

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

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

VOLUME 1

EXECUTIVE SUMMARY

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

14

27 May 1994

**EXECUTIVE SUMMARY
UH-60 BLACK HAWK HELICOPTER ACCIDENT
14 APRIL 1994**

1. Introduction:

Following the accidental shoot-down of two US Army UH-60 Black Hawk helicopters on 14 April 1994, an accident investigation board was convened. The accident investigation report provides the facts pertaining to the accident and presents the statement of opinion by the board president. This executive summary provides an overview of the report, a map of the Operation PROVIDE COMFORT area of operations, a short glossary of terms, and a time line.

2. Authority and Purpose:

At the direction of the United States Secretary of Defense and the United States Commander in Chief, Europe (USCINCEUR), the Commander in Chief, United States Air Forces in Europe (CINCUSAFE), appointed an Accident Investigation Board which was composed of the Board President, Maj Gen Andrus, 11 Board Members from the US Army and Air Force, 3 Associate Board Members representing France, Turkey and the United Kingdom, 4 legal advisors, and 13 Technical Advisors. The board convened at Incirlik Air Base, Turkey, on 15 April 1994. The investigation was conducted at the helicopter crash sites in Iraq, at Zakhu, Iraq, and at Incirlik AB. Interviews with witnesses were conducted at Incirlik AB and other locations. Technical assistance was obtained from sources in the United States, the United Kingdom, and Germany. The Board concluded its investigation on 27 May 1994.

This was an investigation into the circumstances surrounding the 14 April 1994 accidental shoot-down of two United States Army Black Hawk helicopters in northern Iraq, by two United States Air Force F-15 fighter aircraft participating in Operation PROVIDE COMFORT (OPC). The accident occurred at approximately 0730Z hours while the aircraft were engaged in missions to protect the Kurdish population in the area of Iraq designated as a security zone (SZ). The purpose of the investigation was to determine the relevant facts and circumstances of the accident and, if possible, to determine the cause or causes. The investigation obtained and preserved evidence for claims, litigation, disciplinary and administrative action, and for all other purposes deemed appropriate by competent authority.

3. Summary of Facts:

In April 1991, the US National Command Authority directed US forces to conduct Operation PROVIDE COMFORT. Under his authority, USCINCEUR directed the creation of a Combined Task Force (CTF) to conduct operations in northern Iraq. For three years, coalition air forces from Turkey, France, the United Kingdom and the United States have conducted air operations in a Tactical Area of Responsibility (TAOR) north of 36 degrees north latitude in Iraq. These air

operations have served as a symbol of coalition resolve and as a deterrent to Iraqi military encroachment into a United Nations-established security zone in northern Iraq. The Operation PROVIDE COMFORT (OPC) Combined Task Force (CTF) currently consists of a command element (US and Turkish co-commanders), a staff, a Combined Forces Air Component (CFAC), a Joint Special Operations Task Force, all based at Incirlik, Turkey, and a Military Coordination Center (MCC), located at Zakhu. The Military Coordination Center monitors Iraqi compliance with the United Nations Security Council Resolution 688 barring all Iraqi military, paramilitary, police, and security forces from the security zone.

The US CTF Commanding General has operational control of assigned US Army and Air Force units. Operational control of other coalition nations' forces is retained by their respective parent commands. The CTF has tactical control of those forces. The Combined Forces Air Component Commander (CFACC) is responsible for coordinating the employment of air forces to accomplish the OPC mission. He is delegated operational control of the US Airborne Warning and Control System (AWACS) aircraft, USAF airlift and fighter forces and has been delegated tactical control of the other OPC forces, including the Black Hawk helicopters.

The CFAC Deputy for Operations is responsible for ensuring all aircrews are informed of all unique aspects of the OPC mission, upon their arrival in theater. This includes the Rules of Engagement (ROE). He is also responsible for publishing the Airspace Control Order (ACO) which provides general guidance to aircrews regarding the conduct of OPC missions. The ACO is directive to all aircrews. The Deputy for Operations is also responsible for publishing the daily Air Tasking Order (ATO) which includes the daily flight schedule for aircraft operations over northern Iraq. All helicopter and fixed-wing aircraft are required to comply with this tasking order.

At the time of the 14 April 1994 accident, the Military Coordination Center exercised a high degree of flexibility in scheduling Black Hawk helicopter operations. Detailed information on Black Hawk helicopter flights within the TAOR was not requested or received by the Combined Forces Air Component, nor included in the daily ATO. The ATO and its accompanying "flow sheet" give individual crew members the information needed for their particular missions, and provide them with awareness of other aircraft scheduled to be in the area at the same time.

The accident occurred while two UH-60 Black Hawk helicopters, an E-3B Airborne Warning and Control System (AWACS) aircraft, two F-15Cs and other coalition aircraft were engaged in Operation PROVIDE COMFORT missions. The UH-60 Black Hawk helicopters were flying a transportation mission in support of the Military Coordination Center. An AWACS aircraft was assigned to provide airborne threat warning and air control for all Operation PROVIDE COMFORT aircraft operating inside the TAOR. Two F-15Cs were conducting a mission to detect, intercept, identify, and take appropriate action regarding any Iraqi military aircraft flying in the area.

At 0436Z (0736 local time in Turkey), an E-3B AWACS aircraft departed Incirlik AB. The AWACS was the lead aircraft in the coalition air forces, and would fly the first of the 52 sorties scheduled for that day's operations. The AWACS proceeded to its assigned air surveillance orbit

located on the northern border of Iraq. The onboard AWACS mission crew included a mission crew commander, who supervises all controllers, and a senior director, who supervises all weapons controllers. These weapons controllers included an enroute controller (responsible for clearing OPC aircraft in and out of the TAOR) and a TAOR controller (who controls OPC aircraft inside the TAOR). Other controllers and technicians are also part of the mission crew. Also on board the AWACS was an airborne command element (ACE), a representative of the Combined Forces Air Component Commander.

At 0522Z, the two UH-60 Black Hawk helicopters, (call signs Eagle 01 and Eagle 02) took off from Diyarbakir, Turkey, enroute to the Military Coordination Center's headquarters at Zakhu. The Black Hawk pilots reported their entry into the no-fly zone of northern Iraq to the AWACS enroute controller, at 0621Z. They landed at Zakhu six minutes later.

The flight of two F-15C fighter aircraft (call signs Tiger 01 and Tiger 02) took off from Incirlik AB at 0635Z. The F-15s were tasked to perform an initial fighter sweep of the no-fly zone to clear the area of any hostile aircraft prior to the entry of coalition forces. Following the fighter sweep, the F-15s were to conduct their defensive counter air mission/combat air patrol in the area.

At Zakhu, the Military Coordination Center co-commanders and their party boarded the two UH-60s in preparation for a flight that was scheduled to take them to the towns of Irbil and Salah ad Din, Iraq, for meetings with United Nations and Kurdish representatives. At 0654Z, the Black Hawk flight contacted the AWACS enroute controller, reported their departure from Zakhu, and informed AWACS of their destination. The enroute controller received the radio call.

Approximately thirty minutes later (0720Z), the F-15 flight lead reported entering northern Iraq to the AWACS TAOR controller, who was responsible for air traffic within the TAOR. The F-15 pilots then began their pre-briefed fighter sweep of the TAOR to ensure it was free of Iraqi aircraft. Since the ATO did not contain any detailed information on the Black Hawk helicopters, and the AWACS controllers did not advise the F-15s of the Black Hawks' presence, the F-15s had no knowledge of the helicopters in the area. At approximately 0722Z, the F-15 flight lead reported a radar contact on a low-flying, slow-moving aircraft approximately 52 miles north of the southern boundary of the no-fly zone, and 40 miles southeast of his position. The TAOR controller acknowledged the lead F-15 pilot's radio transmission with a "Clean there" call, indicating that he had no radar contacts in the area. Attempts by the F-15 pilots to identify the contacts by electronic means were unsuccessful, and they initiated an intercept to investigate. At 20 miles range, the F-15 flight lead again reported the radar contact. The TAOR controller responded, "Hits there" (radar contact at the reported location). At approximately five miles range, the F-15 flight lead visually detected a single helicopter and closed for an identification pass. The second F-15, approximately three miles behind his flight lead, also made an identification pass. The helicopters were at very low altitude, heading southeast in a valley, and were flying in a relatively close, lead-trail formation. The lead F-15 pilot visually misidentified the Black Hawks as Iraqi Hind helicopters. The wingman saw the two helicopters but did not positively identify them as Hinds.

The F-15 pilots repositioned their aircraft five to ten miles behind the helicopters for firing passes and the flight lead notified the AWACS TAOR controller that the fighters were "Engaged." At approximately 0730Z, the lead F-15 pilot fired an AIM-120 AMRAAM missile at the trail helicopter from a range of approximately four nautical miles. The F-15 wingman then fired an AIM-9 Sidewinder missile at the lead helicopter from an approximate range of one and one-half nautical miles. Both Black Hawk helicopters were destroyed. All 26 people on board were killed.

The F-15 pilots each made two visual reconnaissance passes over the crash sites, then continued their assigned mission. When their replacements arrived in the area, the F-15s returned to Incirlik AB and landed at 1000Z. The AWACS remained on station providing air surveillance and control for the ongoing Operation PROVIDE COMFORT mission, until relieved by a second AWACS aircraft at 1520Z. The first AWACS then returned to Incirlik AB and landed at 1615Z.

4. Statement of Opinion

Under 10 U.S.C. 2254 (D) any opinion of accident investigators as to the cause of, or the factors contributing to the accident set forth in the accident investigation report, may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability by the United States or by any person referred to in those conclusions or statements.

Operation PROVIDE COMFORT has been a successful coalition effort in response to human rights abuses against the Kurdish population in northern Iraq. The operation has effectively deterred Iraq from disrupting peace and order in the UN-established security zone.

The 14 April 1994 shoot-down of two US Black Hawk helicopters by two US F-15C aircraft in northern Iraq was caused by a chain of events which began with the breakdown of clear guidance from the Combined Task Force to its component organizations. This resulted in the lack of a clear understanding among the components of their respective responsibilities. Consequently, CTF component organizations did not fully integrate Military Coordination Center helicopter activities with other OPC air operations in the Tactical Area of Responsibility. Additionally, OPC personnel did not receive consistent, comprehensive training to ensure they had a thorough understanding of the USEUCOM-directed ROE. As a result, some aircrews' understanding of how the approved ROE should be applied, became over-simplified.

MCC personnel were given a high degree of independence in helicopter operations, without an adequate consideration for the threat of engagement from other OPC aircraft. Neither the CTF staff nor the Combined Forces Air Component staff requested or received timely, detailed flight information on planned MCC helicopter activities in the TAOR. Consequently, the OPC daily Air Tasking Order was published with little detailed information regarding US helicopter flight activities over northern Iraq. Specific information on routes of flights and times of MCC

helicopter activity in the TAOR was normally available to the other OPC participants only when AWACS received it from the helicopter crews by radio and relayed the information on.

The AWACS mission crew commander on 14 April 1994, who had flown only one sortie in the previous three months, was not currently qualified in accordance with Air Force regulations. The AWACS weapons controllers, under his supervision, did not have a clear understanding of their individual responsibilities to provide support to MCC helicopters. They shared the common view, along with the CFAC airborne command element officer, that MCC helicopter activities were not an integral part of OPC air operations. There was general misunderstanding throughout OPC organizations regarding the extent to which the provisions of the Airspace Control Order applied to MCC helicopter activities. AWACS personnel did not routinely monitor the Black Hawk helicopter flights or pass information on those flights to other OPC aircraft. The result was that there was no effective coordination of OPC fixed-wing and helicopter operations within the TAOR.

On 14 April 1994, AWACS controllers were aware that the Black Hawk helicopters had departed Zakhu, and were proceeding east into the TAOR. The F-15 pilots were not aware of the Black Hawk helicopters already in the area. The fighters twice informed AWACS that they had unknown radar contacts in the TAOR. The AWACS mission crew commander, senior weapons director, enroute controller and TAOR controller had access to electronic information regarding the presence of friendly aircraft in the vicinity of the F-15s' reported radar contacts. However, there is no evidence that they were aware of, recognized, or responded to this information. They did not advise the F-15 pilots of the presence of friendly aircraft. The helicopters were unable to hear the radio transmissions between the F-15 flight and AWACS because they were on a different radio frequency.

The F-15 pilots attempted to electronically identify the radar contacts by interrogating the ATO-designated IFF Mode I and Mode IV aircraft codes. The helicopter crew members were apparently not aware of the correct Mode I code specified for use within the TAOR and had the Mode I code specified for use outside the TAOR in their IFF transponders. The result was that the F-15s did not receive a Mode I response. When the lead F-15 pilot interrogated the IFF Mode IV code, he received a momentary friendly response. However, on two subsequent attempts, no Mode IV response was received. The F-15 wingman attempted one Mode IV interrogation and received no response.

The reason for the unsuccessful Mode IV interrogation attempts cannot be established, but was probably attributable to one or more of the following factors: both F-15 pilots may have selected the incorrect interrogation mode; both F-15 Air-to-Air Interrogators (AAIs) may have incorrectly processed the Black Hawks' transponder signals; both helicopter IFF transponder codes may have been loaded incorrectly; there may have been "garbling" of the friendly Black Hawks' IFF responses, produced by two helicopters using the same code in close proximity to each other; there may have been intermittent loss of line-of-sight radar contact between the F-15s and the helicopters, due to mountainous terrain and the Black Hawks' low-altitude, which could have precluded a successful Mode IV interrogation.

When the F-15 pilots were unable to get positive/consistent IFF responses they performed an intercept in order to visually identify the "unknown" aircraft. They each made a single identification pass on the Black Hawks. However, the identification passes were accomplished at speeds, altitudes and distances where it was unlikely that the pilots would have been able to detect the Black Hawks' markings. Neither F-15 pilot had received recent, adequate visual recognition training. The pilots did not recognize the differences between the US Black Hawk helicopters with wing-mounted fuel tanks and Hind helicopters with wing-mounted weapons. The F-15 flight lead misidentified the US Black Hawks as Iraqi Hind helicopters. Following his identification pass, he asked his wingman to confirm the identification. The wingman, who was a senior squadron supervisor and instructor pilot, saw two helicopters, but did not positively identify them as Hinds. The wingman did not notify the flight lead that he had been unable to make a positive identification, and allowed the engagement to continue. The flight lead, acting within the specified ROE, fired a single missile and shot down the trail Black Hawk helicopter. At flight lead's direction, the F-15 wingman also fired a single missile and shot down the lead Black Hawk helicopter.

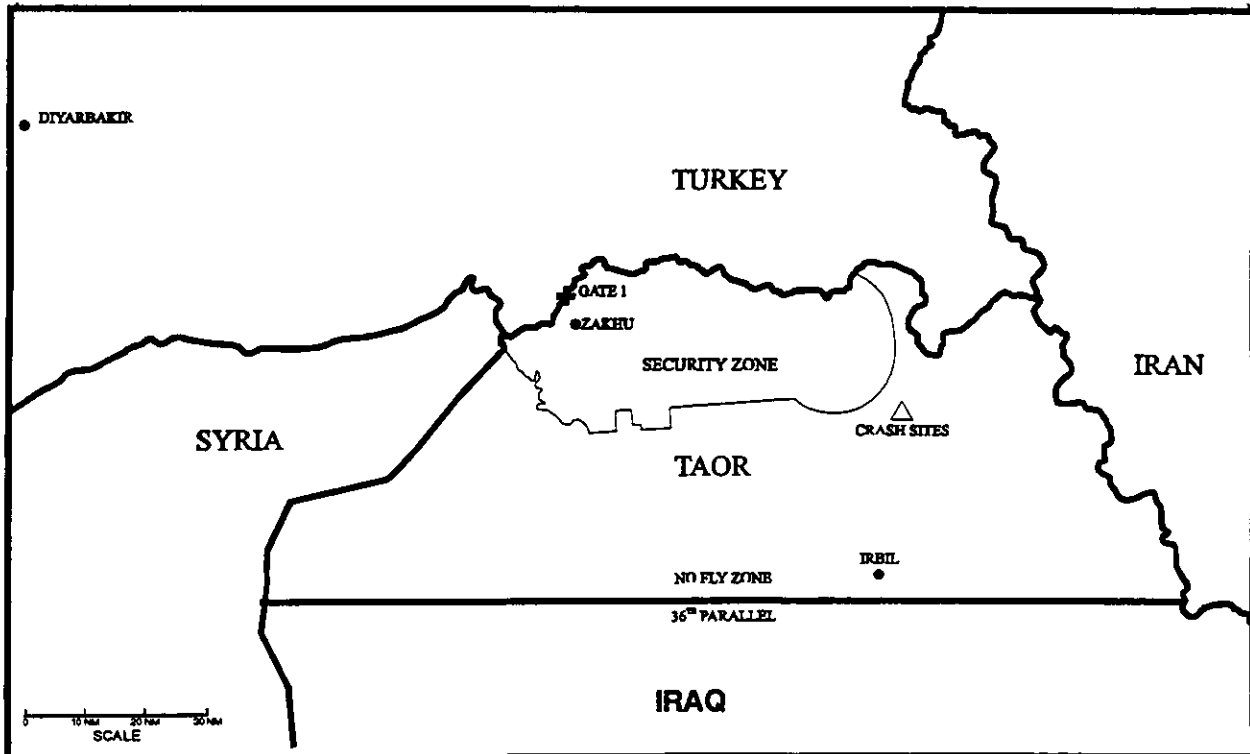
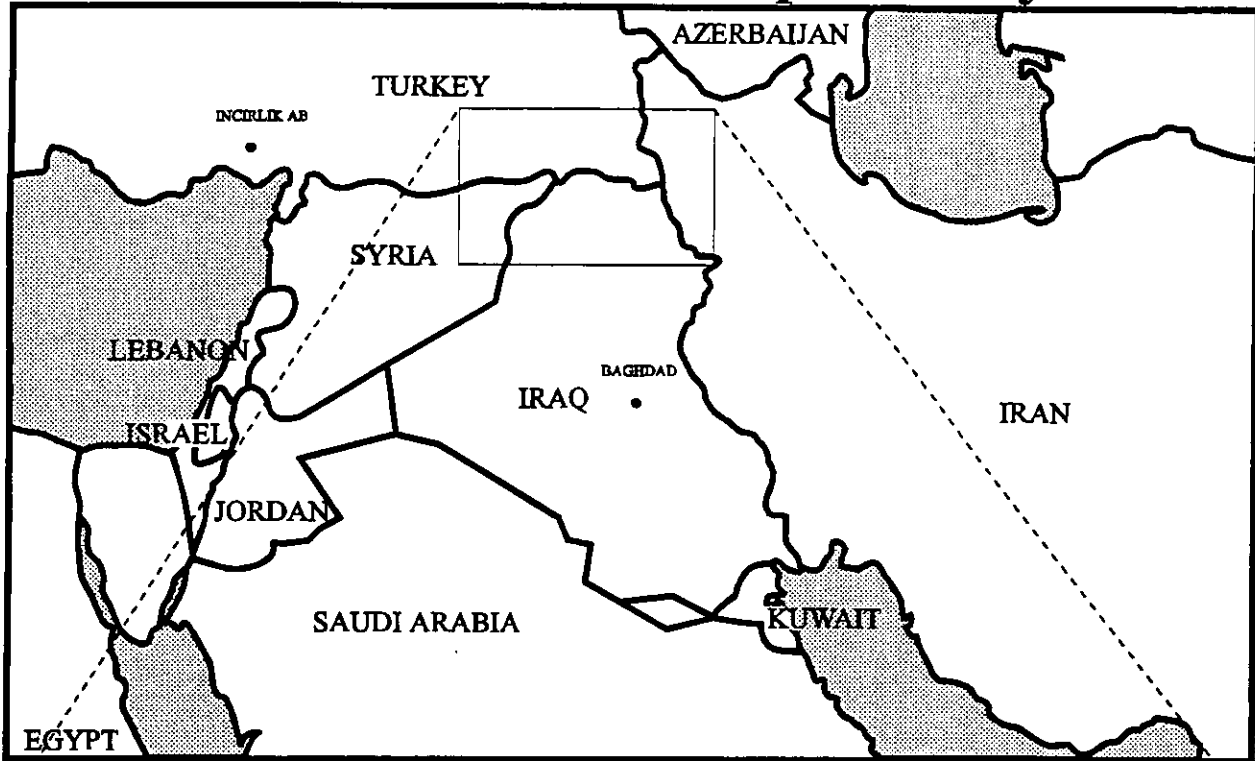

JAMES G. ANDRUS
Maj Gen, USAF
Board President

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1. Map
2. Glossary
3. Time Line

