



UNITED STATES MARINE CORPS,

THIRD MARINE AIRCRAFT WING, FMF
MARINE CORPS AIR STATION MIRAMAR
P.O. BOX 452038
SAN DIEGO CA 92145-2038

IN REPLY REFER TO:
5830
OSJA
13 Jun 22

From: Commanding General, 3d Marine Aircraft Wing, FMF
To: USMC

Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP THAT
OCCURRED ON 08 JUNE 2022 IN THE R-2512 RANGE COMPLEX

Ref: (a) 10 U.S. Code, Section 2255
(b) JAGINST 5800.7G w/CH I (JAGMAN)

1. This Command Investigation (CI) is convened to investigate the circumstances surrounding a Class A aviation mishap in compliance with reference (a).
2. This letter appoints you in accordance with the references to investigate the cause and responsibility for the subject aviation mishap, the fatalities, description of all damage to property, and any attendant circumstances.
3. You are to complete both a line of duty determination Preliminary Inquiry (PI) and a Class A aviation mishap CI. Chapter II, Appendix A-2-k, and Appendix A-2-n of reference (b) are your governing reference materials. Templates for your PI and CI can be found at Appendix A-2-c and A-2-e, respectively.
 - a. You shall report your PI in writing by 14 calendar days from the date of this letter. If you require additional time, you shall submit a written request for such with detailed justification for any delay. Any request for extension shall be submitted via the 3d Marine Aircraft Wing's (3d MAW) Staff Judge Advocate (SJA). The request and associated response shall be included in your report.
 - b. You shall report your CI in writing by 60 calendar days from the date of this letter. If you require additional time, you shall submit a written request for such with detailed justification for the delay. Any request for extension shall be submitted via the 3d MAW SJA. The request and associated response shall be included in your report.
4. This is your primary duty until your PI and CI reports are completed, unless otherwise relieved of such duty by competent authority. Requests for additional support in your investigative efforts shall be submitted via the 3d MAW Chief of Staff. You are granted direct liaison authority with the senior member of the Aviation Mishap Board and with Naval Air Systems Command for requests related to this mishap.
5. You shall consult with the 3d MAW Director of Safety and Standardization and SJA on the conduct of your line of duty PI and aviation mishap CI.

Enclosure (14)

Enclosure (1)

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6. By copy to: of this order, _____ are appointed
as your assistant investigating officers, unless otherwise relieved of such duties by competent
authority, to provide technical expertise on investigations.

7. The point of contact for this matter is the 3d MAW SJA, _____ at

Copy to:
CO, MAG-39
CO. VMM-364

From:
Sent: Wednesday, June 8, 2022 7:45 PM
To: Casualty PCR USMC - Deceased
Cc:

3MAW G-1 CASUALTY

Subject: Casualty Report - INIT - Strickland, Evan - Incident Date/Time: 2022/06/08 12:00
Attachments: Strickland_Evan_INIT_6-8-2022.rsf
Signed By:

***** CASUALTY REPORT *****

Report Type: INIT
Casualty Type: Nonhostile
Casualty Status: DECEASED
Casualty Category: Accident
Report Number: VMJ22005
Personnel Type: Regular
Personnel Affiliation: Active Duty
Personnel Category: Obligated/Voluntary Service
Last Name: Strickland
First Name: Evan
Middle Name: Alexander

Service: United States Marine Corps

Military Rank: LCPL

Military Unit of Assignment: VMM 364

Date/Time of Incident (New/Old): 20220608/1200

Incident City: Holtville

Incident State: CA

Incident Country: United States

Circumstance: An MV-22 Osprey crashed while conducting training at Range-2512 IVO of Holtville, California at approximately 1200 on 20220608.

Died in/out of Medical Facility Treatment: Died Outside A Medical Treatment Facility

Date/Time of Death: 20220608/1200

Place of Death City: IVO Holtville

Place of Death State: CA

Place of Death Country: United States

Cause of Death: Pending

Duty Status: Present For Duty

Remarks: A Command Investigation will be initiated. SNM was declared deceased by

VMM-364, The unit point of contact is Executive Officer, , Office or . The PCR Verifier is Commanding Officer, VMM-364, , Office or

Software Version: DCIPS Forward - Version 8.0 Build: 70 Release Date: 01 May 2014

DO NOT CHANGE ANYTHING BELOW THIS LINE.
TO CHANGE THIS CASUALTY REPORT, DISCARD THIS EMAIL, RETURN TO DCIPS-FORWARD, MAKE YOUR CHANGES AND GENERATE THE EMAIL AGAIN.

