		16 Jul 91
2. REVIEWING OFFICER T. Duffy Captain	53 TFS/Flt CC	X				20 Jul 91
3. FINAL APPROVING OFFICER A. T. Nacke Lt Colonel	53 TFS/DO	X				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 Captain	SIGNATURE
--------------------	---	---------------

AF FORM 8
MAY 85

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.

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

21 Aug 94
Date

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	SSAN	DAFSC	COMMANDER'S EVALUATION DATE
SRA	[REDACTED]	45231A	
		CAFSC	MAXIMUM TRAINING DATE
		45231A	
		TNG TO AFSC	
		45251A	

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:

- To document and monitor upgrade and retraining skill progression and qualification training by the trainer and supervisor.
- 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.
- To determine when entry into or withdrawal from training is required.
- To determine if adequate training has been given when determining the proper recommendations to make regarding individuals.
- To determine the effectiveness of the OJT program.
- When waiver actions are requested in the OJT program.
- When an individual is being considered for separation from the Air Force.
- 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	
IMMEDIATE SUPERVISOR (GRADE AND NAME)	BRIEF YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING:
1st Sgt Rayland	<ol style="list-style-type: none"> YOUR SPECIALTY DESCRIPTION, AFR 39-1 THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 <ol style="list-style-type: none"> CAREER KNOWLEDGE REQUIREMENTS JOB QUALIFICATION REQUIREMENTS TESTING PROCEDURES FOR CDCs USES OF AF FORM 623 AND JOB QUALIFICATION STANDARDS (JQSs) RESPONSIBILITIES FOR POSITION QUALIFICATION TRAINING AFTER UPGRADE 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.
James Femenella [Signature]	
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.
George Cochran 53FS Spec Element Chief	

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.
 7 May 94
 Date

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

1. TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	2. CERTIFICATION FOR OJT				3. PROFICIENCY CODES USED TO INDICATE TRAINING/INFORMATION PROVIDED					
	A	B	C	D	3 Skill Level		5 Skill Level		7 Skill Level	
	Start Date	Completion Date	Certifying Official's Initials	Trainee's Initials	(1) Course	(2) CDC	(1) Course	(2) CDC	(1) Course	(2) CDC
(48b) Trace wiring, system, and interface diagrams	19AUG91	30 SEPT 91	JST	JCF					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	19 AUG 91	M/S/H	JCF	B				B	
(**c) Perform operational checkout and BIT	7 JUL 91	10 JUL 91	M/S/H	JCF	2b				-	
(**d) Isolate malfunctions	10 JUL 91	19 AUG 91	M/S/H	JCF	2b				-	
(**e) Remove system LRU(s)	7 JUL 91	10 JUL 91	M/S/H	JCF	-				-	
(**f) Install system LRU(s)	7 JUL 91	10 JUL 91	M/S/H	JCF	-				-	
(g) Code/decode mode 4	7 JUL 91	10 JUL 91	M/S/H	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	19 AUG 91	M/S/H	JCF	B				B	
(**c) Perform operational checkout and BIT	7 JUL 91	10 JUL 91	M/S/H	JCF	2b				-	
(**d) Isolate malfunctions	10 JUL 91	19 AUG 91	M/S/H	JCF	2b				-	
(**e) Remove system LRU(s)	7 JUL 91	10 JUL 91	M/S/H	JCF	2b				-	
(**f) Install system LRU(s)	7 JUL 91	10 JUL 91	M/S/H	JCF	2b				-	
(g) Code/decode mode 4	7 JUL 91	10 JUL 91	M/S/H	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	

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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
	CAFSC 45231C		

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	<p>BRIEFS YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING:</p> <ul style="list-style-type: none"> a. YOUR SPECIALTY DESCRIPTION, AFR 39-1 b. THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 <ul 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>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>I CERTIFY THAT THIS AF FORM 623 IS A COPY OF PERTINENT DATA CONTAINED IN A PREVIOUS AF FORM 623.</p>
<p>TRAINEE SIGNATURE <i>Todd B Norman</i></p>	
<p>SIGNATURE AND TITLE OF CERTIFYING OFFICIAL</p>	

AF FORM 623 JUL 84 623. 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 A1C Norman
 which is kept in my records system.
 27 July 94
 Date

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

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		4 Skill Level		7 Skill Level	
	(1) Course	(2) CDC	(1) Course	(2) CDC	(1) Course	(2) CDC	(1) Course	(2) CDC		
**150 ILS test set	15 SEP 93				2b					
① IFF test set	15 SEP 93				2b					
② AAI test set	15 SEP 93				2b					
③ Radar target simulator (AN/APM-42)	15 SEP 93	2 APR 93	FMM	TBW	2b					
s. HPRF target generator					-					
t. Time domain reflectometer					2b					
u. Antenna diode tester					-					

LAST NAME FIRST

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		PAFSC	DATE ENTERED TRAINING
KLEE, Gregory S		45352	1 FEB 93
		DAFSC	
GRADE	SSAN	45352	TNG TO AFSC
SSGT	[REDACTED]	CAFSC	45372
			SUPERVISORY EVALUATION DATE (AFR/ANG ONLY)
			COMMANDER'S EVALUATION DATE
			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:

- To document and monitor upgrade and retraining skill progression and qualification training by the trainer and supervisor.
- 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.
- To determine when entry into or withdrawal from training is required.
- To determine if adequate training has been given when determining the proper recommendations to make regarding individuals.
- To determine the effectiveness of the OJT program.
- When waiver actions are requested in the OJT program.
- When an individual is being considered for separation from the Air Force.
- 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.

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

II. ORIENTATION AND CERTIFICATION	
IMMEDIATE SUPERVISOR (GRADE AND NAME)	BRIEFS YOU ON SECTION TRAINING PROGRAM AND EXPLAINS THE FOLLOWING:
TSgt Robert A. Gordan	a. YOUR SPECIALTY DESCRIPTION, AFR 39-1 b. THE DUAL CHANNEL OJT CONCEPT, AFR 50-23 (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.

1. TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	2. CERTIFICATION FOR OJT				3. PROFICIENCY CODES USED TO INDICATE TRAINING/INFORMATION PROVIDED							
	A	B	C	D	A Skill Level		B Skill Level		C Skill Level			
	Start Date	Completion Date	Certifying Official's Initials	Trainee's Initials	(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	25 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								