OPERATION PROVIDE COMFORT

Tactical Area of Responsibility



EXECUTIVE SUMMARY

GLOSSARY

AAI - Air-to-Air Interrogation

ACO - Airspace Control Order

ADR - Automatic Data Recorder

AIM - Air Intercept Missile

AMRAAM - Advanced Medium Range Air-to-Air Missile

ATO - Air Tasking Order

BLACK HAWK - A UH-60 Helicopter

BSD - Battle Staff Directive

CAP - Combat Air Patrol

CTF - Combined Task Force

EAGLE - Call sign of UH-60 helicopter formation (Eagle 01, flight lead; Eagle 02, wingman)

EID - Electronic Identification

IFF - Identification Friend or Foe

MCC - Military Coordination Center

NO FLY ZONE - Airspace in Iraq, north of 36 degrees north latitude

OPC - Operation PROVIDE COMFORT

ROE - Rules of Engagement

SPINS - Special Instructions

SZ - Security Zone

TAOR - Tactical Area of Responsibility

TIGER - Call sign of F-15C formation (Tiger 01, flight lead, Tiger 02, wingman)

VID - Visual Identification

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

TIME LINE

Time (Z)	AWACS ("Cougar")	F-15s ("Tiger")	Black Hawks ("Eagle")
0436	AWACS departs Incirlik AB		
0522			Black Hawks depart Diyarbakir
0545	AWACS declares "On station" Surveillance section begins tracking aircraft		
0616	"H" character programmed to appear on senior director's radar scope whenever Eagle Flight's IFF Mode I, Code 42 is detected		
0621	AWACS answers Black Hawks Track annotated "EE01" for Eagle flight		Black Hawks Call AWACS on the enroute frequency at the "Gate" (entrance to TAOR)
*0624	Black Hawks' radar and IFF returns fade		Black Hawks land at Zakhu
0635		F-15s depart Incirlik AB	
0636	Enroute controller interrogates F-15s' IFF Mode IV		
0654	AWACS receives Black Hawks' radio call Enroute controller reinitiates "EE01" symbology to resume tracking		Black Hawks call AWACS to report enroute from "Whisky" (Zakhu) to "Lima" (Irbil)
0655	"H" begins to be regularly displayed on SD's radar scope (IFF Mode I, Code 42)		
0705		F-15s check in with AWACS on enroute frequency	
0711	"H" ceases to be displayed on SD's radar scope		
0712	Black Hawks' radar and IFF contacts fade; computer symbology continues to move at last known speed and direction		Black Hawks enter mountainous terrain
0713	ASO places arrow on SD scope in vicinity of Black Hawks' last known position		
*0715	ACE replies to F-15s "...negative words"	F-15s check in with the ACE	
0715	AWACS radar adjusted to low-velocity detection settings		

Time (Z)	AWACS ("Cougar")	F-15s ("Tiger")	Black Hawks ("Eagle")
0720		F15s enter TAOR and call AWACS at Gate on TAOR radio frequency	
0721	"EE01" (Black Hawk symbology) dropped by AWACS		
0722	TAOR WD responds "Clean there"	F-15 lead reports radar contact at 40 NMs	
0723	Intermittent IFF response appears in vicinity of F-15's reported radar contact		
0724	"H" symbol reappears on SD's scope		
0725	Black Hawk IFF response becomes more frequent TAOR controller responds to F-15s with "Hits There"	F-15 lead calls "Contact" (radar return approximately 20 NMs)	
0726	Black Hawk IFF response continuous; radar returns intermittent		
0727	Enroute controller initiates an "Unknown, Pending, Unevaluated" symbol in vicinity of Black Hawks' IFF/ radar returns; attempts IFF interrogation		
*0728	Black Hawk IFF and radar responses fade	F-15 lead "visual" with a helicopter at 5 NM	
*0728	AWACS replies "Copy Hinds"	F-15 lead conducts VID pass and calls "...Tally 2 Hinds ..."	
*0728.30		F-15 wingman conducts VID pass; calls "Tally 2"	
*0729		F-15 lead instructs No 2 to "Arm hot" and gives instruction for independent targeting	
*0730		F-15 lead fires AIM 120 at trail helicopter	Trail Black Hawk hit by missile
*0730		F-15 wingman fires AIM 9 at lead helicopter	Lead Black Hawk hit by missile
*0730+		F-15 lead reports "Splash 2 Hinds"	

NOTE: All times preceded by a "*" are estimates based on best available information. Local time at Diyarbakir is 3 hours later than Zulu time; and local time at Zakhu is 4 hours later than Zulu time.

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

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

Historical Records, 88-26060

which is kept in my records system.

23 May 94
Date

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

Page 2 of 2

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE <u>HELICOPTER</u>					b. NOMENCLATURE AND TYPE <u>TRANSMISSION</u>		
b. MODEL <u>UH-60A</u>					d. SERIAL NUMBER <u>A 265-00633 E</u>		
c. SERIAL NUMBER <u>88-26060</u>					c. TIME SINCE NEW OR OVERHAUL <u>1261</u>		
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHG			a. DATE	b. SIGNATURE (LTD)
3 JUL 93	984	1268	1268	LAB REQUEST	SAT	15 AUG 93	[Signature]
8 JUL 93	985	1269	1269	Routine	SAT	15 AUG 93	[Signature]
8 AUG 93	1012	1296	1296	Routine	SAT	29 AUG 93	[Signature]
25 AUG 93	1037	1321	1321	Routine	SATISFACTORY	11 OCT 93	[Signature]
12 NOV 93	1061	1345	1345	Routine	Satisfactory	15 DEC 93	[Signature]
27 NOV 93	1088	1372	1372	Routine	Satisfactory	29 DEC 93	[Signature]
8 JAN 94	1111	1395	1395	Routine	SATISFACTORY	4 FEB 94	[Signature]
31 JAN 94	1137	1421	1421	Routine SPECIAL	SATISFACTORY DRAIN + FLUSH 3 SAMPLES @ 5, 10, 15	18 FEB 94	[Signature]
17 FEB 94	1143	1427	1427		ABNORMAL	22 MAR 94	[Signature]
3 MAR 94	1153	1437	φ	LAB REQUEST	Satisfactory	28 MAR 94	[Signature]
7 MAR 94	1158	1442	5	SPECIAL	Satisfactory	28 MAR 94	[Signature]
9 MAR 94	1161	1445	8	Routine	Satisfactory	28 MAR 94	[Signature]

4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8 RESULTS RECEIVED	
	a END ITEM	b COMPONENT	c LAST OIL CHG			a DATE	b SIGNATURE/PID
11 MAR 94	1163	1447	10	SPECIAL			
17 MAR 94	1170	1454	17	Special			
25 MAR 94	1167	1471	34	Routine			
11 APR 94	1214	1498	61	Routine			
9 REMARKS INITIATED NEW FORMS 3 JUL 93 984 ACFT HRS 1268 COMP HRS BY SSG STAN C-159 AWW REGT APO AE 09182 2 MAR 94. MARGINAL METAL CONTENT ON MAIN TRANS. DRAIN & Flush on 3 MAR 94 AT 1152.9 ACFT. hrs. LAST OIL change on 3 MAR 94 AT 1152.9 ACFT HATHITHAN ✓							

New form initiated 21 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE		
b. MAKE OR TYPE					b. SERIAL NUMBER		
c. SERIAL NUMBER					c. TIME SINCE NEW OR OVERHAUL		
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHANGE				
21 Aug 91	762	762	762	Special Return SWA	Normal	<i>M. [Signature]</i>	
9 Jan 92	774	774	774	Routine	Normal	<i>M. [Signature]</i>	
7 Apr 92	799	799	799	ROUTINE	SAT	<i>[Signature]</i>	
13 Sep 92	823	823	823	ROUTINE	SAT	<i>[Signature]</i>	
27 Jun 92	847	847	847	Routine	SAT	<i>[Signature]</i>	
10 Jul 92	873	873	873	Routine	SATISFACTORY	<i>[Signature]</i>	
8 Oct 92	898	898	898	Routine	SATISFACTORY	<i>[Signature]</i>	
22 Jul 92	925	925	925	Routine	Normal	<i>[Signature]</i>	
16 Dec 92	948	948	948	Routine	Normal	<i>[Signature]</i>	
8 Jul 93	975	975	975	Routine	SAT	<i>[Signature]</i>	
9 Aug 93	1010	1010	1010	Routine	SAT	<i>[Signature]</i>	

DA FORM 2408-20
MAY 81

OIL ANALYSIS LOG

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
21 NOV 93	1051	1000	1000	Routine	SATISFACTORY	[Signature]
12 NOV 93	1061	1024	1024	Routine	Satisfactory 15 Dec 93	[Signature]
27 NOV 93	1088	1051	1051	Routine	Satisfactory 29 Dec 93	[Signature]
8 JAN 94	1111	1074	1074	Routine	SATISFACTORY 4 Feb 94	[Signature]
31 JAN 94	1137	1100	1100	Routine	SATISFACTORY 10 Feb 94	[Signature]
9 MAR 94	1161	1124	1124	Routine	Satisfactory 28 MAR 94	[Signature]
25 MAR 94	1187	1150	1150	Routine	Sample shows increased wear metal. Immediate Resample 28 MAR 94	[Signature]
8 APR 94	1207	1170	1170	LAB REQUEST		
11 APR 94	1214	1177	1177	Routine		

9. REMARKS

COMMANDER
 USAREUR MATERIAL & EQUIP
 OIL ANALYSIS LAB
 APO AE 09028

LAST OIL CHANGE: ϕ

3.1.5.6

1 END ITEM				2 SAMPLE FREQUENCY	3 COMPONENT			
a NOMENCLATURE HELICOPTER					a. NOMENCLATURE AND TYPE T/R GEAR BOX			
b. MODEL UH-60A					b. SERIAL NUMBER A000-00177			
c. SERIAL NUMBER 88-26060					c. TIME SINCE NEW OR OVERHAUL Ø			
4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8. RESULTS RECEIVED		
	a END ITEM	b COMPONENT	c LAST OIL CHG			a DATE	b SIGNATURE/PID	
210 JAN 94	1122	1772	14	Routine	Satisfactory	18 Feb 94	m + ham ✓	
31 JAN 94	1137	1787	31	Routine	Satisfactory	18 Feb 94	m + ham ✓	
9 MAR 94	1161	1811	55	Routine	Satisfactory	28 MAR 94	Stb ✓	
25 MAR 94	1187	1837	81	Routine				
30 MAR 94	1198	1848	Ø	Drain Service Initial				
11 APR 94	1214	1864	16	Routine				

7-55

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
5 JUL 93	985	1621	484	Routine	ABNORMAL, DRAIN/FLUSH INITIAL, E, 10, 15, NR SERIAL	[Signature]
16 JUL 93	998	1634	491	SPECIAL INITIAL	SAT	[Signature]
8 AUG 93	1012	1661	524	SPECIAL	SAT	[Signature]
25 AUG 93	1037	1686	549	Routine	SATISFACTORY	[Signature]
12 NOV 93	1061	1710	573	Routine	Satisfactory 15 Dec 93	[Signature]
27 NOV 93	1088	1737	600	Routine	ABNORMAL DRAIN/FLUSH 3XS 27 Dec 93	[Signature]
12 DEC 93	1093	1742	605	suspect Hydraulic Fluid Contaminated	Satisfactory 14 JAN 94	[Signature]
2 JAN 94	1107	1756	0	SPECIAL Initial	SATISFACTORY 21 JAN 94	[Signature]
8 JAN 94	1111	1760	4	LAB REQUEST	SATISFACTORY 4 FEB 94	[Signature]
15 JAN 94	1117	1767	11	SPECIAL	SATISFACTORY 7 FEB 94	[Signature]

9. REMARKS
 COMMANDER
 USAREUR MATERIAL & EQUIP
 OIL ANALYSIS LAB
 APO AE 09038



LAST OIL CHANGE : ~~500~~ 500 ACFT HRS 1211 COMB. HRS.

New form initiated 21 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE		
b. MAKE OR TYPE					b. SERIAL NUMBER		
c. SERIAL NUMBER				25 HRS	c. TIME SINCE NEW OR OVERHAUL		
4. DATE	5. HOURS				6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c				
21 Aug 91	762	1409	262	Special Rebuild SWA	Normal	[Signature]	
9 Jan 92	774	1421	274	Routine	Normal	[Signature]	
7 Apr 92	799	1416	299	ROUTINE	SAT	[Signature]	
13 Jun 92	823	1470	333	ROUTINE	SAT	[Signature]	
27 Jul 92	847	1494	357	Routine	SAT	[Signature]	
10 Sep 92	873	1520	383	Routine	Time only	[Signature]	
8 Oct 92	898	1545	408	Routine	Time only	[Signature]	
21 Nov 92	925	1570	433	Routine	NORMAL	[Signature]	
16 Dec 92	962	1598	461	ROUTINE	NORMAL	[Signature]	
22 Apr 93	962	1598	461	STIR	APPROX 1 Rebuild 3x5	[Signature]	
25 Jul 93	973	1609	472	CAB REBUILD	SAT	[Signature]	

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE Helicopter				100 hrs	a. NOMENCLATURE AND TYPE APU		
b. MAKE OR TYPE UH-60A					b. SERIAL NUMBER 836294		
c. SERIAL NUMBER 88-26060					c. TIME SINCE NEW OR OVERHAUL TSN 417		
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHANGE				
12 FEB 91	424	424	424	SPECIAL OIL FOR INSTANT FROM SWIFT	Normal		
10 MAR 92	792	792	792	ROUTINE	SAT.		
2 APR 92	898	898	898	ROUTINE	SATISFACTORY	K. [Signature]	
16 DEC 92	962	1675	1675	ROUTINE	Normal	SW [Signature]	
22 JUN 93	970	1683	1683	ROUTINE			
24 JUL 93	1002	1715	1715	SPECIAL			
2 AUG 93	1007	1720	1720	SPECIAL			
12 NOV 93	1061	1774	1774	ROUTINE	Satisfactory 15 Dec 93	[Signature]	
9 MAR 94	1161	1874	1874	ROUTINE	Satisfactory 28 MAR 94	[Signature]	

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM <small>a</small>	COMPONENT <small>b</small>	LAST OIL CHANGE <small>c</small>			

9. REMARKS
 COMMANDER
 USAREUR MATERIAL & EQUIP
 OIL ANALYSIS LAB
 APO AE 09088

 LAST OIL CHANGE:

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

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 Historical records from 88-26060 which is kept in my records system.

26 May 94
Date

Laura A. Ellis, USAF
Evidence Custodian, Incirlik Air Base, Turkey

1. AREA COCKPIT	2. SERIAL NUMBER 88-26060	3. AIRCRAFT TYPE UH-60A	4. PAGE NO. 1	NO. OF PAGES 3
---------------------------	-------------------------------------	-----------------------------------	-------------------------	--------------------------

ITEM NO.	NOMENCLATURE	QTY REFUD	EQUIPMENT CHECKS												LOCATION OR REMARKS	
			1	2	3	4	5	6	7	8	9	10	11	12		
1	First Aid Kit - 6545-00-919-6650 ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Behind Pilot's & CoPilot's Seat
2	Fire Extinguisher - FR23-4-11848, 4210-00-555-8837 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	CoPilot's Seat
3	Barometric Altimeter - AAU-31/A-1 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
4	Barometric Altimeter - AAU-32A ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel
5	Crew Seat - D3801-2 ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Pilot & CoPilot
6	Aircraft Clock - ABU-11A ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	2	LH & RH Side Instr. Panel
7	Receiver/Transmitter - RT-1300/ARC-186(V) ✓ UHF-FM Radio Set -	2	2	2	2	2	2	2	2	2	2	2	2	3	3	Pilot's Seat Well
8	RT-1518/ARC-164(V) ✓ Interphone Control -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
9	C-6533/ARC ✓ Interphone Control -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Center Console
10	C-6533/ARC ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
11	Receiver/Transmitter - RT-1115D/APN-209 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
12	Indicator Altimeter - ID-1917C/APN-209 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

JUN 22 1988 (1) Sikorsky Aircraft ✓ (2) <u>John R. ... E-3</u> (3) <u>John R. ... 25 AUG 1988</u>	SIKORSKY 1017 (14) <u>[Signature]</u> (15) <u>[Signature]</u> (16) <u>[Signature]</u>	(17) <u>[Signature]</u> (18) <u>[Signature]</u> (19) <u>[Signature]</u>	(110) (111) <u>[Signature]</u> (112)
--	--	---	--

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record







H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

DATE 11 Apr 94

NUMBER OF PAGES IN FLIGHT PACK 1

1. AIRCRAFT SERIAL NUMBER 8726000		2. MODEL UH60A		3. UIC WDX2AA		4. STATION EDEV		5. NAME OF CE/MECH SGT Bowen		
6. ENGINE HIT READINGS			7. APU HISTORY			8. ROUNDS FIRED AIR-FRAME		9. ENGINE STARTS		
DATE	NO. 1	NO. 2		HOURS	STARTS	HR METER		NO. 1	NO. 2	
			CURRENT	323.0	1939					
			TODAY	1.2	7					
			TOTAL	324.2	1946					
10. SYSTEM STATUS					11. FLIGHT DATA					
ACFT								AIRCRAFT HOURS	LANDINGS	HSF/ CYCLES
								STD	AUTO	
ARM							CURRENT	1242.8	30	0
ELECT							TODAY	4.5	5	
OTHER							TOTAL	1247.3	35	0
12. SCHEDULED INSPECTION INFORMATION										
a. HOURS OF OPERATION SINCE LAST GENERATION		b. NEXT PHASE/SCHEDULED INSP (NO.) PM15-2			d. HOURS OF OPERATION TO NEXT PHASE/SCHEDULED INSPECTION		e. PMD DUE			
		c. NEXT PHASE/SCHEDULED INSP DUE AT 1414.9					DATE COMPLETED			
							PID			
13. LOCAL USE 4/7										

DA FORM 2408-13, OCT 91
EDITION OF DEC 66 IS OBSOLETE

AIRCRAFT STATUS INFORMATION RECORD

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

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 DA Form 2408-13, DTD 11 Apr 1994 from the 6 month Maintenance File, ACFT # 87-26000 which is kept in my records system.
9 May 94
Date
W-L-H
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

1. AIRCRAFT SERIAL NUMBER 8726000		2. MODEL UH60A		3. DATE 16 MAR 94		4. PAGE 1						
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION						
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME	HRS				
A	A	14 JULY 93				5 Apr 94			ROUNDS	ACTION CODE	WUC	
FAULT/REMARKS Pin C/Hic on Helicopter recovered from SWS-1 FPE Computer A/C unit case #1116-00						ACTION CF JB						
AC HRS 463.1			WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH		
W.O.			REQ	OTHER		TI PID		TI MAN-HOURS				
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME	HRS				
B	A	22 Oct 93				18 Mar 94	1135	1220.7	ROUNDS	ACTION CODE	WUC	
FAULT/REMARKS T.P.A. anti-helicopter missiles						ACTION Checked, found tape installed D.B.						
AC HRS 1076.3			WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH		
W.O.			REQ	OTHER		TI PID		TI MAN-HOURS				
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME	HRS				
B	A	21 Oct 93				18 May 94	1120	1223.7	ROUNDS	ACTION CODE	WUC	
FAULT/REMARKS Was FPE not not installed... ...to be replaced...						ACTION Replaced 2000000...						
AC HRS 1076.3			WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH		
W.O.			REQ	OTHER 2400-002 P. 7		TI PID		TI MAN-HOURS				

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is OCSLOG

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.