<DCIPS Forward 8.0>

AIK95XVQXJHYNTSC

AIKXVQGJLNSC

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AXVQC

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Tkknhjw1 [RR28;91 Rfotw Gwnfs U3 Xuttsjw1 Tkknhj -<;5. <;8269=8 tw
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AJSIC



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 364
MARINE AIRCRAFT GROUP 39
CAMP PENDLETON
PO BOX 555931



Remember OPSEC is everyone's responsibility, keep our information secure!

Wednesday, 8 June, 2022 (22159)

DUTIES	TIMES	KNFG	LPOD	SCHEDULED	SBT	FY
SDO:		AIRFIELD HOURS: 0900-0100	0045	MV-228 20 28.0	JUNE QTR	
SDC:		HOT FUEL: 1100-2300		Total 20 28.0	FCST/ACT	FCST/ACT
DNCO:		COLD FUEL: 0700-2345			260.0/66.5	2368.0/1370.2
ADNCO:		QUIET HOURS: NONE				
ODO:	0530-1200	NITEX: 2101-0100				
	1200-1830					
	1830-LPOD					
SKED:						

KNFG: U (-7)	BMNT:	0436	SR/SS:	0540/1958	EENT:	2102	MR/MS:	1352/0150	ILLUM:	55%	LLL:	0117-0420	HLL:	0420-0436 2102-0153*
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EVENT	TMS	CALLSIGN	BRF/ETD/ETA	ICAO	CREW	FLIGHTS	TBR	TMR	MSN	SBTP	CONFIG	NOTES
7101	MV-228	SWIFT 01	0830/TBA/TBA NET: 0700	KNFG/KNFG			2030 2030 2240	2K2	FCF	0/0.0		
7111	MV-228	SWIFT 11	0600/0800/1330	KNFG/KNFG	SL Capt Losapio Capt Sax Cpl Rasmuson Cpl Carlson LCpl Strickland	2140 2242 2280 2281 2282 2541 2640 6240 6900 2140 2242 2280 2281 2282 2541 2640 6900 2142 2240 2282 2541 2640 6351 6900 2140 2242 2282 2541 2640 5630X,6351 900 2140X,2240X,2242X,2640X	1A1 1A3 1B1	DAY LAT / TG / RVLS / LATI	4/5.0	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL	1	
7112	MV-228	SWIFT 12	0600/0800/1330	KNFG/KNFG		2140 2242 2280 2281 2282 2541 2640 6900 2140 2242 2280 2281 2282 2541 2640 6900 2140 2242 2282 2541 2640 6351 6900 2140 2242 2282 2541 2640 5631X 6351 6900 2140X,2240X,2242X,2640X	1A1 1A3 1B1	DAY LAT / TG / RVLS / LATI	4/5.0	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL	1	
7121	MV-228	SWIFT 21	1100/1400/1900 NET: 0800	KNFG/KNFG	SL	2242 2280 2281 2282 4140 4580 6240 6900 2242 2280 2281 2282 4140X 4580X 6900 2242 2282 4140 4580 6900 2242 2282 4140 4580 6900	1A9	CALS / RVLS / FASTROPE	3/4.5	FUEL: 11.0 2 X POMMEL	2	
7122	MV-228	SWIFT 22	1100/1400/1900 NET: 0800	KNFG/KNFG		2242 2280 2281 2282 4140 4580 6900 2242 2280 2281 2282 4140X ,6900 2242 2282 4140 4580 6900 2242 2282 4140X,4580X 6900	1A9	CALS / RVLS / FASTROPE	3/4.5	FUEL: 11.0 2 X POMMEL	2	
7131	MV-228	SWIFT 31	1645/1945/0045 NET: 1515	KNFG/KNFG	SL	2280 2281 2282 2341 2543 3441 4083 4840 6240 6900 2280 2281 2282 2341 2543 3441 6900 2280 2281 2282 2341 4083X,4840 6900 2280 2281 2282 2341 4083X,4840 6900 2282 2341 2543 3441 4083 4840 6351 6900 2282 2341 2543 3441 4083X 4840 6350X 6900 2282 2341 6900	1A9	CAT / NS EXTERNALS / HLL CAL / RVLS / NS TG	3/4.5	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL 2 X PENDANT	3	
7132	MV-228	SWIFT 32	1645/1945/0045 NET: 1515	KNFG/KNFG		2280 2281 2282 2341 2543 3441 6900 2280 2281 2282 2341 2543 3441 6900 2340X,2543X 2282 2341 2543 3441 6351 6900 2282 2341 2542 6350X 6900	1A9	CAT / NS EXTERNALS / HLL CAL / RVLS / NS TG	3/4.5	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL 2 X PENDANT	3	

MAINTENANCE NOTES:

Max A/C: 3
 ST 11/12: 1 B/U
 ST 21/22: 1 B/U if not used by ST 11/12
 ST31/32: 1 B/U if not used by ST 21/22

FLIGHT NOTES:

1. Route: KNFG-VR 1268-Rice-KHII-VR 289-Inkey Barley-KNFG. R-2512 reserved 1200-1300L. Rice deconflicted 0900-1100L. CTO PPR 08-NH-01. Able East reserved 0830-0930L. VR-1268 reserved A-D 1545-1615Z. VR-289 reserved A-E 1815-1845Z.
 2. Route: KNFG-L2 Roadrunner-KNFG.Fastrope with V1/4 in TA Sierra 3. 70 Pax slick. POC
 3. Route: KNFG-LHD PAD-TALA-KNFG-CACTUS WEST-KNFG. LHD PAD co-use with HMLA-169. KNFG Range 2000-2200L. Whiskey Impact area reserved 2200-2300L. NS External with CLB 15 in TALA. POC . TALA reserved 2000-0000L. Flight brief conducted with HMLA-169 on 7 June.

GROUND EVENTS:

START	END	SUBJECT	LOCATION	POC	PERSONNEL	NOTES
0700	0715	FOD WALK	HANGAR		ALL AVAILABLE PERSONNEL	
0700	0715	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	
0730	0800	CO STANDUP	CO'S CONFERENCE ROOM			
0900	1100	CRB	MAG-39 CONFERENCE ROOM			
1400	1500	DFT COA DECISION BRIEF	CO'S OFFICE			
1500	1530	SNCO MEETING	READY ROOM		ALL SNCOs	
1600	1615	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	

QUESTIONS OF THE DAY

- EP:
 - PRTR OVERTORQUE (E2-4-5)
 - MANEUVER SEVERITY - REDUCE
 - LAND AS SOON AS PRACTICAL
 NOTE: OVERTORQUES MAY CAUSE TORQUE SENSOR FAIL. PFCS RESET WILL BE REQUIRED TO CLEAR THE SENSOR FAILURES PRIOR TO CLEARING THE PRTR OVERTORQUE.
- NATOPS: THE _____ ASSEMBLIES ARE DESIGNED TO REDUCE ROTOR-INDUCED 3/REV VIBRATIONS. PENDULUM DAMPENER
- TACTICS: EXPENDABLES (CHAFF AND FLARE) DISPENSED BY THE AN/ALE-47 COUNTER-MEASURES DISPENSING SYSTEM DECEIVE WHAT TWO ANTI-AIRCRAFT SYSTEMS? RADAR AND INFRARED SENSORS

MAINT /S/ DOSS /S/ OPS /S/ XO /S/

UNCLASSIFIED/
MSGID/GENADMIN/CMC WASHINGTON DC PPO POC//
SUBJ/OPREP-3 SIR/ VMM-364 / 01364 /
REF/A/DOC/CMC/MCO 3504.2_//
REF/B/TEL/ /082148ZJUN22
REF/C/DOC/CMC/OPNAVINST 3750.6_//
NARR/REF A IS MCO ON OPREP-3 SIR: SERIOUS INCIDENT REPORTS. REF B IS VOICE
REPORT MADE TO THE MCOC BY REF C IS THE NAVY INSTRUCTION ON THE
NAVAL AVIATION SAFETY PROGRAM. //
UNIT POC/ MAJ/OPERATIONS/COMM: /DSN: /EMAIL:
//
POC/1/ /MAJ/EXECUTIVE OFFICER/COMM: /DSN:
/EMAIL: //