30 Day Maintenance Record, 87-26000
which is kept in my records system.

23 May 94
Date

W. L. HARRIS, Capt, USAF, MSC
Evidence Custodian, IA 43-151

1. AIRCRAFT SERIAL NUMBER 8726000		2. MODEL OH66A		3. DATE 11 MAR 94		4. PAGE 2	
PART I - FAULT INFORMATION				PART II - CORRECTING INFORMATION			
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME
A		26 OCT 93				5 Apr 94	
FAULT/REMARKS Antenna on R/H side tail cone section 1. Unbalanced GB-6T-19 antenna cable determined				ACTION CF D. J.			
AC HRS	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH
576.3							
W O	REQ	OTHER		TI PID	TI MAN-HOURS		
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME
X	A	8 NOV 93				18 Mar 94	1120
FAULT/REMARKS Vertical fin drive shaft + cover has no antenna cable installed				ACTION Installed cable + fin			
AC HRS	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH
1097.8							
W O	REQ	OTHER		TI PID	TI MAN-HOURS		
STATUS	SYS	DATE	NO.	TIME	PID	DATE	TIME
A		20 NOV 93				5 Apr 94	
FAULT/REMARKS Soundproofing screw insert broken on L/H side				ACTION CF D. J.			
AC HRS	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH
1127.1							
W O	REQ	OTHER		TI PID	TI MAN-HOURS		

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC
	A	20NOV93				28 Mar 94	1430	16			
FAULT/REMARKS						ACTION					
Fastener missing on 4/11 ESSS roof fairing						Replaced fastener					
AVC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH	
1137.1										OMH	
W O		REQ		OTHER		TI PID		TI MAN-HOURS		FMH	
										DMH	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC
	A	26/NOV93				5 Apr 94					
FAULT/REMARKS						ACTION					
Replaced pin filter ...						CF D. V.					
AVC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH	
1146.3										OMH	
W O		REQ		OTHER		TI PID		TI MAN-HOURS		FMH	
										DMH	
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC
	A	22 FEB 94				5 Apr 94					
FAULT/REMARKS						ACTION					
Rad AH reads 0" A + Stabilizer						CF D. V.					
10' hours on both pointer & digits											
AVC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH	
1199.2										OMH	
W O		REQ		OTHER		TI PID		TI MAN-HOURS		FMH	
										DMH	

REVERSE OF DA FORM 2408-13-1, OCT 91

1. AIRCRAFT SERIAL NUMBER 8726000				2. MODEL UH60A		3. DATE 16 MAR 94		4. PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
<input checked="" type="checkbox"/> STATUS	SYS A	DATE 22 FEB 94	NO	TIME	PID	DATE 5 Apr 94	TIME	HRS			
FAULT/REMARKS Operate within the limitations and restrictions specified in the enclosure for R antec 1 DEC 93						ROUNDS	ACTION CODE	WUC			
						ACTION CF D. B.					
						PID	HOURS	PID	HOURS	PID	HOURS
						CMH		OMH	FMH	DMH	
AC HRS 1199.2	WHEN DISC	HOW REC	MAL EFF	WUC		TIPIID		TI MAN-HOURS			
WO	REQ		OTHER								
<input checked="" type="checkbox"/> STATUS	SYS A	DATE 8 MAR 94	NO	TIME	PID	DATE 16 MAR 94	TIME 1115	HRS 1218.7			
FAULT/REMARKS #2 engine within 5° range of lower limit on hit check						ROUNDS	ACTION CODE	WUC			
						ACTION Reestablished New Position FAW TR 55-2840-278-23-1 W-K/g					
						PID	HOURS	PID	HOURS	PID	HOURS
						CMH		OMH	FMH	DMH	
AC HRS 1209.3	WHEN DISC	HOW REC	MAL EFF	WUC		TIPIID		TI MAN-HOURS			
WO	REQ		OTHER								
<input checked="" type="checkbox"/> STATUS	SYS A	DATE 15 MAR 94	NO	TIME 0822	PID	DATE 16 Mar 94	TIME 1115	HRS 1318.4			
FAULT/REMARKS #2 engine and hit check within 5° range of lower on hit check						ROUNDS	ACTION CODE	WUC			
						ACTION Reestablished Position FAW TR 55-2840-278-23-1 W-K/g					
						PID	HOURS	PID	HOURS	PID	HOURS
						CMH		OMH	FMH	DMH	
AC HRS 1216.3	WHEN DISC	HOW REC	MAL EFF	WUC		TIPIID		TI MAN-HOURS			
WO	REQ		OTHER								

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

30 Day Maintenance File, 87-26000
which is kept in my records system.

23 May 94
Date

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

1 AIRCRAFT SERIAL NUMBER <u>8726000</u>					2 MODEL <u>UH60A</u>		3 DATE <u>16 MAR 94</u>		4 PAGE <u>4</u>			
PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION					
<input checked="" type="checkbox"/> STATUS	SYS <u>A</u>	DATE <u>15 APR 94</u>	NO	TIME <u>1615</u>	PID		DATE <u>5 APR 94</u>	TIME <u>1740</u>	HRS <u>1235.0</u>			
FAULT/REMARKS <u>Made 4 ck puc @ 1312.2 Max</u>							ROUNDS	ACTION CODE	WUC			
							ACTION <u>Completed Data</u>					
							PID	HOURS	PID	HOURS	PID	HOURS
							CMH		OMH	FMH		DMH
AC HRS <u>1215.3</u>		WHEN DISC	HOW REC	MAL EFF	WUC		TIPIID		TI MAN HOURS			
WO		REQ		OTHER								
<input checked="" type="checkbox"/> STATUS	SYS <u>A</u>	DATE <u>16 MAR 94</u>	NO	TIME <u>1000</u>	PID		DATE <u>16 MAR 94</u>	TIME <u>1105</u>	HRS <u>1117</u>			
FAULT/REMARKS <u>LMTF Que for Max AMP ✓ done</u> <u>NT check w-8/27</u>							ROUNDS	ACTION CODE	WUC			
							ACTION <u>completed working</u>					
							PID	HOURS	PID	HOURS	PID	HOURS
AC HRS <u>1218.3</u>		WHEN DISC	HOW REC	MAL EFF	WUC		CMH		OMH	FMH		DMH
WO		REQ		OTHER								
							DATE		TIME	HRS		
							ROUNDS		ACTION CODE	WUC		
							ACTION					
							PID	HOURS	PID	HOURS	PID	HOURS
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC		CMH		OMH	FMH		DMH
WO		REQ		OTHER								
							TIPIID		TI MAN HOURS			

1. AIRCRAFT SERIAL NUMBER 87-26000		2. MODEL UH-60A		3. DATE 25 Jan 1994		4. PAGE 10	
PART I - FAULT INFORMATION				PART II - CORRECTING INFORMATION			
STATUS	SYS A	DATE 21 Jan 94	NO.	TIME 1505	PID	DATE 17 FEB 94	TIME HRS
FAULT/REMARKS UH-60A-03 REPLACEMENT ALL IN/R SPINDLE DUE AT THE NEXT MISS-2.				ROUNDS	ACTION CODE WUC	ACTION Of 11.9/1.000	
AC HRS 1178.8	WHEN DISC	HOW REC	MAL EFF	WUC	PID	HOURS	PID
WO	REQ	OTHER	CMH	OMH	FMH	DMH	TI MAN-HOURS
STATUS	SYS A	DATE 25 Jan 94	NO.	TIME 0830	PID	DATE 26 Jan 94	TIME HRS 1100
FAULT/REMARKS UH-60A Radio Has No Tone And Circuit Board Replacement In The Green Warranty				ROUNDS	ACTION CODE WUC	ACTION Ch Forward OK 020000	
AC HRS 1178.8	WHEN DISC	HOW REC	MAL EFF	WUC	PID	HOURS	PID
WO	REQ	OTHER	CMH	OMH	FMH	DMH	TI MAN-HOURS
STATUS	SYS A	DATE 25 Jan 94	NO.	TIME 1030	PID	DATE 6 Feb 94	TIME HRS 0800
FAULT/REMARKS Fct # 1, Transporter Make 4 Does Not DL Code C-2				ROUNDS	ACTION CODE WUC	ACTION REPLACED BATTERIES 2/1/94	
AC HRS 1150.0	WHEN DISC	HOW REC	MAL EFF	WUC	PID	HOURS	PID
WO	REQ	OTHER	CMH	OMH	FMH	DMH	TI MAN-HOURS

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

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

Six month files of acft 87-26000
which is kept in my records system.

23 Mar 94

Xiang L 2010
LAURA A. ELLIS, SFC, USAF

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER	
HELICOPTER UH-60A							87-26000	
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED			
MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRI-ORITY	KCH	MWO TITLE AND KIT NUMBER(S)	DATE MWO APPLIED (Day/Mo/Yr)	MAN HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)
a	b	c	d	e	f	g	h	i
SEP MSG UH-60-84-02							AUMTER/Y/CHER	
155-1520-237-20-96	17 MAR 88	M	D	DUCTING INS OF T/R OUTPUT SHAFT	13 APR 88	.5	APR 02092-0216	[Signature]
15-1520-237-50-47	30 Apr 87	N	D	WSPS Group 1	16 May 88	2.	Dyn-Corp	[Signature]
UH-60-88-04								
55-1520-237-20-96	12 MAY 88	M	D	REVISION TO 88-02	14 July 88	.5	WH6 DTO	[Signature]
UH-60-88-05								
55-1520-237-20-98	19 Jun 88	M	D	INITIATION OF AMU START/HOUR	30 Jun 88	.5	WH6 DTO	[Signature]
UH-60-88-06								
55-1520-237-20-99	11 July 88	M	D	TWO EXHAUST OIL COOLER BEARING	14 July 88	.5	WH6 DTO	[Signature]
UH-60-88-07								
SOE MSG	13 JULY 88	M	D	REVISION OF UH-60-88-08	18 JULY 88	.5	WH6 DTO	S. V. NO SGT TI
UH-60A-88-08								
SOE MSG	27 JULY 88	M	D	REVISION OF UH-60-88-06	2 AUG 88	.5	WH6 DTO	S. V. NO SGT TI
UH-60A-88-09								
SOE MSG	2 AUG 88	M	D	ONE TIME INSP OF P/C/P. SEAT CIRCULAR SCREW	10 AUG 88	1.0	WH6 DAA	S. V. NO SGT TI
UH-60A-88-10								
SOE MSG	7 OCT 88	M	D	CABIN SEAT SUPPORT HDW	9 NOV 88	2.0	WH6 DAA	S. V. NO SGT TI
SOE MSG					P/C/W			
GEN-88-02	21 SEPT 88	M	D	PORTABLE ACFT FIRE EXT	29 SEPT 88	.5	WH6 DAA	S. V. NO SGT TI
SOE MSG					P/C/W			
UH-60-88-11	17 OCT 88	M	D	ONE TIME CLARIFICATION OF RAPPEL RESTRICTION	20 OCT 88	.5	WH6 DAA	S. V. NO SGT TI
SOE MSG					P/C/W			
UH-60-88-12	1 NOV 88	M	D	REVISION OF UH-60-88-10	2 NOV 88	.5	WH6 DAA	S. V. NO SGT TI
SOE MSG								
UH-60-88-13	18 NOV 88	M	D	ONE TIME INSP OF M/R BLADE EXPANDABLE PIN	28 NOV 88	2.0	WH6 DAA	S. V. NO SGT TI

DA FORM 2408-5, 1 JAN 64

For use of this form, see TM 38-750; the proponent agency is Office of The Deputy Chief of Staff for Logistics. EQUIPMENT MODIFICATION RECORD

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 Historical Munst. Records Equipment Modification Record, 87-26000 which is kept in my records system.

23 May 94
[Signature]

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incidents, Air Ops, Dept.

1. NOMENCLATURE				2. REGISTRATION NUMBER	3. SERIAL NUMBER			
HELICOPTER UH-60A					87-26000			
4. MODIFICATIONS REQUIRED				5. MODIFICATIONS COMPLETED				
MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRI-ORITY	ECN	MWO TITLE AND KIT NUMBER(S)	DATE MWO APPLIED (Day/Mo/Yr)	MAN HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)
a	b	c	d	e	f	g	h	i
SOF MSG UH-60-88-14	9 DEC 88	M	G	ONE TIME MWO COMPLIANCE CK ON ^{H/S} HOIST	12 DEC 88	.5	WH6DAA	S V <i>[Signature]</i> SGT TI
SOF MSG GEN-88-03	30 OCT 88	M	O	REVISION TO UH-60-88-02	PIC/W 50 OCT 88	.5	WH6DAA	S V <i>[Signature]</i> SGT TI
^{MWO} 55-1520-237-50-53	18 NOV 89	N	D	IMPROVED TIE DOWN FITTINGS	13 MAR 89	5	DYN CORP-E	<i>[Signature]</i>
SOF MSG UH-60A-89-03	31 MAR 89	M	O	SPINDLE NUT VISUAL INSP	5 APR 89	.5	WH6DAA	<i>[Signature]</i>
SOF MSG UH-60-89-05	12 JUN 89	M	O	ONE TIME INSP OF WIRE STRIKE PROTECTION SYS	15 JUN 89	1.0	WH6DAA	<i>[Signature]</i>
SOF MSG UH-60-89-04	31 MAR 89	M	O	REVISION TO ONE TIME INSP OF ALL TYR SPINDLE	3 APR 89	.1	WH6DAA	<i>[Signature]</i>
SOF MSG UH-60-89-06	17 JUL 89	M	O	ONETIME INSP OF R/H 1/4 H RELAY PANELS	18 JUL 89	.5	WH6DAA	<i>[Signature]</i>
SOF MSG UH-60-89-07	3 AUG 89	M	O	REVISION TO ONE TIME INSP OF R/H 1/4 H RELAY PANELS	8 AUG 89	.1	WH6DAA	<i>[Signature]</i> TI
^{TB} 55-1520-237-20-104	7 JULY 89	L	O	REVISION TO RETIREMENT / OVERHAUL SCHEDULE	25 OCT 89	3	WH6DAA	<i>[Signature]</i>
^{MWO} 1-5945-237-50-1	15 JAN 89	N	D	EMI PROTECTION OF LEFT AND RIGHT RELAY PANELS	NOV 16 89	16	DYN CORP-E	<i>[Signature]</i> CIV.
^{MWO} 55-1520-237-50-43	15 NOV 89	N	D	DOWEL PIN RETENTION MGB	18 MAY 90	22	DYN CORP-E	<i>[Signature]</i> (CIV)
^{MWO} 55-1520-237-50-42				ENTERED IN ERROR				
^{MWO} 55-1520-237-50-42	15 JUN 88	N	D	Stab. Amp. IMPROVEMENT	17 MAY 90	92	DYN CORP-E	<i>[Signature]</i> (CIV)

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER		
HELICOPTER OH-60A							87-26000		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
MWO 55-1520-237-50-54	10 Oct. 89	N	D	INCORP. OF STAB. ACT. GROUNDING STRIP	18 SEPT 90	3.5	DYN CORP-E	<i>[Signature]</i> (CIV)	
MWO 1- 1520-237-50-61	15 NOV 91	N	D	Improved tiedown ring eyebolt.	7 Dec 92	4.0	DynCorp-E	K. Stivers (CIV)	
MWO 1- 1520-237-50-64	1 SEP 91	N	D	Instl of improved engine cowling release handle assy	7 Dec 92	2.0	DynCorp-E	K. Stivers (CIV)	
MWO 1- 1520-237-50-59	22 FEB 91	N	D	Electromagnetic Environment Protection	10 Dec 92	8.50	DynCorp-E	K. Stivers (CIV)	
MWO 55- 1520-237-50-58	15 JAN 91	N	D	INCORPORATION OF ENGINE DRIVE SHAFT BALANCING PROCEDURES	11 JAN 93	8.0	DynCorp-E	K. Stivers (CIV)	
MWO 55- 1680-237-50-1	1 JUN 88	N	D	INCORPORATION OF IMPROVED HARDWARE AND RESTRAINT SYSTEM ON CREW SEAT	P/c/w	.2	DYN CORP-E	E. W. A. B. (CIV)	
MWO 55- 4030-237-50-7	1 MAY 88	N	D	INSTALLATION OF TIE CARGO HOOK CARTRIDGE ACTUATED DEVICE	P/c/w	.2	DYN CORP-E	E. W. A. B. (CIV)	
MWO LEX-2561	8 NOV 93	N	D	AUX FUEL QUANTITY INDICATING SYSTEM (ESIS)	6 DEC 93	80.0	SERV-AIR	Patto SSG TI	

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

000

1. NOMENCLATURE M/R BLADE ASSY					2. REGISTRATION NUMBER		3. SERIAL NUMBER A007-05570		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
TB 1-1500-200-20-286	SEPT 90	U		BLADE EROSION PROTECTION	14 DEC 90		PROJECT OLR DYNACORP	<i>[Signature]</i> MAY 91	
LH-60-94-ASAM-03	JAN 94			INSTEAD OF ACFT HISTORICAL RECORDS FOR THIS HANDLE BEARING SN CHECK	21 JAN 94		WDZLATA	<i>[Signature]</i> MAY 94	

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

000

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER		
M/R BLADE ASSY							A007-65418		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
TB 1-1500-200-20-2	86SEPT90	U		BLADE EROSION PROTECTION	14 Dec 90		PROJECT OR DYNCORP	<i>Matter</i>	
UH-60-94-ASAM-03	JAN 94			INSPECTION OF ACFT HISTORICAL RECORDS FOR IMC SPINDLE BEARING SW HELIC	ENTRY ENTER ANERON 21 Jan 99		WIKZAM	<i>[Signature]</i>	

010

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER		
M/R BLADE ASSY							A007-05513		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
TB 1-1500-200-20-2	86SEPT90	U	F	BLADE EROSION PROTECTION	14 Dec 90		PROJECT OIL DYNCORP	<i>Matthew</i>	

DA FORM 2400-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
 For use of this form, see TM 38-750; the proponent agency is Office of The Deputy Chief of Staff for Logistics.

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER		
Spindle Assy							32479403		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
WH-60-92-95cm-01	6 JAN 92	M	F	one time inspection	7 JAN 92	.5	TCO 5 th Avn Regt	K. Casz SSG TI	
WH-60-94-153AM-03	JAN 94	M		SERIAL NUMBER: INSP. OF ACFT HISTORICAL RECORDS FOR M/R SPINDLE BEARING SN CHECK	21 JAN 94	.5	APONY 09/82 WDX2AA	myself at thorn TI	

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE		
b. MODEL				b. SERIAL NUMBER			
c. SERIAL NUMBER				c. TIME SINCE NEW OR OVERHAUL			
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHG			b. DATE	b. SIGNATURE/PID
5 APR 93	915	480	480	PMS II	Normal	26/4/93	E. Coon SATK
1 JUL 93	942	507	507	Routine	SAT	15 AUG 93	[Signature]
19 AUG 93	987	552	552	Routine	SATISFACTORY	31 AUG 93	2002
3 SEP 93	1015	580	580	Routine	SATISFACTORY	19 Oct 93	[Signature]
17 SEPT 93	1039	619	619	ROUTINE	SATISFACTORY	12 Oct 93	[Signature]
27 SEPT 93	1041	621	∅	INITIAL	SATISFACTORY	12 Nov 93	[Signature]
12 Oct 93	1062	642	21	ROUTINE	SATISFACTORY	13 NOV 93	[Signature]
31 Oct 93	1088	668	47	ROUTINE	Satisfactory	2 Dec 93	[Signature]
12 NOV 93	1114	694	73	Routine	Satisfactory	15 Dec 93	[Signature]
27 NOV 93	1139	719	98	Routine	Satisfactory	29 Dec 93	[Signature]
8 DEC 93	1162	742	121	Routine	SATISFACTORY	25 Jan 94	[Signature]
3 Feb 94	1187	767	146	Routine	SATISFACTORY	1 MAR 94	[Signature]

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG
For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

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:

Abigail Munton [Signature]
Abigail Munton, Records [Title]
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Inverlik Air Base, Turkey
23 Mar 94
[Signature]

2170

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
12 SEP 93	1015	311	311	Routine	Satisfactory	<i>[Signature]</i>
12 NOV 93	1114	443	443	Routine	Satisfactory	<i>[Signature]</i>
3 MAR 94	1209	538	538	Routine	Satisfactory 28 MAR 94	<i>[Signature]</i>

3. REMARKS

Director
 UME@AL
 ATTN: AERAS-LO
 APO: NY, 09028

LAST OIL CHANGE: 499

1 END ITEM				2 SAMPLE FREQUENCY	3 COMPONENT			
a. NOMENCLATURE HELICOPTER					25 HR	a. NOMENCLATURE AND TYPE INTERMEDIATE 6/8		
b. MODEL UH60A						b. SERIAL NUMBER A005-01520		
c. SERIAL NUMBER 8726000				c. TIME SINCE NEW OR OVERHAUL NEW				
4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8 RESULTS RECEIVED		
	a END ITEM	b COMPONENT	c LAST OIL CHG			a DATE	b SIGNATURE/PID	
12 Oct 93	1062	1062	1062	ROUTINE	SATISFACTORY	13 NOV 93	Patte	
31 Oct 93	1088	1088	1088	ROUTINE	Satisfactory	2 Dec 93	Patte	
12 NOV 93	1114	1114	1114	Routine	Satisfactory	15 Dec 93	Patte	
27 NOV 93	1139	1139	1139	Routine	Satisfactory	29 Dec 93	A. Nelson	
8 DEC 93	1162	1162	1162	Routine	SATISFACTORY	25 JAN 94	M. J. Haney	
3 Feb 94	1187	1187	1187	ROUTINE	SATISFACTORY	1 MAR 94	M. J. Haney	
3 MAR 94	1209	1209	1209	ROUTINE	SATISFACTORY	28 MAR 94	Patte	
4 APR 94	1232	1232	1232	Routine				

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG
For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

1 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8 RESULTS RECEIVED	
	2 END ITEM a	3 COMPONENT b	4 LAST OIL CHG c			9 DATE a	10 SIGNATURE/PID b
3 MAR 94	1209	789	168	Routine	Satisfactory	28 MAR 94	<i>Platt</i>
4 APR 94	1232	813	192	Routine			
9 REMARKS <i>27 SEPT 93 REPLACED CRUI. DIESEL OIL/INSIDE OIL SAMPLE AT 10:11 AM/11 HOURS AM</i>							

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE HELICOPTER					a. NOMENCLATURE AND TYPE INTERMEDIATE G/B		
b. MAKE OR TYPE UH-60					b. SERIAL NUMBER A005-01520		
c. SERIAL NUMBER 87-26000				c. TIME SINCE NEW OR OVERHAUL NEW			
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHANGE				
28 DEC 90	549	549	549	ROUTINE	NORMAL		
11 FEB 91	541	541	541	ROUTINE	RESAMPLE: A BENEVOLENT		
10 MAR 91	548	548	548	ROUTINE	NORMAL		
6 MAR 91	627	627	627	ROUTINE	NORMAL		
19 MAR 91	650	650	650	ROUTINE	NORMAL		
24 APR 91	675	675	675	ROUTINE	NORMAL		
25 AUG 91	700	700	700	ROUTINE	NORMAL		
16 MAY 92	725	725	725	ROUTINE	SATISFACTION		
28 MAY 92	748	748	748	ROUTINE	SAT		
20 JUL 92	773	773	773	ROUTINE	NORMAL		

DA FORM MAY 81 2408-20

OIL ANALYSIS LOG

4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8 RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/P/D b
9 REMARKS							

REVERSE OF DA FORM 2408-20, DEC 91

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE Helicopter					a. NOMENCLATURE AND TYPE Main Transmission Module		
b. MODEL UH-60A					b. SERIAL NUMBER A265-00745E		
c. SERIAL NUMBER 8726000				c. TIME SINCE NEW OR OVERHAUL 1000			
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/PID b
5 APR 93	915	1000	1000	BASLINE ROUTINE	Normal	26/4/93	E. Brien ^{STIR}
1 JUL 93	942	1027	1027	Routine	SAT	15 AUG 93	Patte
19 AUG 93	987	1072	1072	Routine	SATISFACTORY	31 AUG 93	Patte
3 Sep 93	1015	1100	1100	Routine	SATISFACTORY	19 Oct 93	Patte
12 SEPT 93	1039	1124	1124	ROUTINE	SATISFACTORY	12 Oct 93	Patte
12 Oct 93	1062	1147	1147	ROUTINE	SATISFACTORY	13 Nov 93	Patte
31 Oct 93	1088	1173	1173	ROUTINE	Satisfactory	2 DEC 93	Patte
12 NOV 93	1114	1199	1199	Routine	Satisfactory	15 DEC 93	Patte
27 NOV 93	1139	1224	1224	Routine	Satisfactory	29 Dec 93	W. House
8 DEC 93	1162	1247	1247	Routine	SATISFACTORY	25 JAN 94	Patte
3 Feb 94	1187	1272	1272	Routine	SATISFACTORY	1 MAR 94	Patte
3 MAR 94	1209	1294	1294	Routine	SATISFACTORY	28 MAR 94	Patte

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

1. AREA		2. SERIAL NUMBER		3. AIRCRAFT TYPE		4. PAGE NO.		NO. OF PAGES							
COCKPIT		87-26000		UH-60A		2		6							
ITEM NO.	NOMENCLATURE	QTY REQD	EQUIPMENT CHECKS												LOCATION OR REMARKS
			1	2	3	4	5	6	7	8	9	10	11	12	
7	Receiver/Transmitter - RT-1300/ARC-186(V)	2	2	2	2	2	2	2	2	2	2	2	2		Pilot's Seat Well
8	UHF-FM Radio Set - RT-1167C/ARC-164	1	1	1	/	1	1	1	1	1	1	1	1		RH Center Console
9	Interphone Control - C6533/ARC	1	1	1	/	1	1	1	1	1	1	1	1		LH Center Console
10	Interphone Control - C-6533/ARC	1	1	1	/	1	1	1	1	1	1	1	1		RH Center Console
11	Receiver/Transmitter - RT-1115B/APN-209	1	1	1	/	1	1	1	1	1	1	1	1		LH Side Instr. Panel
12	Indicator Altimeter - ID-1917A/APN-209	1	1	1	/	1	1	1	1	1	1	1	1		RH Side Instr. Panel

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

NOV 30 '87 SIKORSKY (1) SIKORSKY AIRCRAFT 812	(4) <i>[Signature]</i> 25 MAR 88	(7) <i>[Signature]</i> 5 MAR 91	(10) <i>[Signature]</i> E-6 13 NOV 92
(2) <i>[Signature]</i> 14 JAN 1988	(8) <i>[Signature]</i> 25 MAY 89	(9) <i>[Signature]</i> 5 MAR 92	(11) <i>[Signature]</i> 21 NOV 95
(3) <i>[Signature]</i> 14 JAN 1988	(6) <i>[Signature]</i> 14 MAR 90	(5) <i>[Signature]</i>	(12) <i>[Signature]</i>

DA FORM 2408-17, 1 APR 82

AIRCRAFT INVENTORY RECORD (TM 38-750)

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

Historical records from 87-26000
which is kept in my records system.

[Signature]
Date

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

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

H-2e

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

1. DATE 16/02/94	2. CREW CHIEF TSGT C. CARLETT	3. ORGANIZATION 552 ACW	4. LOCATION ok TEUCEDAG	5. MDS E-33	6. SERIAL NUMBER 77-0351			
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT					
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
PR	PEJ D. D. H. AC 13743	16/02/94	10:40	1	BPO	P. H. W. SRA 0150	17/02/94	23:50
PR	2DR B. D. W. 5594 10431	16/02/94	10:40	2			/ /	•
PR	(comp) J. L. SGT 17226	16/02/94	10:40	3			/ /	•
		/ /	•	4			/ /	•
		/ /	•	5			/ /	•
		/ /	•	6			/ /	•
		/ /	•	7			/ /	•
		/ /	•	8			/ /	•
		/ /	•	9			/ /	•
		/ /	•	10			/ /	•

9. STATUS DATA					10. FLIGHT CONDITION DATA				
STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENCTR'D	AUX ENG OR APU OPERATION		
X	11	2	1	8	<i>[Signature]</i>				
X	12		2						
X	13		3						
	4		4						
	6		6						
	6		6						
	7		7						
	8		8						
	9		9						
	10		10						

11. MUNITIONS/GUNS STATUS	STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
	781A ENTRY	PI	PI	PI	PI	PI	PI	

12. AIRFRAME TIME	13. LANDINGS	14. CARTRIDGE STARTS				15. ENGINE CYCLE DOCUMENTATION								
PREVIOUS	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
	13156.3	1754	3931											
1	5.1	1	1											
2														
3														
4														
5														
6														
7														
8														
9														
10														
TOTAL	13161.4	1755	3932											

PREVIOUS EDITION IS OBSOLETE

AFTO FORM 781H, SEP 90

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE DOCUMENT

CERTIFICATE *Robert*

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: 12 May 94
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

16. SERVICING DATA																							
SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pints, Pints, Quarts, Gallons or Liters)																OXY PRESS OR QTY	NITROGEN	WATER	
	OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	1		2		3		4		5		6		7		8					
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN				
1	JP-4	⊖	120.00	⊖	27	⊖	27	⊖	27	⊖	27									74 ^L			
2	JP-4	7600 ^P	120.00 ^P	0	27.2		27.2	0	27.2		27.2									70			
3																							
4																							
5																							
6																							
7																							
8																							
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							

17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)																							
1	BY	<i>D. DeH. AIC 1327</i>						7	BY							13	BY						
	AT	MELDENHALL DCR ENG	DATE	16/02/14					AT	DATE	/ /				AT		DATE	/ /					
2	BY	<i>R. J. ... SR 01196</i>						8	BY							14	BY						
	AT	INCL. INC.	DATE	17/02/14					AT	DATE	/ /				AT		DATE	/ /					
3	BY							9	BY							15	BY						
	AT	DATE	/ /				AT		DATE	/ /				AT	DATE		/ /						
4	BY							10	BY							16	BY						
	AT	DATE	/ /				AT		DATE	/ /				AT	DATE		/ /						
5	BY							11	BY							17	BY						
	AT	DATE	/ /				AT		DATE	/ /				AT	DATE		/ /						
6	BY							12	BY							18	BY						
	AT	DATE	/ /				AT		DATE	/ /				AT	DATE		/ /						

Redmond - with

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO			
13/04/4	1/1	C. Catlett, Tst	552 ACW	Tinker AFB OK	E-3B	77-0351			
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
/	12/04/4	D	1022067		P	1/1	1/1	1/1	
DISCREPANCY					CORRECTIVE ACTION				
IFF system interfaces with AIMS transponder. AIMS constantly interrogated on all modes									
DISCOVERED BY					GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
A. Charbonneau					Sgt	OPS			
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
/	12/04/4	D	1022066	PP-4992	P	1/1	1/1	1/1	
DISCREPANCY					CORRECTIVE ACTION				
HF #2 has bad PP-4992, confirmed by swap.									
DISCOVERED BY					GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
J. Flemming					SrA	OPS			
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
/	26/03/4	D	0842069		P	1/1	1/1	1/1	
DISCREPANCY					CORRECTIVE ACTION				
St 10 monitor has bad HVPS. Picture fades + looses focus.									
DISCOVERED BY					GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
J. Veach					AIC	17136			

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: 12 May 94
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

ATCH J

DATE FROM		TO		CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO
10/14		/ /						
SYM	DATE DISC	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	11/10/14	D	104	2069	P 1	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
MTT2 W/N BANG								
UP VACUUM all day -								
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
P Moore					824 FMCD			
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.
824					278			
SYM	DATE DISC	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	/ /				P 1	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.
SYM	DATE DISC	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	/ /				P 1	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.

Redwood - mbb

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.		
13/04/4	1/1	C. Catlett, Tst	552 ACW	Tinker AFB OK	F-3B	77-0351		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
M	12/04/4	D			P	11	11	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
Info Note: Aux Rotodome drive and #1 FAC fan used last flight.					Noted			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
R. Marcik					C. Catlett		MSGT	15853
GRADE					EMPLOYEE NO.		INSPECTED BY	
MSGT					15853			
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
X	12/04/4	F	1022060		P	11	11	13/04/4
DISCREPANCY					CORRECTIVE ACTION			
All engine intakes + Exhausts require FOD msp prior to flight.					INSP CW NO AFFECTS NOTED			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
R. Marcik								
GRADE					EMPLOYEE NO.		INSPECTED BY	
MSGT					15853		T. Harris	
GRADE					EMPLOYEE NO.		75671	
71296								
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
M	13/04/4	D			P	11	11	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
Info Note: Aircraft cocked-on IAW Dash-7					Noted			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
R. Marcik					C. Catlett		MSGT	15853
GRADE					EMPLOYEE NO.		INSPECTED BY	
COT								

AFTO FORM FEB 80 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

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.
 Date 12 May 94
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

DATE FROM / /		TO / /		CREW CHIEF	ORGN	LOCATION	MCS	SERIAL NO.
SYM	DATE DISCD 14/04/4	WDC D	JCN	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /

DISCREPANCY
Info-note: Utility Rotodome
drive and #2 FAC FAN
used last flight

CORRECTIVE ACTION

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
[REDACTED]	[REDACTED]	ops	[REDACTED]	[REDACTED]	[REDACTED]

SYM	DATE DISCD 14/04/4	WDC D	JCN 1042066	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /
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DISCREPANCY #2 Eng throttle 1/2
Knob Aft of other throttles
on take-off and climb out.
#2 throttle was Aft of other
throttles during all phases of
flight, while RTB throttle
was slightly fwd of others

CORRECTIVE ACTION

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
[REDACTED]	[REDACTED]	ops	[REDACTED]	[REDACTED]	[REDACTED]

SYM	DATE DISCD 14/04/4	WDC D	JCN 1042065	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /
-----	-----------------------	----------	----------------	---------	-------------------	--------------	---------------------------------	-----------------------

DISCREPANCY #2 Eng compressor (throttle friction weak)
Stalled momentarily when
descending from 32,0 to
25,0. Stalled a second time -
when Fuel Flow was pulled back
to 2000 lbs per hour
(EPR + FF bottomed out at each stall) 3 times

CORRECTIVE ACTION

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
[REDACTED]	[REDACTED]	ops	[REDACTED]	[REDACTED]	[REDACTED]

DATE FROM 13/04/4	TO / /	CREW CHIEF	ORGN	LOCATION	WDS E-35	SERIAL NO A-0351				
SYM /	DATE DISCO 14/04/4	WDC D	JCN 1042067	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /		
DISCREPANCY HAVE SIREN#2 HAD A SOFT BITE FAILURE ON CLIMBOUT.3 DESCENT.					CORRECTIVE ACTION					
DISCOVERED BY [REDACTED]					GRADE [REDACTED]	EMPLOYEE NO. OPS	INSPECTED BY		GRADE [REDACTED]	EMPLOYEE NO. [REDACTED]
SYM /	DATE DISCO 14/04/4	WDC D	JCN 1042068	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /		
DISCREPANCY NAVS ADS PANEL HAS INTERMITTENT VERY LOUD VOLUME SURGES ON ALL RADIOS AND MISSION NET.					CORRECTIVE ACTION					
DISCOVERED BY [REDACTED]					GRADE [REDACTED]	EMPLOYEE NO. OPS	INSPECTED BY		GRADE [REDACTED]	EMPLOYEE NO. [REDACTED]
SYM X	DATE DISCO 14/04/4	WDC F	JCN 1042060	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /		
DISCREPANCY Aircraft and 781 Series Forms impounded per Col Berringer, 39# LG. Troubleshooting, repair, and/or inspection actions of any nature are prohibited without approval of impairment officer. Capt Gary Zimmerman, Sgt Binder is authorized to remove #2 Aux Relay for Acft 0001; tape wires					CORRECTIVE ACTION					
DISCOVERED BY ↓					GRADE ↓	EMPLOYEE NO. ↓	INSPECTED BY		GRADE [REDACTED]	EMPLOYEE NO. [REDACTED]

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO.	
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
	✓ / /		✓	✓		P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							
and pulled for circuit breakers this relay affects only the Aux hydraulic system and this action was coordinated with Col Berringer. The following preflights were accomplished prior to impoundments: Pg 7 Item 1, Pg 8 Item 2; Pg 8 Item 3; Pg 6 Item 3													
DISCOVERED BY				GRADE	EMPLOYEE NO.	INSPECTED BY				GRADE	EMPLOYEE NO.		
A. Zimmerman				Capt	10789								
	✓ / /					P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY				GRADE	EMPLOYEE NO.	INSPECTED BY				GRADE	EMPLOYEE NO.		
	✓ / /					P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY				GRADE	EMPLOYEE NO.	INSPECTED BY				GRADE	EMPLOYEE NO.		
	✓ / /					P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY				GRADE	EMPLOYEE NO.	INSPECTED BY				GRADE	EMPLOYEE NO.		
	✓ / /					P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY				GRADE	EMPLOYEE NO.	INSPECTED BY				GRADE	EMPLOYEE NO.		
	✓ / /					P 1	✓ / /	✓ / /		/ /			
DISCREPANCY						CORRECTIVE ACTION							

DATE FROM 13/04/4		TO / /		CREW CHIEF		ORGN		LOCATION		MOD E-3B		SERIAL NO 77-0351			
SYM	DATE DISCO 14/04/4		WDC F	ICN 1042060		DOC NO		CF TO 781A	DATED / /	TRANSFERRED TO 781A DATE / /		DATE CORRECTED / /			
DISCREPANCY FUEL STEMS PREFLIGHT---								CORRECTIVE ACTION							
inspect IFR system.															
								TOOL FOD CHECK C/W ()							
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.	
INSPECTED BY				GRADE		EMPLOYEE NO.		DISCOVERED BY				GRADE		EMPLOYEE NO.	
SYM	DATE DISCO 14/04/4		WDC F	ICN 1042060		DOC NO		CF TO 781A	DATED / /	TRANSFERRED TO 781A DATE / /		DATE CORRECTED / /			
DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS								CORRECTIVE ACTION							
REQUIRE FOD INSP AFTER FLIGHT.															
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.	
INSPECTED BY				GRADE		EMPLOYEE NO.		DISCOVERED BY				GRADE		EMPLOYEE NO.	
SYM	DATE DISCO 14/04/4		WDC F	ICN 1042060		DOC NO		CF TO 781A	DATED / /	TRANSFERRED TO 781A DATE / /		DATE CORRECTED / /			
DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS								CORRECTIVE ACTION							
REQUIRE FOD INSP PRIOR TO FLIGHT															
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.	
INSPECTED BY				GRADE		EMPLOYEE NO.		DISCOVERED BY				GRADE		EMPLOYEE NO.	

DATE FROM	TO	ORIGIN	USON	LOCATION	MOS	SECTION		
1 / 1	1 / 1					10-05		
SYM	DATE DISCO	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	14/04/4	F	1042060		P	1 / 1	1 / 1	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
GAC PREFLIGHT ---								
vacuum acft and flight deck								
					TOOL/FOD CHECK C/W ()			
DISCOVERED BY			GRADE	EMPLOYEE NO.	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	14/04/4	F	1042060		P	1 / 1	1 / 1	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
COMM/NAV PREFLIGHT --- clean								
refrigerator, ovens and head								
remove trash from under head								
sink.								
					TOOL FOD CHECK C/W ()			
DISCOVERED BY			GRADE	EMPLOYEE NO.	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
S	14/04/4	F	1042060		P	1 / 1	1 / 1	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
RADAR PREFLIGHT--- take out								
trash and clean interior					PF CW			
walls								
					TOOL FOD CHECK C/W ()			
DISCOVERED BY			GRADE	EMPLOYEE NO.	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
							3A	13551

12/09/14 | 1 | 1 | | | | F-38 | 7710351 | 7 of 7

SYM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
L	14/04/14	F	1042060		P	11	11	14 104 14

DISCREPANCY: HYDRO PREFLIGHT --- check all hydraulic filters, accumulators, leading edge flap/slat actuators, hyd quantity, and wipe struts for refuel.

CORRECTIVE ACTION: Preflight: CW

TOOL/FOD CHECK C/W (MOL)

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
			M. Sample	SRA	10747

SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
	14/04/14	F	1042060		P	11	11	1 1

DISCREPANCY: ENGINES PREFLIGHT --- check engines APU and IDG oil levels (take OAPS when applicable) and wipe engine cowlings.

CORRECTIVE ACTION:

TOOL/FOD CHECK C/W ()

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.

SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
	14/04/14	F	1042060		P	11	11	1 1

DISCREPANCY: COMPUTERS PREFLIGHT --- check and set up all seats and lap belts clean ashtrays, take trash from flight deck, and make bunks.

CORRECTIVE ACTION:

TOOL/FOD CHECK C/W ()

DISCOVERED BY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.

SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
	14/04/4	F	1042060		P	/ /	/ /	/ /
DISCREPANCY A/R_PREFLIGHT---					CORRECTIVE ACTION			
inspect and clean flight deck windows.								
					TOOL/FOD CHECK C/W ()			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	14/04/4	F	1042060		P	/ /	/ /	14/04/4
DISCREPANCY ECS PREFLIGHT --- check EGW					CORRECTIVE ACTION			
quantity, nitrogen bottle pressure and refrigerator status.					Preflight CW			
					TOOL/FOD CHECK C/W (MCA)			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	14/04/4	F	1042060		P	/ /	/ /	14/4/4
DISCREPANCY ELECTRICS PREFLIGHT --- check					CORRECTIVE ACTION			
all lights (internal, external, and panel) and battery systems.					preflight CW			
					TOOL/FOD CHECK C/W (MCA)			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		GRADE	EMPLOYEE NO.