GENTEXT/REMARKS/1. DURING A TRAINING FLIGHT, 2 X MV-22B WERE CONDUCTING TAIL
GUNNERY PRACTICE IN THE R-2512 RANGE COMPLEX AT THE INKEY BARLEY TARGET IVO
EL CENTRO, CA. THE -2 AIRCRAFT LOST SIGHT OF THE LEAD AIRCRAFT AND
SUBSEQUENTLY NOTED SMOKE AND DEBRIS EVIDENCE OF A CRASH IN THE VICINITY OF
THE TARGET AREA. THE WINGMAN ASSUMED ON SCENE COMMANDER DUTIES. APPROXIMATELY
900 ROUNDS OF .50 CALIBER AMMUNITION REMAIN ONBOARD AIRCRAFT. LOCAL LAW
ENFORCEMENT IS AWARE AND ON SCENE.

2. 081930ZJUN22 // CONFIRMED 082148ZJUN22
3. R-2512 RANGE COMPLEX, INKEY BARLEY GUN TARGET
4. PERSONNEL INVOLVED

- A. PILOT IN COMMAND
 1. CAPT
 2. LOSAPIO, NICHOLAS, P
 3. / 7532
 4. VMM-364
 5. CAUCASIAN, MALE
- B. CO-PILOT
 1. CAPT
 2. SAX, JOHN, J
 3. / 7532
 4. VMM-364
 5. CAUCASIAN, MALE
- C. CREW CHIEF
 1. CPL
 2. RASMUSON, SETH, D
 3. / 6176
 4. VMM-364
 5. CAUCASIAN, MALE
- D. CREW CHIEF
 1. CPL
 2. CARLSON, NATHAN, E
 3. / 6176
 4. VMM-364
 5. CAUCASIAN, MALE
- E. CREW CHIEF
 1. LCPL
 2. STRICKLAND, EVAN, A
 3. / 6176
 4. VMM-364
 5. CAUCASIAN, MALE

5. 3D MAW COMMSTRAT HAS BEEN NOTIFIED. MEDIA INTEREST IS EXPECTED.
6. MAG-39 S-2 HAS BEEN NOTIFIED.

Enclosure (14)

Enclosure (4)

7. LOCAL AUTHORITIES HAVE BEEN NOTIFIED. INCIDENT IS CURRENTLY UNDER INVESTIGATION BY SQUADRON AMB. //

Enclosure (14)

Enclosure (4)



UNITED STATES MARINE CORPS
 MARINE MEDIUM TILTROTOR SQUADRON 364
 MARINE AIRCRAFT GROUP 39
 CAMP PENDLETON
 PO BOX 555931



Remember OPSEC is everyone's responsibility, keep our information secure!

Tuesday, 7 June, 2022 (22158)

DUTIES	TIMES	KNFG	LPOD	SCHEDULED	SBTB	QTR	FY
SDD:		AIRFIELD HOURS: 0900-0100	1957	MV-22B 4 5.0	JUNE		
SDC:		HOT FUEL: 1100-2300		Total 4 5.0	FCST/ACT	FCST/ACT	FCST/ACT
DNCO:		COLD FUEL: 0700-2345			260.0/29.5	798.0/352.1	2368.0/1333.2
ADNCO:		QUIET HOURS: NONE					
ODO:	0800-1300	NITEX: 2101-0100					
SKED:	1300-LPOD						
KNFG: U (-7)	BMNT: 0436	SR/SS: 0540/1957	EENT: 2101	MR/MS: 1252/0122	ILLUM: 45%	LLL: 0036-0420	HLL: 0420-0436 2101-0117*

EVENT	TMS	CALLSIGN	BRF/ETD/ETA	ICAO	CREW	T&R	TMR	MSN	SBTB	CONFIG	NOTES
7101	MV-22B	SWIFT 01	0830/TBA/TBA NET: 0800	KNFG/KNFG		2030 2030 2240	2K2	FCF	0/0.0		
7102	MV-22B	SWIFT 02	0700/TBA/TBA	KNKX/KNFG		2030 2030 2240	2K2	FCF	0/0.0		1
7110	MV-22B	SWIFT 10	1000/1200/1730 NET: 0730	KNFG/KNFG	Capt Losapio	2031 2240 2280 2281 2282 6900 2031 2240 2280 2281 2282 6900 2031 2240 2280 2281 2282 6900 2240 2282 6900 2240 2282 6900	1A2 1A3	STANDBY FLIGHT	4/5.0	FUEL: 11.0	2