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

URGENT AC

AND OUTSTANDING ROUTINE ACTION TCTO'S AND D

DISCREPANCIES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED				TRANSFERRED BY OR COMP VERIFIED BY (SIGNATURE)
					DATE	ACFT TIME	CODE	DATE CW OR TRANS	
/	1150054	TCT 29 Failed Causes XMTA CMA FLBS	PSOU J357mm4045000	81	04/10/12	13084.4	F	1 1	
/	309220	LEAK INTWD FAC MANIFOLD FOR Empty Rack Exit and peripheral II where cable Assy goes through Aft part	ADM	41	04/11/12	13064.4	K	1 1	
/	3170260	Ant in Interface status TD (ears "7" to "-" constantly Resent CD A7)	Antenna ARU Failure (SYSTEM FAILURE)	82	12/11/12	13084.4	D	1 1	
/	0342001	Bad HVPS ST 10. Picture loses focus & fades Do not put up ST 10.	ATV	82	26/05/14	13232.6	D	1 1	12/04/14 JWC AIC 17136
/	0100118	OHF Em EPB tone test w/w Comm on Radio Does not work	UNAPP RTI	62	26/03/14	13232.6	D	1 1	28/03/14 JWC 5507 2099
/	0340200	H.V Cable w 0892 23 100.0	H.V Cable J357mm4035001	69	26/03/14	13232.6	F	1 1	5/10/14 JWC 5507 2099
/	0662069	RT 15 AMD	RT J327mm40660063	69	26/03/14	13232.6	D	1 1	
/	0342068	ESS AP101C watchdog timer w/w ACCEPT switches.	ATV	69	26/03/14	13232.6	D	1 1	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781X

SIGNATURE

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

DATE FROM 11/03/4		TO 26/03/4		CREW CHIEF C. Carleff TSgt		ORGN 552 ACW		LOCATION Tinlor AFB, CA		MOS E-38		SERIAL NO 77-0351							
SYM		DATE DISCO		WDC		ICN		DOC NO VHF Fm R/T		CF TO 781A 1/1		DATED 26/03/4							
12/01/4		D		0120148		J257mm40120104				TRANSFERRED TO 781A DATE		DATE CORRECTED / /							
DISCREPANCY VHF Fm Cplr tune light w/N come on & Radio Does not tune										CORRECTIVE ACTION									
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095		CORRECTED/TRANSFERRED BY P. Harris		GRADE SRA		EMPLOYEE NO 01190	
SYM		DATE DISCO		WDC		ICN		DOC NO H.V. cable		CF TO 781A 1/1		DATED 26/03/4							
03/02/4		F		0340280		J257mm40350019				TRANSFERRED TO 781A DATE		DATE CORRECTED / /							
DISCREPANCY H.V. Cable W2892 Is loose										CORRECTIVE ACTION									
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095		CORRECTED/TRANSFERRED BY P. Harris		GRADE SRA		EMPLOYEE NO 01190	
SYM		DATE DISCO		WDC		ICN		DOC NO FT		CF TO 781A 1/1		DATED 26/03/4							
07/03/4		D		0662069		J257mm40660063				TRANSFERRED TO 781A DATE		DATE CORRECTED / /							
DISCREPANCY RT 15 Bad. Confirmed by Swap										CORRECTIVE ACTION									
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095		CORRECTED/TRANSFERRED BY P. Harris		GRADE SRA		EMPLOYEE NO 01190	

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.

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

12 May 94
Date

FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO			
1/1	1/1								
SYM	DATE DISCO	WDC	ICH	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
1	09/03/4	D	0682065		P	11	11	21/03/4	
DISCREPANCY					CORRECTIVE ACTION				
Roto cmp flt 73, main cam steering driver for stick 21 is bad					R2 1A4A209				
DISCOVERED BY					GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY	GRADE	EMPLOYEE NO
J. A.					Ssgt	05095	J. Maldridge	Sgt	00230
SYM	DATE DISCO	WDC	ICH	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
3	12/03/4	D	0712067		P	11	11	12/03/4	
DISCREPANCY					CORRECTIVE ACTION				
T.O. + 3.0 MAP Posn 6- Net 2 will no ACTIVATE. Confirmed by SWAP.					RZ MAP OF CK GOOD 1AW TO 1E-2A-2-23-2				
DISCOVERED BY					GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY	GRADE	EMPLOYEE NO
S. Hunter					M/PL	083	C. Sawyer	Sgt	00095
SYM	DATE DISCO	WDC	ICH	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
1	12/03/4	D	0712066		P	11	11	12/04/4	
DISCREPANCY					CORRECTIVE ACTION				
T.O. + .6 TST 24 FUR IN AZ FOR FLR TYPE 3 FOR UNDER COMPRESSION 10 dB pt = 12.0b. PICTURE QUALITY LOW.					Adjusted LSA LEVEL SET ATTENUATOR				
DISCOVERED BY					GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY	GRADE	EMPLOYEE NO
J. Martin					Ssgt	085	J. Maldridge	Sgt	00230

DATE FROM 11/03/4	TO 26/03/4	CREW CHIEF	ORGN	LOCATION	MOS E-3B	SERIAL NO 77-0037		
SYM A	DATE DISCO 12/03/4	WDC F	ICN 0710033	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 12/03/4
DISCREPANCY CANN Power Feeder Cables To AC A0001 IPE Per 552 ACWR 46-42 TO IE-3A-43-2-93-1 Para 8-41 Step 28, 32 Jm Aldridge 00230 SSGT				CORRECTIVE ACTION Installed New Power Feeder Cables OP CHECK GOOD IAW T O IE-3A-43-2-93-1 Tool FOD CK CW (Jma)				
DISCOVERED BY Jm Aldridge	GRADE SSGT	EMPLOYEE NO 00230	INSPECTED BY	GRADE SSGT	EMPLOYEE NO 00230			
SYM S	DATE DISCO 22/03/4	WDC D	ICN 08/2066	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 22/03/4
DISCREPANCY T.O. + .5 SAT COM SYS #1 SIM bad - fault flag, no-go and no RX - TX good				CORRECTIVE ACTION COULD NOT DUPLICATE MALFUNCTION OP CR GOOD IAW T.O. IE-3A-2-23-2 Tool FOD CK CW (CWS)				
DISCOVERED BY G. Jones	GRADE AIC	EMPLOYEE NO 045	INSPECTED BY C. Jones	GRADE SSGT	EMPLOYEE NO 00095			
SYM /	DATE DISCO 25/03/4	WDC D	ICN 0842068	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 26/03/4	DATE CORRECTED 11
DISCREPANCY T.O. + 3.25 ESS APIIC Watchdog timer W/N accept switches - PFC was declassified.				CORRECTIVE ACTION				
DISCOVERED BY A. Jones	GRADE AIC	EMPLOYEE NO 085	INSPECTED BY P. Jones	GRADE SRA	EMPLOYEE NO 01196			

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO		
1 / 1	1 / 1							
SYM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
4	25/03/4	D	0842065		P	11	11	25/03/4
DISCREPANCY					CORRECTIVE ACTION			
I.D. + .5					Could Not Duplicate Malfunction			
ROTO comp 1 fails constantly								
OF DATA comm / PCE channel.								
810 / KIMCO					Test + FOD ck CW (MR)			
DISCOVERED BY			GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
S. Fimbel			SRA	OPS	<i>[Signature]</i>		41L	17101
INSPECTED BY					INSPECTED BY		GRADE	EMPLOYEE NO
					J. Maldridge		SSGT	00230
SYM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
1	25/03/4	D	0842069		P	11	26/03/4	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
Bad HUPS ST10. Picture loses focus and fades. Confirmed bad by swap.								
810 / FINE								
DISCOVERED BY			GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
R. Fenlen			Sra	Ops	<i>[Signature]</i>		SRA	01196
INSPECTED BY					INSPECTED BY		GRADE	EMPLOYEE NO
SYM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
1	25/03/4	D	0842070		P	11	11	25/03/4
DISCREPANCY					CORRECTIVE ACTION			
Dessicant crystals need to be serviced.					Dessicants changed			
810 / FINE								
DISCOVERED BY			GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
S. Fimbel			SRA	OPS	J. Maldridge		SSGT	00230
INSPECTED BY					INSPECTED BY		GRADE	EMPLOYEE NO

TAB H-3

E-3B AWACS

	H-3a
H-3a AFTO Form 781h, 16 February 1994	H-3b
H-3b AFTO Form 781a, Mission Systems, 13 April 1994	
H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994	H-3c
H-3d AFTO Form 781k, 10 February 1994	
H-3e AFTO Form 781a, 11 March 1994	H-3d
H-3f AFTO Form 781k, 10 February 1994	
H-3g AFTO Form 781j, 28 March 1994	H-3e
H-3h AFTO Form 781h, 12 April 1994	
	H-3f

"AIRFRAME"

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MOS	SERIAL NUMBER
	10 Oct 1994		C. C. Cottle TSgt	552 ACW	TINKER AER OK	E-3B	77-0351

A. AIRCRAFT INSPECTION STATUS							B. ENGINE DATA			TYPE TF33 P100 A		
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO							PSN	ENG SER NO.	ENG CHANGE DUE TIME	PSN	ENG SER NO.	ENG CHANGE DUE TIME
4							1	P696843	18847.9	5		
PHASED	230	130608	13340.0				2	P707063	16543.4	6		
							3	R59990	16841.4	7		
							4	P696816	19096.5	8		
							APU GA 0316		FAILURE			
							2	P660116	15937.6			

C. CALENDAR INSP STATUS				DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION	
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
	/ /		/ /	DATE COMPLETED	ACFT TIME		

E. IMMEDIATE AND URGENT ACTION TC TOs COMPLETED WITHIN THE PAST 10 DAYS			
T.O. NUMBER AND PUBLICATION DATE	DATE CW	T.O. NUMBER AND PUBLICATION DATE	DATE CW
	/ /		/ /
	/ /		/ /
	/ /		/ /

F. HIGHER AUTHORITY INSPECTIONS			
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
15 Oct 94	<i>William L. Harris</i> Deputy Commander	/ /	
/ /		/ /	
/ /		/ /	

G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APU OAP	25 ± 5 HRS	3202	3233	3263			
ENG OAP	15 ± 5 HRS	13258.5	13187.5	13204.5	13225.7	13247.9	13279.0
DOPPLER DESICANT	7 DAYS	15/10/94	22/10/94	29/10/94	05/11/94	12/11/94	19/11/94
		28/03/94	04/10/94	11/04/94	18/04/94		

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.

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

12 May 94
Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S AND LAYED DISCREPANCIES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED				TRANSFERRED BY OR COMP VERIFIED BY (SIGNATURE)
					DATE	ACFT TIME	CODE	DATE CW OR TRANS	
✓	1390384	MID-ZONE TEMP Indicator	J257MMJ352005	11	09/06/13	13084.4	F	28103 14	SMI 17132 14
			J257MMJ352005		1 1			1 1	
✓	2523638	DEDR CANNED TO ACET 0003 BAD PART INSTALLED	J257MMJ352005 DEDR	11	09/09/13	13044.4	F	1 1	
					1 1			1 1	
	0120138	FAULT CLOCK RESET KNOWN IS MISSING	J257MMJ352005 CLOCK	51	12/01/14	13084.4	D	2110314	@ Balluff
✓	0100151	MAIN ENTRY DOOR Interior TRIM DETERIORATED	TRIM J257AA4012001	12	10/01/14	13084.4	F	1 1	
			J257AA4012001		1 1			1 1	
✓	302027	-- DOME Dome LIFE CR R.A.D.	CR J257ASS4063000	41	10/02/14	13199.2	F	1 1	
					1 1			1 1	
	0250000	STAVS CLOCK IN SD	ATY	12	03/03/14	12493.2	Z	28103 14	OSS
					1 1			1 1	
✓	0251066	HIGH SPEED PAPER WINDOW STOP ACU-RELOC OF 23 INCH	J257ASS4054000	11	02/02/14	13199.2	F	1710314	SRA JONES 06225 A. Jones
					1 1			1 1	
✓	052013	LX CONDENSER FAILURE Temp Err	ATY	49	23/02/14	13196.3	F	1 1	
					1 1			1 1	
		INFO NOTE: #1 & #2 HAVE SIRENS HAVE SOFT FAULTS	ATY	76	26/03/14	13232.6	D	1 1	
					1 1			1 1	
✓	0712070	REFRIG COP Bad Condenser Failure	Condenser	12	26/03/14	13232.6	F	1 1	
					1 1			1 1	
✓	0820167	NAV'S FOP CAUSES FAILURE Alarm on PDTP (Bite text turned off)	ACC	64	28/03/14	13243.9	D	1 1	
					1 1			1 1	
		INFO NOTE: 54 EDL Monitor O-L	ACC	63	26/03/14	13243.9	F	1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	
					1 1			1 1	

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K

SIGNATURE

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

H-3g

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
	28/03/14	1 1	C. Catlett TSgt	552 ACW	TENER AFB, Okl	E-38	77-0351

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE		OVER TEMP		OIL CHANGE		OVER TEMP		OIL CHANGE		OVER TEMP		OIL CHANGE		OVER TEMP		OIL CHANGE		OVER TEMP	
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG					
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES				
PREVIOUS	13,243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238											
12/04/14	10.1	10.1	1	10.1	1	10.1	1	10.1	1												
TOTAL	13,254.0	11960.1	3224	19035.1	9657	16746.5	5309	11169.5	2797					1-5 OAPS	1	1					
13/04/14	11.6	11.6	1	11.6	1	11.6	1	11.6	1												
TOTAL	13265.6	11971.7	3225	19046.7	9658	16758.1	5310	11181.1	2798												
1 1																					
TOTAL																					
1 1																					
TOTAL																					
1 1																					
TOTAL																					
1 1																					
TOTAL																					
1 1																					
TOTAL																					
1 1																					
TOTAL																					
CARRIED FORWARD																					

CERTIFICATE *Redund*

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

12 May 94
Date

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
	0710913	2810314	C. Catlett TSgt	552 ACW	Tinker AFB, OK	F-3B	77-0351

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	11454.0 OIL		OIL		15218.2 OIL		11087.8 OIL		OIL APW		OIL		OIL		OIL	
		CHANGE	OVER TEMP	CHANGE	OVER TEMP	CHANGE	OVER TEMP	CHANGE	OVER TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP
		NO. 1 ENG	NO. 2 ENG	NO. 3 ENG	NO. 4 ENG	NO. 5 ENG	NO. 6 ENG	NO. 7 ENG	NO. 8 ENG								
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13084.4	2365	3202	8422.4	1925	7511.9	3280	12006.3	8379	3151	4992						
0810913	6.0	6.0	4	6.0	4	6.0	4	6.0	4								
TOTAL	13090.4	2425	3198	8429.4	1929	7517.9	5285	12012.3	8463								
1210114	6.1	6.1	1	6.1	1	6.1	1	6.1	1								
TOTAL	13096.5	2486	3199	8435.5	1930	7524.0	5286	12018.4	8464								
1310114								11,012.0	2772								
TOTAL	13096.5	2486	3199	8485.5	1930	7524.0	5286	11,012.0	2772								#4 Red cap. taken
1910114	8.2	8.2	1	8.2	1	8.2	1	8.2	1								
TOTAL	13104.7	2568	3200	8443.7	1931	7532.2	5287	11020.2	2773								
2110114	8.7	8.7	2	8.7	2	8.7	2	8.7	2								
TOTAL	13113.4	11719.5	3202	8452.4	1932	16605.9	5289	11023.9	2775	3177	5122						
2610114	9.6	9.6	2	9.6	2	9.6	2	9.6	2								
TOTAL	13123.0	11729.1	3204	8462.0	1934	16615.5	5291	11038.5	2777								
2710114	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13133.5	11739.6	3205	8472.5	1935	16626.0	5292	11049.0	2778	3185							
0110214	5.3	5.3	2	5.3	2	5.3	2	5.3	2								
TOTAL	13138.8	11744.9	3207	8477.8	1937	16631.3	5294	11054.3	2780								
0910214	7.7	7.7	4	7.7	4	7.7	4	7.7	4								
TOTAL	13146.5	11752.6	3211	8485.5	1941	16639.0	5296	11062.0	2784	3191							
1510214	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13156.3	11762.4	3212	8495.3	1942	16648.8	5297	11071.8	2785	3195							
1710214	5.1	5.1	1	5.1	1	5.1	1	5.1	1								
CARRIED FORWARD	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11076.9	2786								

AFTO FORM 781J
MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE - ENGINE FLIGHT DOCUMENT

CERTIFICATE Returned

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

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11076.9	2786								
1910214		10.1	1	10.1	1	10.1	1	10.1	1								
TOTAL	13171.5	11777.6	3214	8510.5	1944	16664.0	5299	11087.0	2787								
2310214	8.0	8.0	1	8.0	1	8.0	1	8.0	1								
TOTAL	13179.5	11785.6	3215	8518.5	1945	16672.0	5300	11095.0	2788	3210							
0110314	8.2	8.2	1	8.2	1	8.2	1	8.2	1								
TOTAL	13187.7	11793.8	3216	8526.7	1946	16680.2	5301	11103.2	2789								
0310314	2.5	2.5	1	2.5	1	2.5	1	2.5	1								
TOTAL	13190.2	11796.3	3217	8529.2	1947	16682.7	5302	11105.7	2790	3214							
0710314	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13200.7	11806.8	3218	8539.7	1948	16693.2	5303	11116.2	2791								
0910314	9.9	9.9	1	9.9	1	9.9	1	9.9	1								
TOTAL	13210.6	11816.7	3219	8549.6	1949	16703.1	5304	11126.1	2792								
1210314	8.3	8.3	1	8.3	1	8.3	1	8.3	1								
TOTAL	13218.9	11825.0	3220	8557.9	1950	16711.4	5305	11134.4	2793	3224							
2110314				19000.0	9654												
TOTAL	13218.9	11825.0	3220	19000.0	9654	16711.4	5305	11134.4	2793	3224							
2210314	3.9	3.9	1	3.9	1	3.9	1	3.9	1								
TOTAL	13222.8	11828.9	3221	19003.9	9655	16715.3	5306	11138.3	2794	3230							
2510314	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13232.6	11938.7	3222	19013.7	9655	16725.1	5307	11141.1	2795								
2810314	11.3	11.3	1	11.3	1	11.3	1	11.3	1								
TOTAL	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							
11	NOT USED																
CARRIED FORWARD	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

H-3g

H-3h

1. DATE 12/04/14		2. CREW CHIEF C. E. FLEET TSGT		3. ORGANIZATION 552 ACW		4. LOCATION TINKER AFB OK		5. MDS E-3B		6. SERIAL NUMBER 77-0351					
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH						8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT									
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED		DATE	TIME					
		DATE	TIME				DATE	TIME							
PR	(AF) [Signature]	12/04/14	19:20	1					1/1	●					
PR	[Signature]	12/04/14	21:00	2					1/1	●					
PR	[Signature]	12/04/14	17:30	3					1/1	●					
PR	[Signature]	12/04/14	20:25	4					1/1	●					
		1/1		5					1/1	●					
		1/1		6					1/1	●					
		1/1		7					1/1	●					
		1/1		8					1/1	●					
		1/1		9					1/1	●					
		1/1		10					1/1	●					
9. STATUS DATA						10. FLIGHT CONDITION DATA									
SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOL.	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)		OVER TEMP ENCTR	AUX ENG OR APU OPERATION						
	X	11	2 R. Harris MSST 5853 (MS)	1	5	[Signature]									
		12		2											
	X	13		3											
		14		4											
		15		5											
		16		6											
		17		7											
		18		8											
		19		9											
		20		10											
11. MUNITIONS/GUNS STATUS		STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY						
		781A ENTRY	PI	PI	PI	PI	PI	PI	0						
12. AIRFRAME TIME			13. LANDINGS		14. CARTRIDGE STARTS		15. ENGINE CYCLE DOCUMENTATION								
PREVIOUS	13254.0	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
		1766	3941												
1	11.6	1	1												
2															
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL	13265.6	1767	3942												

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

12 May 94
Date

PREVIOUS EDITION IS OBSOLETE

16. SERVICING DATA																							
SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pints, Pints, Quarts, Gallons or Liters)																OXY PRESSURE OR QTY	NITROGEN	WATER	
	OCTANE OR GRADE	QTY SERVED	TOTAL IN TANKS	1		2		3		4		5		6		7		8					
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN				
1	JP4	Øp	130,000p		27.2		27.2		27.2		27.2									45			
2	JP4	Øp	130,000p																	75			
3	JP4	22,800p	130,000p																	69			
4	JP4	85,000p	130,000p	Ø	27.2	Ø	27.2	Ø	27.2	1	27.2									68			
5																							
6																							
7																							
8																							
9																							
10																							
11																							
12																							
13																							
14																							
15																							
16																							
17																							
18																							

17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)											
1	BY	S. Potter Tsgt 0290	7	BY		13	BY				
	AT	Inc. 11k AB Turkey 12/04/4		AT			DATE	/ /	AT		DATE
2	BY	C. Catlett Tsgt 0370	8	BY		14	BY				
	AT	Inc. 11k AB Turkey 13/04/4		AT			DATE	/ /	AT		DATE
3	BY	D. Jones Tsgt 095	9	BY		15	BY				
	AT	Inflight 14/04/4		AT			DATE	/ /	AT		DATE
4	BY	R. M. ... MSgt 15853	10	BY		16	BY				
	AT	Inc. 11k AB Turkey 14/04/4		AT			DATE	/ /	AT		DATE
5	BY		11	BY		17	BY				
	AT			AT			DATE	/ /	AT		DATE
6	BY		12	BY		18	BY				
	AT			AT			DATE	/ /	AT		DATE

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

1. DATE 14-04-94 CREW CHIEF G Humphrey E-5 3. ORGANIZATION SZFW 4. LOCATION AP009120 5. MODEL F-15C 6. SERIAL NUMBER 790025

7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH 8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT

TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
<u>EPO/PR</u>	<u>A. Hamilton E-4</u>	<u>02916</u>	<u>1310414</u>	<u>17:40</u>	1		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	2		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	3		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	4		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	5		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	6		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	7		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	8		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	9		<u>1</u>	<u>1</u>
			<u>1</u>	<u>1</u>	10		<u>1</u>	<u>1</u>

9. STATUS DATA 10. FLIGHT CONDITION DATA

STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENTRD	AUX ENG OR APU OPERATION
<input checked="" type="checkbox"/>	12	4	2		<u>U</u>		
<input checked="" type="checkbox"/>	13		3				
	14		4				
	15		5				
	16		6				
	17		7				
	18		8				
	19		9				
	20		10				

MUNITIONS/GUNS STATUS	STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
		781A ENTRY	PI	PI	PI	PI	PI	PI

AIRFRAME TIME	13. LANDINGS		14. CARTRIDGE STARTS		15. ENGINE CYCLE DOCUMENTATION										
	PREVIOUS	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
<u>3650.0</u>															
1	<u>3.7</u>	<u>1</u>	<u>1</u>												
2															
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL															

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 fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from F-15C Maint Files, AFTO-TSIL 79-0025, which is kept in my records system, 14-04-94,
20 May 94 Date
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

PREVIOUS EDITION IS OBSOLETE

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FRGW 13/04/14	TO 1/1	CREW CHIEF E-5 G. Humphrey	ORGN 52FW	LOCATION APO 09123	MOS FISC	SERIAL NO 790035		
SYM W	DATE DISCO 13/04/14	WDC J	JCN 103 8225	DCC NO.	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13/04/14
DISCREPANCY LEFT AND RIGHT INTAKE INSPECTION REQUIRED				CORRECTIVE ACTION INSP CW NO				
PRIOR TO FLIGHT				DEFECTS NOTED				
RED X				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-5	EMPLOYEE NO 00561	
SYM W	DATE DISCO 13/04/14	WDC J	JCN 103 8225	DCC NO.	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13/04/14
DISCREPANCY LOX BOTTLE REQUIRES SERVICING				CORRECTIVE ACTION SERVICED LOX BOTTLE INSTALLED				
				IAW T.O. 1F-15C-2-12JG-10-1 LOX CURCUIT				
				BREAKERS INSPECTED FOR INSTALLATION				
				LOX BOTTLE # 4693 INSTALLED				
				LOX CART # LX 50 USED				
				TOOL AND FOD CHECK COMPLIED WITH				
RED X				CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-5	EMPLOYEE NO. 00561	
SYM W	DATE DISCO 13/04/14	WDC J	JCN 103 8225	DCC NO.	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13/04/14
DISCREPANCY TIRE PRESSURE CHECK DUE				CORRECTIVE ACTION NOSE: 220				
				RIGHT MAIN: 320				
				LEFT MAIN: 320				
				TIME: 1843 GAUGE #: #04				
				TOOL AND FOD CHECK COMPLIED WITH				
RED DASH				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.	
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO 02916	

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

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

SERVICING

DATE FROM 1 / 1		TO 1 / 1		CREW CHIEF	ORGN	LOCATION	WDS	SERIAL NO	
SYM	DATE DISCD 13/04/14	WDC J	JCN 103 8225	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 14 104 14	
DISCREPANCY NOTE					CORRECTIVE ACTION				
MODE IV REQUIRED KEYING					CODE A: 0001 - 2400 DATE 14 Apr 94				
					CODE B: 0001 - 2400 DATE 15 Apr 94				
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
DISCOVERED BY <i>M. Hamilton</i>				GRADE E-4	EMPLOYEE NO 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO 03584
SYM	DATE DISCD 12/10/14	WDC J	JCN 103 8225	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 12/10/14	
DISCREPANCY NOTE					CORRECTIVE ACTION				
KY58 REQUIRES KEYING					KY58 KEYED				
					FROM: 12/10/14				
					TO: 18/10/14				
					CORRECTED/TRANSFERRED BY <i>M. Hamilton</i>		GRADE E-4	EMPLOYEE NO 02916	
DISCOVERED BY <i>M. Hamilton</i>				GRADE E-4	EMPLOYEE NO 02916	INSPECTED BY		GRADE E-4	EMPLOYEE NO
SYM	DATE DISCD 13/04/14	WDC J	JCN 103 8225	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 14/04/14	
DISCREPANCY NOTE					CORRECTIVE ACTION				
JOAP SAMPLES DUE AFTER FLIGHT					JOAP SAMPLES TAKEN AT 1315 HRS.				
					CURRENT AIR FRAME TIME IS 3650.0 HRS.				
RED DASH					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
DISCOVERED BY <i>M. Hamilton</i>				GRADE E-4	EMPLOYEE NO 02916	INSPECTED BY <i>M. Stone</i>		GRADE E-4	EMPLOYEE NO 00192

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
0210014			G. Humphrey <i>T.S</i>	36 FW	09132	F-15C	79-0025
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO.	ENG CHANGE DUE TIME	ENG CHANGE DUE TIME
TYPE	FREQ	COMPL	NEXT DUE	1	P68 1412		1 TCA5342
HPO-1	400hr	35439	3970.9	2	P68 1901		2 TCA1676
HPO-2	400hr		3770.6	3			
PE	1200hr		4570.6	4			
					JPS 0357		
					LAG 0126		
C. CALENDAR INSP STATUS		DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPCT LEVEL FACILITY			
				DATE COMPLETED		ACFT TIME	
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS							
TO NUMBER AND PUBLICATION DATE		DATE CW		TO NUMBER AND PUBLICATION DATE		DATE CW	
F. HIGHER AUTHORITY INSPECTIONS							
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE		
G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APPLY REPCON RAIN REPELLENT	25 Hours	3607.2	3607.2	3657.2	3678.0		
AILERON HINGE LUBE	25 Hours	3614.0	3639.0	3657.2	3675.0		
SDR TAPE CHANGE (IF SDR EQUIPPED)	25 Hours	3542.0	3608.5	3623.3	3666.4		
LT RUDDER SPLICE BOLTS (IF REQ) 50	Hours	3645.9	3782.2				
LT RUDDER SER #: 0010							
RT RUDDER SPLICE BOLTS (IF REQ) 50	Hours	3645.9	3667.2				
AIRCRAFT DOCUMENT REVIEW	14 Days	08/03/4	21/04/4				
EMERGENCY OXYGEN HOSE PULL TEST	30 Days	09/03/4	20-04-4				
CMD BIT CHECK	30 Days	N/A					
AWM-171/199 FUNCTIONAL CHECK	30 Days	25/03/4	05-05-4				
GUN ROTATION, LUBE, AND INSPECT.	30 Days	07/03/4	05-05-4				
RECOVERY PARACHUTE INSPECTION	30 Days	09/03/4	23-04-4				
LOX CONVERTER PURGE	60 Days	06/02/4	01-06-4				
LOX CONVERTER SER #: 4683							
AIRCRAFT WASH	90 Days	18/01/4					
MAU-12 BOMB RACK INSPECTION	90 Days	02/05/4					
LAU-106 LAUNCHER INSPECTION	90 Days	02/05/4					
LAU-128 LAUNCHER INSPECTION	90 Days	02/05/4					
LIFE SUPPORT EQUIPMENT INSPECT.	120 Days	24/07/4	14-07-4				
OXYGEN REGULATOR LEAK CHECK	120 Days	05/04/4	04/08/4				
AIRCRAFT LOX SYSTEM PURGE	180 Days	15-07-4					
GROUND RECEPTICAL CONTINUITY CHK.	180 Days	07-09-4	06-10-4				
CMD Bit Cleaning	90 Days	15/3/4	12/11/4				
NOI Wintip Insp	100 hrs.	36439	3737.9				
Lt. Aman Ser. # 1248							
Pt. Aman Ser. # 0777							
Radom Ser. # 0305							
AVTR CLEAN/INSPECT	90 Days	12/06/4					

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

2 May 94
 Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S AND DELAYED DISCREPANCIES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED				TRANSFERRED BY OR CONFIRMED BY SIGNATURE
					DATE	ACFT TIME	CODE	DATE ON OF TRACK	
	2210142	TCTO 1F-15-1221 W/D Jumper		1	10:09:0	3380.1	F		
	0498625	Pnl. 30 missing one N/P Lt. side Afr	DVD	11	01:03:4	3582.2	F		
	0438225	Acft. Wash overdue	DDID	11	12:02:4	3539.1	F		
	025A032	Acft. Ladder strut Bracket Cracked	X307PI4026 0009	11	02:02:4	3534.5	F		
	025A037	Lt. main L/G Afr. door Trunion bearing worn	X307PI4026 0010 BQ	11	02:02:4	3534.4	F		
	025A025	Upper UHF Antenna delam. Rt. side ordered (Temp. fix with sealant)	X307PI4026 0011 BQ	11	04:02:4	3534.4	F		
	0818225	14 day Doc. Review overdue		11	25:03:4	3617.1	F		
	0918225	Acft 171/1st WINS. Funct. Ck. due (Acft mon. download)		75	01:04:4	3631.7	F	05/21/4 Jd Hoffma	

H-4a

H-4b

H-4c

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

4000 ccv CORE INSTALLED

MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MOS	SERIAL NUMBER
0610913			G. Humphreys	36 FW 52FW	09102	F100PW100	P681412

A. AIRCRAFT INSPECTION STATUS						B. ENGINE DATA			TYPE		
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO						PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1	P681412	E1412	5	TCR2342	
						2			6		
						3			7		
						4			8		

C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE	DATE DUE		TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
					DATE COMPLETED			
					ACFT TIME			

E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS			
T/O NUMBER AND PUBLICATION DATE	DATE CW	T/O NUMBER AND PUBLICATION DATE	DATE CW
25-F100-865 #5 SCAVANAR V	1710314		
TC10 865			

F. HIGHER AUTHORITY INSPECTIONS			
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE

G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
PACER GROWTH AUGMENTOR	50 TFT	NA					
FAN 1 & 2 SPACER INSP (NDI)	50 TFT	2807.0	2822.0	2837.0	2852.0	2867.0	2882.0
		3022.6	3037.6				
100 HR 1F-15C-6 INSP	100 TFT	2851.0	2866.0	2881.0	2896.0	3050.5	
100 HR #1 AUG SPRAYING DEVICE INSP + CLEAN	100 TFT	2851.0	2866.0	2881.0	2896.0	3050.5	
200 HR 1F-15C-6 INSP	200 TFT	2956.0	3150.5				
LPT 4th STG VANE PART #4037254							
400 HR 1F-15C-6 INSP	400 TFT	3056.0	3350.5				
ISSUED TIMES:							
TOT: 4322.5	TFT: 2757.6						
OTC: 7	EOT: 4475.2						

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 AFTO 781K-06-10-93, Ser# P681412 which is kept in my records system.

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

7 May 94
Date

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

4000 ccv COE INSTA

MODIFIED GEARBOX

DATE	FROM	TO	CREW	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER		
			N. ANROE E-4	36 FW	09132	F100PW100	P681901		
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE		
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	
TYPE				COMPL		NEXT DUE		ENG CHANGE DUE TIME	
				1	P681901	E1901	5	TCB1676	
				2			6		
				3			7		
				4			8		
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION				
TYPE		DATE DUE		TYPE		DATE DUE		LAST DEPOT LEVEL FACILITY	
								DATE COMPLETED	
								ACFT TIME	
E. IMMEDIATE AND URGENT ACTION TCTO's COMPLETED WITHIN THE PAST 10 DAYS									
T.O. NUMBER AND PUBLICATION DATE				DATE CW		T.O. NUMBER AND PUBLICATION DATE			
25-F100-265 #5 SEALING ✓				1710314					
TCTO 865									
F. HIGHER AUTHORITY INSPECTIONS									
DATE		SIGNATURE AND TITLE			DATE		SIGNATURE AND TITLE		
G. CALENDAR AND HOURLY INSPECTION SCHEDULE									
INSPECTION ITEM		FREQUENCY		NEXT DUE		NEXT DUE		NEXT DUE	
PACER GROWTH AUGMENTOR		50 TFT		N/A					
FAN 1 & 2 SPACER INSP (NDI)		50 TFT		2101 2526 25 262 267				2722.0	
100 HR 1F-15C-6 INSP		100 TFT		25 263 2728.4					
200 HR 1F-15C-6 INSP		200 TFT		2644 2828.4					
LPT 4th STG VANE PART #403725H									
400 HR 1F-15C-6 INSP		400 TFT		2844.6					
ISSUED TIMES:									
TOT: 5789.5		TFT: 2444.6							
OTC: .5		EOT: 2192.8							

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

AFTO 781K / 1104-08-93 / Ser # P681901

which is kept in my records system.

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

2 May 94
Dale

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TAB H-4

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F-15C 79-0025

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H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

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H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FROM 2/22/11		TO 25/02/11		CREW CHIEF		ORGN		LOCATION		MCS P. 152		SERIAL NO 79-01225		
SYM C	DATE DISCO 1/1	WDC	ICN	DGC NO.		CF TO 781A P	DATED 1/1	TRANSFERRED TO 781K 1/1	DATE	DATE CORRECTED 1/1				
DISCREPANCY						CORRECTIVE ACTION								
<p>EXTRACT <i>Redwood</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 extract from <u>AFTO 781 - Ruled Form, 79-01225</u> which is kept in my records system.</p> <p><u>23 May 14</u> <i>Dgc</i> WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>														
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		
SYM				DATE DISCO	WDC	ICN	DGC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
DISCREPANCY						CORRECTIVE ACTION								
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		
SYM				DATE DISCO	WDC	ICN	DGC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
DISCREPANCY						CORRECTIVE ACTION								
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		
SYM				DATE DISCO	WDC	ICN	DGC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
DISCREPANCY						CORRECTIVE ACTION								
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		
SYM				DATE DISCO	WDC	ICN	DGC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
DISCREPANCY						CORRECTIVE ACTION								
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		
SYM				DATE DISCO	WDC	ICN	DGC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
DISCREPANCY						CORRECTIVE ACTION								
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY				GRADE	EMPLOYEE NO.		

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		WDS		SERIAL NO			
/ /		/ /													
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
	24/1/14	E	11/11			P 1	11	11	24/1/14						
DISCREPANCY						CORRECTIVE ACTION									
Info: [unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		CORRECTED/TRANSFERRED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		INSPECTED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
11	24/02/14	F	OSS 7025			P 1	11	11	24/02/14						
DISCREPANCY						CORRECTIVE ACTION									
SDR TAPE EXPENDED						R ² SDR TAPE.									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		CORRECTED/TRANSFERRED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		INSPECTED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
11	24/02/14	F	OSS 7025			P 1	11	11	24/02/14						
DISCREPANCY						CORRECTIVE ACTION									
SDR TAPE EXPENDED WITH ASP 38.						R ² TAPE See above write-up.									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		CORRECTED/TRANSFERRED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	
DISCOVERED BY: [unclear]						GRADE: [unclear]		EMPLOYEE NO.: [unclear]		INSPECTED BY: [unclear]		GRADE: [unclear]		EMPLOYEE NO.: [unclear]	

DATE FROM		TO		CREW CHIEF		OPGN		LOCATION		WSS		SERIAL NO.	
24/02/14		25/02/14								F-15C		79-0025	
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED					
X	25/02/14	F	055		P	11	11	24/02/14					
DISCREPANCY						CORRECTIVE ACTION							
1102 1520 10000						Close fuel							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
[Signature]						[Signature]		E5		02978			
GRADE				EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.			
E5				02978		[Signature]		E5		02978			
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED					
X	11/13	3	056	8006	P	11	11	25/02/14					
DISCREPANCY						CORRECTIVE ACTION							
250-100-10000						P ¹ AD-RE 2000							
						100 800 0000							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
[Signature]						[Signature]		E4		02526			
GRADE				EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.			
E4				02526		[Signature]		E4		02526			
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED					
X	1/1/14	7	056	9009	P	11	11	31/1/11					
DISCREPANCY						CORRECTIVE ACTION							
Fuel 10000						P ¹ F-RT 10000							
Stock 10000						Fuel							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
[Signature]						[Signature]		E4		7526			
GRADE				EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.			
E4				7526		[Signature]		E4		7526			

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TAB H-4

H-4c

F-15C 79-0025

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H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FROM 26/02/14		TO 28/02/14		CREW CHIEF		ORGN		LOCATION		MDS FUSE		SERIAL NO. 79-0025	
SYM 2566/14	DATE DISCO	WDC F	ICN 059 2002	DOC NO.		CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 1 1				
DISCREPANCY						CORRECTIVE ACTION							
Ours Inflight						Ops ✓ good.							
Ops ch need for													
previous write-up													
on 28 Feb 14													
						CORRECTED/TRANSFERRED BY				GRADE	EMPLOYEE NO		
DISCOVERED BY M. [Signature]				GRADE SSA	EMPLOYEE NO 03584		INSPECTED BY C. [Signature]				GRADE CAPT	EMPLOYEE NO	
SYM 2566/14	DATE DISCO	WDC F	ICN 059 8001	DOC NO.		CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 1 1				
DISCREPANCY						CORRECTIVE ACTION							
Ops Inflight						Ops ✓ good.							
ch die for													
write-up on 27 Feb 14													
Bik-3													
						<p style="text-align: center;">EXTRACT</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 extract from AFPTO 781-Relief Form 26-02-94-25-02-94 AFPT 79-0025</p> <p>which is kept in my records system. Date 2 May 99 W-74 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>							
DISCOVERED BY M. [Signature]				GRADE SSA	EMPLOYEE NO 03584		INSPECTED BY C. [Signature]				GRADE CAPT	EMPLOYEE NO	
SYM 28/02/14	DATE DISCO	WDC D	ICN 059 8004	DOC NO.		CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 01/03/14				
DISCREPANCY						CORRECTIVE ACTION							
MODE TV Interrogator inop.						REMOVE AND REPLACE							
Dumped just after take						KIR COMPUTER.							
off steady BIT light						AAI OPS CHECK							
throughout flight						GOOD ITAW IF-ISC-2-							
						34JG-52-1.							
						CORRECTED/TRANSFERRED BY M. [Signature]				GRADE SSA	EMPLOYEE NO 03584		
DISCOVERED BY C. [Signature]				GRADE CAPT	EMPLOYEE NO		INSPECTED BY 2 Moral				GRADE E5	EMPLOYEE NO 00172	

H-4a

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TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FROM 13/04/94		TO / /		CHIEF	ORGN	LOCATION	MDS E-13C	SERIAL NO. 790025		
SYM /	DATE DISCO 11/04/94	WDC F	ICN 101 8004	DOC NO.		CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /	
DISCREPANCY						CORRECTIVE ACTION				
CMD has incorrect program loaded										
CORRECTED/TRANSFERRED BY						GRADE	EMPLOYEE NO.			
DISCOVERED BY <i>M Hamilton</i>				GRADE E-4	EMPLOYEE NO. 02916		INSPECTED BY		GRADE E-5	EMPLOYEE NO. 07353
SYM /	DATE DISCO 13/04/94	WDC J	ICN 102 8225	DOC NO.		CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED 13/04/94	
DISCREPANCY						CORRECTIVE ACTION				
Weapons preflight Due						CIN				
CORRECTED/TRANSFERRED BY						GRADE	EMPLOYEE NO.			
DISCOVERED BY <i>M Hamilton</i>				GRADE E-4	EMPLOYEE NO. 02916		INSPECTED BY <i>[Signature]</i>		GRADE E-5	EMPLOYEE NO. 07353
SYM	DATE DISCO 13/04/94	WDC F	ICN 103 8225	DOC NO.		CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /	
DISCREPANCY						CORRECTIVE ACTION				
Info Note										
Radar bit light came on in flight Bit Read Transmitter Multipactor off. On ground Bit cleared itself. No problems with Radar in flight										
DISCOVERED BY <i>M Hamilton</i>						GRADE E-4	EMPLOYEE NO. 02916		INSPECTED BY	

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 ^{ACFT} current AFTO 781 *James Binder, 79-0025* which is kept in my records system.
W. L. Harris
 Date 15 May 94
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.		
/ /	/ /							
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	/ /				P 1	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
Ret JCN 103 8225 - Identical word in flt - 2 in flt bit ✓ done - also CM 1 bit 38								
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
INSPECTED BY					GRADE	EMPLOYEE NO.		
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
X	14/04/4	J	103 8225		P 1	/ /	/ /	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
Both intakes due insp. prior to next flt.					CW No defect noted			
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
DISCOVERED BY					GRADE	EMPLOYEE NO.		
K. Shams					E-4	00198		
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
X	14/04/4	R	104 8225		P 1	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
Aircraft impounded by Col. Barringer, 39 LG-1CC								
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
DISCOVERED BY					GRADE	EMPLOYEE NO.		
K. M. Hutton					Sgt	28/09		

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

#1

1412

#2 1901

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	RDS	SERIAL NUMBER
09 10 3 14	1	1	G. Humphrey	52 FW	AP0 09123	F-15C	79-0025

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP	
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG					
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES		
PREVIOUS	3603.1	2983	0	4608	6	755	3	457.7	47	2628	4	2448	2	4043	5	257.9	47				
1910314	2.7	2	7	38		38		3.8	Ø	2	7	40		40		4.0	Ø				
TOTAL	3605.8	2985	7	4612	4	759	1	461.5	47	2631	1	2452	2	4047	5	261.9	47				
2010314	6.3	6	3	57		57		5.7	Ø	6	3	74		74		7.4	Ø				
TOTAL	3612.1	2992	0	4618	1	764	8	467.2	46	2635	4	2459	6	4054	9	269.3	46				
2510314	5.2	5	2	78		78		7.8	Ø	5	2	57		57		5.7	Ø				
TOTAL	3617.6	2997	2	4625	9	772	6	475.0	46	2640	6	2465	3	4060	6	275.0	46				
2610314	2.9	2	9	37		37		3.7	Ø	2	9	37		37		3.7	Ø				
TOTAL	3620.5	3000	1	4629	6	776	3	478.7	46	2643	5	2469	0	4064	3	278.7	46				
281314	5.3	5	3	60		60		6.0		5	3	60		60		6.0					
TOTAL	3625.8	3005	4	4635	6	782	3	484.7	46	2648	8	2473	0	4070	3	284.7	46				
2910314	3.2	3	2	41		41		4.1	Ø	3	2	38		38		3.8	Ø				
TOTAL	3629.0	3008	6	4639	7	786	4	488.8	46	2652	0	2478	8	4074	1	288.5	46				
3010314	2.7	2	7	36		36		3.6	Ø	2	7	36		36		3.6	Ø				
TOTAL	3631.7	3011	3	4643	3	790	0	492.4	46	2654	7	2482	4	4077	7	292.1	46				
0510414	6.0			69		69		6.0	Ø	6	0	71		71		7.1	Ø				
TOTAL	3637.9	3017	3	4650	3	796	9	497.3	46	2660	9	2489	5	4084	8	299.2	46				
1010414	3.5	3	5	53		53		5.3	Ø	3	5	62		62		5.2	Ø				
TOTAL	3641.4	3021	0	4655	5	802	2	504.6	46	2663	4	2494	7	4090	0	304.4	46				
1110414	5.5	5	5	61		61		6.1	Ø	5	5	61		61		6.1	Ø				
TOTAL	3646.9	3026	5	4661	6	808	3	510.7	46	2668	9	2500	8	4096	1	310.5	46				
1310414	3.1	3	1	46		46		4.6	Ø	3	1	48		48		4.8	Ø				
CARRIED FORWARD	3650.0	3029	6	4666	2	812	9	515.3	46	2672	0	2505	6	4100	9	315.3	46				

AFTO FORM 781J MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

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

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE		OIL TEMP		OIL CHANGE		OIL TEMP		OIL CHANGE		OIL TEMP		OIL CHANGE		OIL TEMP		OIL CHANGE		OIL TEMP	
		T	F	T	F	T	F	T	F	T	F	T	F	T	F	T	F	T	F	T	F
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG					
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES		
PREVIOUS	3650.0	30	296	4666	2	812	9	515.3	46	267	20	505	6	4100	9	315.3	46				
/ /																					
TOTAL																					
/ /																					
TOTAL																					
/ /																					
TOTAL																					
/ /																					
TOTAL																					
/ /																					
TOTAL																					
/ /																					
TOTAL																					
/ /																					
TOTAL																					
CARRIED FORWARD																					

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

H-4j

SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
F		6/12/13	D	340	8001	P	11	11	07/12/13
DISCREPANCY						CORRECTIVE ACTION			
WHEEL WAS INTERFERED IN- FLIGHT AND WAS INSPECTED APPROX 15 MIN IN-CFLT ALED.						Could not duplicate wheel time, see 1019 BIK 2			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
[Signature]						[Signature]		E-4	02264
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
M		6/12/13	D	340	8002	P	11	11	06/12/13
DISCREPANCY						CORRECTIVE ACTION			
FUEL VENTED FROM FT WING- DUMP MAIST FOR APPROX 5-7 MIN. (212 cells lost) VENTING WAS UNCOMMANDED OCCURRING AT FL 290 -9 MACH DURING RTB. (TOTAL FUEL AT START WAS 214,800 lbs)						Removed and replaced the 1 cell refuel pilot valve			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
[Signature]						[Signature]		E-4	02264
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
X		06/12/13	F	340	8002	P	11	11	06/12/13
DISCREPANCY						CORRECTIVE ACTION			
ACFT REQ FULL LOAD OF FUEL						Acft Fully Fueled			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
[Signature]						[Signature]		E-4	02264
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
[Signature]									
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
[Signature]						[Signature]		E-5	00598
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
[Signature]									
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
[Signature]						[Signature]		E-5	00598

EXTRACT Received

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 my records system.

Full file from AFTO 781A 5-12-93 to 6-12-93

W. L. Harris
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey
 Date 23 May 94

DATE FROM	TO	DATE FROM	TO
1 / 1	1 / 1		
SYM	DATE DISCD	WDC	JCN
P	06/12/13	F	340
			8001
CF TO 781A	DATED	TRANSFERRED TO 781K	DATE
P	11	11	07/12/13

DISCREPANCY: Possible Bad IRE
 A.I.C.D.E. II Completely Impo

CORRECTIVE ACTION: Inspected I...
 A.I.C. II - checked
 good

DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
M. W. Suen	E-3	01372	[Signature]		

SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED
P	06/12/13	J	340		P	11	11	11	11
			8001						

DISCREPANCY: LOX 7 (CITCE REMOVED)
 FOR SERU

CORRECTIVE ACTION: [Arrow pointing up]

DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
M. W. Suen	E-3	01372	[Signature]	SSgt	06099

SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED
P	06/12/13	F	340		P	11	11	11	07/12/13
			8000						

DISCREPANCY: All imp parts
 removed

CORRECTIVE ACTION: Carts Installed sta
 2, 3, 4, 5, 6, 7, 48

DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO
[Signature]	E-3	01372	[Signature]	E-4	00312

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4e

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4h

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4i

H-4k AFTO Form 781a, 13 January 1994

H-4j

H-4k

DATE FROM 2/21/14		TO 2/21/14		CREW MEMBER	OFFICER	LOCATION	MC F-15	SERIAL NO.		
SYM	DATE DISC 1/1	WDC J	JCN E2	DOC NO	CF TO 781A	DATED 1/1	TRANSFERRED TO 781A DATE 1/1	DATE CORRECTED 2/21/14		
DISCREPANCY INFO-NOTE:					CORRECTIVE ACTION					
NY-58 is KEYED.										
CODED FOR: 12 THRU 12 01 14										
DISCOVERED BY [Signature]					GRADE E2	EMPLOYEE NO [Number]		CORRECTED/TRANSFERRED BY [Signature]	GRADE E2	EMPLOYEE NO [Number]
					INSPECTED BY [Signature]				GRADE E2	EMPLOYEE NO [Number]
SYM	DATE DISC 2/15/14	WDC J	JCN E2	DOC NO	CF TO 781A	DATED 1/1	TRANSFERRED TO 781A DATE 1/1	DATE CORRECTED 12/01/14		
DISCREPANCY WEAPONS PREFLIGHT WORKCARDS					CORRECTIVE ACTION					
NOT COMPLIED WITH.					CW					
(RED-)					CORRECTED/TRANSFERRED BY				GRADE	EMPLOYEE NO
DISCOVERED BY [Signature]					GRADE E2	EMPLOYEE NO [Number]		INSPECTED BY [Signature]	GRADE E2	EMPLOYEE NO 01732
SYM	DATE DISC 2/11/14	WDC J	JCN E2	DOC NO	CF TO 781A	DATED 1/1	TRANSFERRED TO 781A DATE 1/1	DATE CORRECTED 12/01/14		
DISCREPANCY					CORRECTIVE ACTION					
[Signature]					IMP PARTS INSTL					
DISCOVERED BY [Signature]					GRADE E2	EMPLOYEE NO [Number]		CORRECTED/TRANSFERRED BY [Signature]	GRADE E2	EMPLOYEE NO [Number]
					INSPECTED BY [Signature]				GRADE E2	EMPLOYEE NO [Number]

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 my records system.

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

AF 70 731, 13-01-5410-20-02-14

DATE FROM		TO		CF TO 781A		DATED		TRANSFERRED TO 781K DATE		DATE CORRECTED	
/ /		/ /								13 / 01 / 14	
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED		
X	12/1/14	F	012				1/1	1/1	13 / 01 / 14		
DISCREPANCY						CORRECTIVE ACTION					
No MLC's included						MLC's INSTL					
A						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO		
A						A		E-2	00223		
DISCOVERED BY						INSPECTED BY		GRADE	EMPLOYEE NO		
A						A		E5	01237		
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED		
X	12/1/14	F	012	8006			1/1	1/1	12 / 01 / 14		
DISCREPANCY						CORRECTIVE ACTION					
VSD FU and camera Bad						op CK good					
VSD Video Blank						see pgs 11 BIK 2					
A						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO		
A						D B		E-2	00223		
DISCOVERED BY						INSPECTED BY		GRADE	EMPLOYEE NO		
A						A		E-2	00223		
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED		
X	12/1/14	F	012				1/1	1/1	14 / 01 / 14		
DISCREPANCY						CORRECTIVE ACTION					
Bad IRE included. No more 4"						IRE op					
copy video also made at 4" station						CK good					
comes on screen during MLC											
Load											
A						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO		
A						D B		E-2	00223		
DISCOVERED BY						INSPECTED BY		GRADE	EMPLOYEE NO		
A						A		E5	00223		

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

H-5

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

1. DATE 14-04-94	2. CREW CHIEF WATKINS	3. ORGANIZATION 52 FW	4. LOCATION APC 00006	5. M.I. 100	6. SERIAL NUMBER 84-0025			
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT					
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
BVO		13/04/94	17:00	1	BT	SCOTT	14/04/94	14:00
		1/1		2			1/1	
		1/1		3			1/1	
		1/1		4			1/1	
		1/1		5			1/1	
		1/1		6			1/1	
		1/1		7			1/1	
		1/1		8			1/1	
		1/1		9			1/1	
		1/1		10			1/1	

9. STATUS DATA					10. FLIGHT CONDITION DATA				
STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE <small>Enter Box No</small>	FLT NO	COND APT FLT	PILOT'S SIGNATURE <small>(Enter APT Box No)</small>	OVER TEMP ENCTR	AUX ENG OR APU OPERATION		
X	11	RCG 870004	1	OK	[REDACTED]	66			
X	12	RCG 870004	2	OK	350	CF 20			
X	13		3						
X	14		4						
X	15		5						
	6		6						
	7		7						
	8		8						
	9		9						
	10		10						

11. MENTIONS GUNS STATUS	STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
	781A ENTRY	PI	PI	PI	PI	PI	PI	

12. AIRFRAME TIME	13. LANDINGS								14. CARTRIDGE STARTS				15. ENGINE CYCLE DOCUMENTATION							
	PREVIOUS	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG					
1		35	1		1															
2		64	1		1															
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
TOTAL																				

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
 Current AFTO Form 781 Binder - 84-0025
 which is kept in my records system.
 18 May 94
 Date
 WILLIAM L. HARRIS, Capt. USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

PREVIOUS ENTRY IS OBSOLETE

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

DATE FROM 13/04/94	TO 1/1	CREW UNIT FRUGMT	SGT	ORGN 52FW	LOCATION APO09123	MDS F-15C	SERIAL NO 84-0025	
SYM K	DATE DISCD 13/04/94	WDC J	ICN 86	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 13/04/94

DISCREPANCY LOX CONVERTER REMOVED FOR SERVICING	CORRECTIVE ACTION LOX CONVERTER SERIAL#: <u>515</u> SERVICED AND INSTALLED IAW T.O. 1F-15C-2-12JG-10-2 SERVICED FROM CART #: <u>LX50</u>
--	---

DISCOVERED BY <i>[Signature]</i>	GRADE E3	EMPLOYEE NO 05015	CORRECTED/TRANSFERRED BY <i>[Signature]</i>	GRADE E3	EMPLOYEE NO 05015
INSPECTED BY <i>[Signature]</i>	GRADE E5	EMPLOYEE NO 00581			

SYM W	DATE DISCD 13/04/94	WDC J	ICN 103 5225 88	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 13/04/94
----------	------------------------	----------	--------------------------	--------	-------------------	-------------	--------------------------------	----------------------------

DISCREPANCY TIRE PRESSURE CHECK WORKCARDS # 192 & 193 NOT COMPLIED WITH.	CORRECTIVE ACTION PRESSURE CHECKS COMPLIED WITH IAW T.O. 1F-15A-6WC-1 NOSE TIRE: <u>280</u> PSI LEFT MAIN TIRE: <u>320</u> PSI RIGHT MAIN TIRE: <u>320</u> PSI GAUGE #: <u>620</u>
--	--

DISCOVERED BY <i>[Signature]</i>	GRADE E5	EMPLOYEE NO 00581	INSPECTED BY <i>[Signature]</i>	GRADE E5	EMPLOYEE NO 00581
-------------------------------------	-------------	----------------------	------------------------------------	-------------	----------------------

SYM J	DATE DISCD 13/04/94	WDC J	ICN 103 885	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 13/04/94
----------	------------------------	----------	-------------------	--------	-------------------	-------------	--------------------------------	----------------------------

DISCREPANCY ELECTRICAL POWER ON WORKCARDS # 178 THRU 185 NOT COMPLIED WITH	CORRECTIVE ACTION WORKCARDS COMPLIED WITH IAW T.O. 1F-15A-6WC-1 LOX QUANTITY: <u>5.0</u> LITERS
--	---

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

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

FUEL QUANTITY: <u>23,700</u> POUNDS
INTERNAL LIGHTS: <u>GOOD/BAD</u>
EXTERNAL LIGHTS: <u>GOOD/BAD</u>
FUEL BOOST PUMPS CROSSFEED VALVE: <u>GOOD/BAD</u>

DISCOVERED BY <i>[Signature]</i>	GRADE	EMPLOYEE NO	INSPECTED BY <i>[Signature]</i>	GRADE	EMPLOYEE NO
-------------------------------------	-------	-------------	------------------------------------	-------	-------------

DATE FROM 1 / 1		TO 1 / 1		CREW CHIEF	ORGN	LOCATION	MU.	SERIAL NO	
SYM D	DATE DISCD 13/04/01	WDC J	JCN 1038625	DOC NO.	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 15/04/01	
DISCREPANCY JOAP RESULTS DUE FROM PREVIOUS FLYING DAY					CORRECTIVE ACTION JOAP ANALYSIS RESULTS CONFIRMED:				
					#1 ENGINE: <u>GOOD</u> /BAD				
					#2 ENGINE: <u>GOOD</u> /BAD				
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
(RED-) DISCOVERED BY M [Signature]					GRADE E-4	EMPLOYEE NO. 02986	INSPECTED BY M [Signature]	GRADE E-4	EMPLOYEE NO 02986
SYM W	DATE DISCD 13/04/01	WDC J	JCN 1038625	DOC NO.	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 14/04/01	
DISCREPANCY JOAP SAMPLES REQUIRED FROM BOTH ENGINES					CORRECTIVE ACTION				
AFTER THE FIRST FLIGHT OF THE DAY					JOAPS CW @ 1400				
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
(RED-) DISCOVERED BY M [Signature]					GRADE E-4	EMPLOYEE NO. 02986	INSPECTED BY M [Signature]	GRADE SRS	EMPLOYEE NO 02987
SYM	DATE DISCD 15/04/01	WDC J	JCN 1038625	DOC NO.	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 1 / 1	
DISCREPANCY INFO-NOTE:					CORRECTIVE ACTION				
MODE IV IFF/AAI KEYED									
A CODE: 16 Apr 01									
B CODE: 15 Apr 01									
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
DISCOVERED BY M [Signature]					GRADE E-4	EMPLOYEE NO 02986	INSPECTED BY	GRADE	EMPLOYEE NO

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
22, 03, 4			M. FAUGHN SGT	36 FW	09132	F-15C	84-0025
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1	P68-0698
HPO-1	400HR		2999.2	3399.2		2	P68-1754
HPO-2	400HR		3199.2			3	
PE	1200HR		3599.2			4	
							JFS 0312
							CGB 0650
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION		
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
				DATE COMPLETED	ACFT TIME		
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS							
T.O NUMBER AND PUBLICATION DATE			DATE CW	T.O NUMBER AND PUBLICATION DATE			DATE CW
			/ /				/ /
			/ /				/ /
			/ /				/ /
F. HIGHER AUTHORITY INSPECTIONS							
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE		
/ /				/ /			
/ /				/ /			
/ /				/ /			
G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APPLY REPCON RAIN REPLELLENT	25 HOURS	2984.0	3000.0	3024.0			
AILERON HINGE LUBE	25 HOURS	2984.0	3000.0	3024.0			
SDR TAPE CHANGE (IF REQ)	25 HOURS	2974.2	2999.2	3024.0			
LT RUDDER SPLICE BOLTS	50 HOURS	3009.2					
RT RUDDER SPLICE BOLTS	50 HOURS	3009.2					
AIRCRAFT DOCUMENT REVIEW	14 DAYS	05-02-4	13-04-4				
EMERGENCY OXYGEN HOSE PULL TEST	30 DAYS	02-04-4	01-05-4				
CMD BIT CHECK	30 DAYS	N/A					
CMD BIT CLEANING	90 DAYS	15-06-4					
AWM - 171/199 FUNCTIONAL CHECK	30 DAYS	15-06-4	03/05/4				
GUN ROTATION, LUBE, AND INSPECT	30 DAYS	15-06-4	13/05/4				
RECOVERY CHUTE INSPECTION	30 DAYS	02-04-4	01-05-4				
LOX CONVERTER PURGE (S/N: 5154)	60 DAYS	03-05-4					
AIRCRAFT WASH	90 DAYS	10-01-4					
MAU - 12 BOMB RACK INSPECTION	90 DAYS	15-06-4					
LAU - 106 LAUNCHER INSPECTION	90 DAYS	15-06-4					
LAU - 128 LAUNCHER INSPECTION	90 DAYS	15-06-4					
LIFE SUPPORT EQUIPMENT INSPECTION	120 DAYS	14-04-4	04-08-4				
OXYGEN REGULATOR LEAK CHECK	120 DAYS	18-05-4					
AIRCRAFT LOX SYSTEM PURGE	180 DAYS	26-04-4					
GROUND RECEPTICAL CONTINUITY CHK.	180 DAYS	06-05-4					
NDI WINGTIP INSPECTION	100 HOURS	3059.3					
LT. AMAD SERIAL #: 1486							
RT. AMAD SERIAL #: 6253-C							
RADOME SERIAL #: 0290							
LT. RUDDER SERIAL #: A22-0716							
RT. RUDDER SERIAL #: WRE-716							
LT STAB ACT. SER. No #: 0737							
RT STAB ACT. SER. No #: 0310							

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

7 May 94
 Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S AND DELAYED DISCREPANCIES

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED			DATE CW OR TRANS	TRANSFERRED BY OR CORRECTED & VERIFIED BY SIGNATURE
					DATE	ACFT TIME	CODE		
	0358004	ACFT WASH DUE	AWT	11	1710214	2950.0	F		
	0758266	PWL 183R INSTALLED WITH WASHER TEMPORARY FIX PART ON ORDER	2307FL4676 P300	75	1710214	2959.2	F		
		INFO/NOTE: BUTTON + PSW MISSING ON UTILITY THERMAL CONTROL VALVE. F.D. CK C/W ON 16/03/14 PURCHASING WPO 1. PART DOES NOT AFFECT OPERATION OF VALVE. (CARRY FWD)	N/A	45	1610314	2959.2	K		
	0758266	PWL 177R HAS BAD NUT PLATE	DDO	11	290314	29674	F		
	0758266	PWL 75 missing 1 Antenna Seal WIP	DDO	11	0610114	2979.3	F		
	0758266	LI Kettle Ant Progress - final contact	DDO	11	0610114	2979.3	F		11/10/14
	0758266	R+ RWIP Antenna Progress - final contact	DDO	11	0610114	2979.3	F		
	101202	IP Button removed NO FO	DDO	11	1110114	2993.2	F		
	101202	Close on brake action line loose (Utility bay)	DDO	11	1710114	2993.2	F		

TAB H-5

F-15C 84-0025

H-5a

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

4000 CCV CORE INS'LED

MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
08/12/94			M. FAUGHIT SGT	36 FW	09132	F100PW100	P680698
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE
NEXT PERIOD: MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	ENG SER NO
TYPE	EFF	COMPL	NEXT DUE	COMPL	NEXT DUE	PSN	ENG CHANGE DUE TIME
						1	P680698 E 0698
						2	
						3	
						4	
						5	TC 81724
						6	
						7	
						8	
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION		
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
				DATE COMPLETED	ACFT TIME		
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS							
TCT NUMBER AND PUBLICATION DATE			DATE CW		TCT NUMBER AND PUBLICATION DATE		DATE CW
F. HIGHER AUTHORITY INSPECTIONS							
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE		
G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM		FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
PACER GROWTH AUGMENTOR		50 TFT	N/K				
FAN 1 & 2 SPACER INSP (NDI)		50 TFT	3246.1	3327.1			
100 HR 1F-15C-6 INSP		100 TFT	3296.1				
200 HR 1F-15C-6 INSP		200 TFT	3396.1				
LPT 4th STG VANE PART # 4012254							
400 HR 1F-15C-6 INSP		400 TFT	3596.1				
ISSUED TIMES:							
TOT: 4795.1		TFT: 3196.1					
OTC: 7		EOT: 11798					

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
 7 May 94
 Date

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5a

H-5b

H-5c

H-5d

H-5e

4000 ccv CORE INSTALLED

NON-MODIFIED GEARBOX

2517.5

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
29 05 14			W. FAUST, SGT	36 FW	09132	F100PW100	P68 1754
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	F100PW100
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	PSN	ENG SER NO
						5	TCB1023
						6	
						7	
						8	
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION		
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
				DATE COMPLETED	ACFT TIME		
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS							
TO NUMBER AND PUBLICATION DATE			DATE CW	TO NUMBER AND PUBLICATION DATE			DATE CW
			/ /				/ /
			/ /				/ /
			/ /				/ /
F. HIGHER AUTHORITY INSPECTIONS							
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE		
/ /				/ /			
/ /				/ /			
/ /				/ /			
G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
-PACER GROWTH AUGMENTOR	50 TFT	N/A					
FAN 1 & 2 SPACER INSP (NDI)	50 TFT	2189.2	2224.0	2258.8	2311.6	2364.4	2417.2
LDMT	"	2423.0	2476.0	2519.8	2555.6	2585.6	
100 HR 1F-15C-6 INSP	100 TFT	2234.2	22330.8	2420.8	2525.0	2619.6	
100 HR #1 FUS SKINNING ORFNG	100 TFT	2234.2	2420.8	2525.0	2619.6		
ILSP & CLEAN							
200 HR 1F-15C-6 INSP	200 TFT	2234.2	2424.2	2615.0	2719.6		
LPT 4th STG VANE PART #4037254							
400 HR 1F-15C-6 INSP	400 TFT	2524.2	2919.6				

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

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5a

H-5b

H-5c

H-5d

H-5e

H-5f

DATE FROM 01-14		TO 1/1		CRFY/CHIEF		ORGN		LOCATION		MDS FILE		SERIAL NO. 84-0025	
SYM ✓	DATE DISCO 1/1		WDC	ICN		DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11		DATE CORRECTED 07/04/94	
DISCREPANCY								CORRECTIVE ACTION					
								All missiles RECONNECTED					
								CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E3	EMPLOYEE NO. 00773		
DISCOVERED BY				GRADE		EMPLOYEE NO.		INSPECTED BY <i>[Signature]</i>		GRADE	EMPLOYEE NO. 0353		
SYM ✓	DATE DISCO 1/1		WDC	ICN		DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11		DATE CORRECTED 07/04/94	
DISCREPANCY								CORRECTIVE ACTION					
								All missiles RECONNECTED					
								CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E3	EMPLOYEE NO. 00973		
DISCOVERED BY				GRADE		EMPLOYEE NO.		INSPECTED BY <i>[Signature]</i>		GRADE E3	EMPLOYEE NO. 03755		
SYM F	DATE DISCO 1/1		WDC	ICN		DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11		DATE CORRECTED 08/04/94	
DISCREPANCY								CORRECTIVE ACTION					
								CW					
								CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.		
DISCOVERED BY				GRADE		EMPLOYEE NO.		INSPECTED BY <i>[Signature]</i>		GRADE SSGT	EMPLOYEE NO. 02982		

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

Pulled from 4-7-94 to 4-8-94 84-0025
which is kept in my records system.

15 May 94
Date

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

DATE FROM		TO		CHIEF	ORGN	LOCATION	MDS	SERIAL NO.	
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/4/4	D	098 8007		P 1	11	11	08/04/4	
DISCREPANCY					CORRECTIVE ACTION				
AAI GAVE DIAMOND AT THE					CMD RAN SYSTEM				
BOTTOM OF THE JSD WHEN					OPS CK GOOD IAW				
MODE I CC WAS INTERROGATED.					TO IF-15C-2-3456-53-1				
THERE WAS ALSO MODE I									
SCATTER.									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
E. Nemes					E4	02526	H. Syde	E5	02978
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/04/4	F	098 8007		P 1	11	11	08/04/4	
DISCREPANCY					CORRECTIVE ACTION				
LEFT AND RIGHT					Rear				
FUEL FLOW CB'S PULLED									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
E. Nemes					E4	02526	M. Calhoun	E5	02986
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/04/4	F	098 8007		P 1	11	11	08/04/4	
DISCREPANCY					CORRECTIVE ACTION				
3 CMD CB'S					Rear				
PULLED TO F.O.M.									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
E. Nemes					E4	02526	M. Calhoun	E5	02986

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5a

H-5b

H-5c

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H-5e

H-5f

H-5g

DATE FROM 12/04/14		TO 12/15/14		CREW		ORGN		LOCATION		MOS F-150		SERIAL NO. 84-0025					
SYM	DATE DISCD 12/15/14		WDC =	ICN 103 7022		DOC NO.		CF TO 781A P 53		DATED 12/15/14		TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 1/1			
DISCREPANCY								CORRECTIVE ACTION									
All ready in 106's T90/AT-6																	
DISCOVERED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
INSPECTED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		INSPECTED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
SYM	DATE DISCD 12/15/14		WDC =	ICN 103		DOC NO.		CF TO 781A P 6		DATED 12/15/14		TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 1/1			
DISCREPANCY								CORRECTIVE ACTION									
I-106-6																	
DISCOVERED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
INSPECTED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
SYM	DATE DISCD 12/15/14		WDC =	ICN 103		DOC NO.		CF TO 781A P 1		DATED 12/15/14		TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 1/1			
DISCREPANCY								CORRECTIVE ACTION									
I-106-6																	
DISCOVERED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
INSPECTED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
SYM	DATE DISCD 12/15/14		WDC D	ICN 8001		DOC NO.		CF TO 781A P 1		DATED 1/1		TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 13/04/14			
DISCREPANCY IIBS on night. Would go in m. 7000 1000 when interrogating Mode II & Mode I. Would not spike myself when locking others with radar								CORRECTIVE ACTION R2 BLANKET BIT CK GOOD IAW TO IF-150-2-99JG-14-1									
DISCOVERED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	
INSPECTED BY <i>[Signature]</i>								GRADE E4		EMPLOYEE NO. 02526		CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E4		EMPLOYEE NO. 02526	

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:

Called from 4-12-94 to 4-13-94, ACF 84-0025
which is kept in my records system.

15 May 91
Date

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

DATE FROM		TO		CREW CHIEF	ORGN	LOCATION	MDS	SERIAL
/ /		/ /						
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
N	13/04/4	F	103 8225		P 1	11	11	13/04/4
DISCREPANCY					CORRECTIVE ACTION			
SDR TAPE EXPENDED					R ² TAPE BIT OK GOOD IAW TO. IF-15C-2-31JG-30-1			
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
DISCOVERED BY					GRADE	EMPLOYEE NO.		
J Habeger					E5	02917		
INSPECTED BY					GRADE	EMPLOYEE NO.		
N					E4	02526		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
J	13/04/4	F	103 4005		P 1	11	11	13/04/4
DISCREPANCY					CORRECTIVE ACTION			
25HR DUE					C/W			
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
DISCOVERED BY					GRADE	EMPLOYEE NO.		
M					E-4	02920		
INSPECTED BY					GRADE	EMPLOYEE NO.		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
J	13/04/4	F	103 4005		P 1	11	11	13/04/4
DISCREPANCY					CORRECTIVE ACTION			
missing fastener at side STAS					re-stalled			
CORRECTED/TRANSFERRED BY					GRADE	EMPLOYEE NO.		
DISCOVERED BY					GRADE	EMPLOYEE NO.		
M					E-4	02920		
INSPECTED BY					GRADE	EMPLOYEE NO.		

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5a

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H-5f

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H-5h

DATE FROM 2 P 3/14		TO 24/03/14		CREW CHIEF	ORGN	LOCATION	MDS F-15C	SERIAL NO. 84-0025		
SYM	DATE DISCO 2/13/14	WDC J	ICN 081 865	DOC NO.	CF TO 781A P 1	DATED 24/3/14	TRANSFERRED TO 781K DATE 1/1	DATE CORRECTED - 15/17		
DISCREPANCY INFO-NOTE: KY-58 is KEYED CODED FOR: 22 THRU 25 03 4					CORRECTIVE ACTION					
DISCOVERED BY J H Fawcett					GRADE SGT	EMPLOYEE NO 02835	CORRECTED/TRANSFERRED BY [Signature]		GRADE E-2	EMPLOYEE NO 0955
INSPECTED BY					GRADE	EMPLOYEE NO				
SYM	DATE DISCO 2 P 3/14	WDC J	ICN 081 7150	DOC NO.	CF TO 781A P 1	DATED 1/1	TRANSFERRED TO 781K DATE 1/1	DATE CORRECTED 22/03/14		
DISCREPANCY WEAPONS PREFLIGHT WORKCARDS NOT COMPLIED WITH.					CORRECTIVE ACTION C.M.					
<p style="text-align: center;">EXTRACT</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 extract from</p> <p>AFTO PULLED FORMS AIC 0025 22-24 MAR 94</p> <p>which is kept in my records system.</p> <p><u>7 May 14</u> Date W-746 WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>										
(RED-) CF					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO		
DISCOVERED BY J H Fawcett					GRADE SGT	EMPLOYEE NO 02835	INSPECTED BY [Signature]		GRADE E-2	EMPLOYEE NO 0955
SYM	DATE DISCO 7/13/14	WDC K	ICN 073 6302	DOC NO.	CF TO 781A P 3	DATED 24/3/14	TRANSFERRED TO 781K DATE 1/1	DATE CORRECTED 1/1		
DISCREPANCY PUL 132R MISSING ONE FASTENER (BAD NOT PLATE)					CORRECTIVE ACTION					
"CF"					CORRECTED/TRANSFERRED BY [Signature]		GRADE E-2	EMPLOYEE NO 0955		
DISCOVERED BY J H Fawcett					GRADE SGT	EMPLOYEE NO 02835	INSPECTED BY		GRADE	EMPLOYEE NO

DATE FROM		TO		CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO
1 / 1		1 / 1						
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
2P31	F	081	0105		P 4	1/24/03/4	1 / 1	2310314
DISCREPANCY					CORRECTIVE ACTION			
DOCUMENT REVIEW + RST					RST; CW			
DOCK DUE					DOCK CHIEF: CW			
"CF"					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY					INSPECTED BY		GRADE	EMPLOYEE NO
SVI [Signature]					[Signature]		SA	02885
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
2P314	F	081	7150		P 1	1 / 1	1 / 1	2310314
DISCREPANCY					CORRECTIVE ACTION			
INFO NOTE:					ALL IMPULSE CIRCUITS			
4 x 446 CAPS					REMOVED			
INSTALLED								
"CF"					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY					INSPECTED BY		GRADE	EMPLOYEE NO
SVI [Signature]					[Signature]		SA	02885
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
231314	D	082	0113		P 1	1 / 1	1 / 1	2310314
DISCREPANCY					CORRECTIVE ACTION			
AAI Replies To					R ² AAI P/T TAW TO			
Interrogation but					1P150-2-34J6-53-2. ops			
unable to interrogate					did good			
any mod us.								
CODE III FLYABLE								
"CF"					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY					INSPECTED BY		GRADE	EMPLOYEE NO
[Signature]					[Signature]		SA	02883

DATE FROM 23/03/14		TO 24/03/14		CREW CHIEF	ORGN	LOCATION	MDS F-15C	SERIAL NO. 84-0025		
SYM X	DATE DISCD 23/3/14	WDC D	ICN 8001	DOC NO.	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 23/03/14		
DISCREPANCY IBF Light illuminated in E11.					CORRECTIVE ACTION R ² IBF 720 70 15-157-2- 0976-15-1. One check only					
DISCOVERED BY <i>[Signature]</i>					GRADE S14	EMPLOYEE NO. 02894	CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE S14	EMPLOYEE NO. 02894
SYM X	DATE DISCD 23/3/14	WDC D	ICN 082	DOC NO. 8402	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 23/03/14		
DISCREPANCY Oxygen 30% - missing in E11.					CORRECTIVE ACTION Reconnected base lead					
DISCOVERED BY <i>[Signature]</i>					GRADE S14	EMPLOYEE NO. 02894	CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE S14	EMPLOYEE NO. 02894
SYM X	DATE DISCD 23/03/14	WDC F	ICN 082	DOC NO. 4062	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 23/03/14		
DISCREPANCY CAP-9 unbalanced DISCONNECTED					CORRECTIVE ACTION CAP-9 unbalanced					
DISCOVERED BY <i>[Signature]</i>					GRADE S14	EMPLOYEE NO. 01007	CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE S14	EMPLOYEE NO. 01007

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5e

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5f

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5g

H-5j AFTO Form 781j, 9 August 1994

H-5h

H-5i

DATE FROM 03/23/94	TO 21/03/94	CREW L	ORGN	LOCATION F-15C	DS 80-0025	SERIAL NO.
-----------------------	----------------	--------	------	-------------------	---------------	------------

SYM	DATE DISCO 09/03/94	WDC F	ICN 0678225	DOC NO.	CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 03/10/94
-----	------------------------	----------	----------------	---------	-----------------	-------------	--------------------------------	----------------------------

DISCREPANCY TIRE PRESS. CKS due	CORRECTIVE ACTION CKS
	LM 260
	LM 250
	MSB 230

DISCOVERED BY C. L. ...				GRADE E-6	EMPLOYEE NO. 02987	INSPECTED BY ...		GRADE Sgt	EMPLOYEE NO. 01922
----------------------------	--	--	--	--------------	-----------------------	---------------------	--	--------------	-----------------------

SYM	DATE DISCO 08/03/94	WDC E	ICN 0678225	DOC NO.	CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 02/03/94
-----	------------------------	----------	----------------	---------	-----------------	-------------	--------------------------------	----------------------------

DISCREPANCY WPT. propeller due	CORRECTIVE ACTION ...
-----------------------------------	--------------------------

DISCOVERED BY ...				GRADE Sgt	EMPLOYEE NO. 02213	INSPECTED BY ...		GRADE Sgt	EMPLOYEE NO. 02213
----------------------	--	--	--	--------------	-----------------------	---------------------	--	--------------	-----------------------

SYM	DATE DISCO 09/03/94	WDC F	ICN 0678230	DOC NO.	CF TO 781A P	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 17/03/94
-----	------------------------	----------	----------------	---------	-----------------	-------------	--------------------------------	----------------------------

DISCREPANCY LRU 3 needs service	CORRECTIVE ACTION C/W
------------------------------------	--------------------------

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

Palmed Perma 3-2-94 to 3-21-94, ACFT 84-0025
which is kept in my records system.

15 May 94
Date

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

DISCOVERED BY ...				GRADE E-2	EMPLOYEE NO. 09959	INSPECTED BY ...		GRADE Sgt	EMPLOYEE NO. 00388
----------------------	--	--	--	--------------	-----------------------	---------------------	--	--------------	-----------------------

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.			
1 / 1	1 / 1								
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
2	08/03/4	F	0678230		P	11	11	17/03/4	
DISCREPANCY					CORRECTIVE ACTION				
RWE BIT check					C/W ✓ GOOD				
Due									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
M. Todd					F-2	02959	LC	SSGT	00388
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
3	08/04/4	F	067	Y307FL	P	11	11	17/03/4	
DISCREPANCY					CORRECTIVE ACTION				
Request EWS BIT check in flight					EWS BIT ✓ GOOD				
S... 36 is disturbed instead of bit 34, to verify for CRU-3									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
LC					SSGT	00388	LC	SSGT	00388
SYM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
4	09/03/4		008	0127	P	11	11	17/03/4	
DISCREPANCY					CORRECTIVE ACTION				
AAE ops					AAE OPS ✓ GOOD				
MTH ALKA + ...									
... all ...									
DISCOVERED BY					GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
LC					SSGT	00388	LC	SSGT	00388

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TAB H-5

H-5b

F-15C 84-0025

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H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

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H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

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H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

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H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

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H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

H-5h

H-5i

H-5j

#2 Pls 06 98

#2 Pls 1754

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER										
	0910314	1 1	M. FAUGIT SGT	52 FW	AP0 AE 09126	F-15C	84-0025										
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	2957.5	3212	2	1205	6	4820	9	46.5	45	2492	4	188	7	938	6	470.5	46
110314	1.7	17		21		21		2.1		17		21		21		2.1	
TOTAL	2959.2	3213	9	1207	7	4823	9	48.6	45	2494	1	190	8	940	7	472.6	46
2210314	Rec'd C. W. INC. TIME									NO. 5 SGT							
TOTAL	2958.0	3196	1	1207	7	4823	9	48.6	48	2494	1	3190	8	3942	7	472.6	46
2210314	1.8	18		24		24		2.4	3	18		25		25		2.5	1
TOTAL	2959.8	3197	9	1210	1	4825	4	51.0	48	2495	9	3193	3	3945	2	475.1	47
2310314	3.4	34		46		46		4.6	0	34		46		46		4.6	0
TOTAL	2963.2	3201	3	1214	7	4830	0	55.6	48	2499	3	3197	9	3949	8	479.7	47
2410314	1.0	10		12		12		1.2	0	10		12		12		1.2	0
TOTAL	2964.2	3202	3	1215	9	4831	2	56.8	44	2500	3	3199	1	3951	0	480.9	46
2810314	3.2	32		46		46		4.6	0	32		48		48		4.8	0
TOTAL	2967.4	3205	5	1220	5	4835	8	61.4	44	2503	5	3203	9	3955	8	485.7	46
3010314	2.1	21		32		32		3.2	3	21		36		36		3.6	1
TOTAL	2969.5	3207	6	1223	7	4839	0	64.6	47	2505	6	3207	5	3959	4	489.3	46
3010314	1.1	11		16		16		1.6	0	11		16		16		1.6	0
TOTAL	2970.6	3208	7	1225	3	4840	6	66.2	47	2506	7	3208	2	3962	0	490.9	46
3110314	1.3	13		42		42		4.2	0	13		42		42		4.2	0
TOTAL	2971.9	3210	0	1229	5	4844	8	70.4	48	2508	0	3213	3	3965	2	495.1	46
2510414	3.0	30		39		39		3.9	0	30		39		39		3.9	0
TOTAL	2975.5	3213	6	1233	4	4848	7	74.3	48	2511	6	217	2	3969	1	499.0	46
2610414	4.3	43		50		50		5.0		43		52		52		5.2	
CARRIED FORWARD	2979.8	3217	9	1236	4	4853	7	79.3	46	2514	9	222	4	3974	3	504.0	46

AFTO FORM 781J MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

CERTIFICATE

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

8 May 94
Date

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

0687

1754

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	TFT	OVER TEMP	OIL CHANGE	OVER TEMP	TOT	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	2079.8	3017	9	1238	4	4343	7	793	48	2510	7	1000	4	3919	3	4010	4
0810/14	3.7	27		60		60				37		61		61		61	
TOTAL	2963.5	3044	9	1298	4	4403	7	793	48	2547	7	1061	4	3980	3	4071	4
1010/14	2.4	3	4							39		31		39			
TOTAL	2965.9	3047	13	1298	4	4403	7	793	48	2586	7	1092	4	4019	3	4071	4
10/1/14	6.3	6	3	73		78		78		63		79		79		79	
TOTAL	2999.0	3053	16	1371	4	4481	7	871	48	2649	7	1171	4	4098	3	4150	4
12/0/14	.8		8	10		10		10		8		13		13		13	
TOTAL	2994.0	3053	24	1381	4	4491	7	881	48	2657	7	1184	4	4111	3	4163	4
13/0/14	5.0	5	0	56		56		5.6		50		57		57		57	
TOTAL	2999.0	3058	24	1437	4	4547	7	937	48	2707	7	1241	4	4168	3	4220	4
1/1																	
TOTAL																	
1/1																	
TOTAL																	
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TOTAL																	
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TOTAL																	
1/1																	
TOTAL																	
1/1																	
TOTAL																	
CARRIED FORWARD																	

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