FLIGHT NOTES:
 1. Maintenance Control will provide transportation for ST02 and applicable personnel. Ground Turn aircraft 05 as required. In the event of FCF will be transported to KNKX as FCF co-pilot.
 2. OPSO & AMO will meet at 1000L to discuss launch criteria. If approved for launch ST 10 will conduct FAM / INST / CAL / RVL in local area.

MAINTENANCE NOTES:
 MAX A/C 1
 ST 10: 0 B/U

EVENT	TMS	CALLSIGN	BRF/ETD/ETA	ICAO	CREW	T&R	TMR	MSN	SBTB	CONFIG	NOTES
61	MV-22B	SWIFT 61	1130/1400/1600	KNFG/KNFG		2370 2371 2431 2632 2731 2732 3140 3340 3431 4540 6332X 2370 2371 2431 2632 2731 2732 3140 3340	1A3	SDLUI	0/0.0	KNFG CFTD-13	
62	MV-22B	SWIFT 62	1130/1400/1600	KNFG/KNFG		2370 2371 2431 2632 2731 2732 3140 3340 3431 4540 2270 2271 2330	1A3	SDLUI	0/0.0	KNFG CFTD-14	
63	MV-22B	SWIFT 63	1130/1400/1600	KNKX/KNKX		2370 2371 2431 2632 2731 2732 3140 3340 3431 4540 2370 2371 2431 2632 2731 2732 3140	1A3	SDLUI	0/0.0	KNKX CFTD-2	1

SIMULATOR NOTES:
 1. R2P2 Scenario w II start at 0730L. Brief at 1130L ST 63 w I depart to KNKX immediately following Ops Sync.

START	END	SUBJECT	LOCATION	POC	PERSONNEL	NOTES
0700	0715	FOD WALK	HANGAR		ALL AVAILABLE PERSONNEL	
0700	0715	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	
NLT	0730	ST02 AIRCREW KNKX TRANSPORTATION	MAINTENANCE CONTROL		APPLICABLE PERSONNEL	
0800	1200	SIMULATOR EVENT WITH VMM-164	VMM-164			
0915	0945	CO IN-BRIEF	CO'S OFFICE			
1000	1030	CO IN-BRIEF	CO'S OFFICE			
1230	1300	OPS SYNC	S-3 OFFICE		ALL OPS PERSONNEL	
1400	1430	WEEKLY PB4T	READY ROOM		ALL APPLICABLE PERSONNEL	
1500	1630	PEER REVIEW	BRIEFING ROOM 1			
1530	1600	ALL CREWCHIEF MEETING	STUDY ROOM		ALL CREWCHIEFS	
1530	1630	BALL COMMITTEE MEETING	CO'S CONFERENCE ROOM	A	SAX	
1530	1630	TECH TRAINING	MAINTENANCE SHOPS		ALL MAINTENANCE PERSONNEL	
1630	1645	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	

QUESTIONS OF THE DAY
 1. EP: PLT NAC CONTR FAIL (E2-4-1)
 *1. NAC CONTR SWITCHES (BOTH SIDES) - ATTEMPT TO OVERRIDE NACELLE MOTION.
 *2. NAC CONTR DSBL SWITCHES - DSBL.
 3. PPCS - RESET.
 2. NATOPS: THE AN/ALE-47 CMDS CHAFF/FLARE DISPENSING IS _____ WHILE FUEL DUMP IS SELECTED.
 DISABLED
 3. TACTICS: PREPLANNED SCHEDULED MISSIONS ARE COMMONLY DICTATED BY THE _____ AND ARE EXECUTED AT A SCHEDULED TIME TO A PREDETERMINED LOCATION.
 AIR TASKING ORDER (ATO)

MAINT /s/ DOSS /s/ OPS /s/



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 364
MARINE AIRCRAFT GROUP 39
CAMP PENDLETON
PO BOX 555931



Remember OPSEC is everyone's responsibility, keep our information secure!

Wednesday, 8 June, 2022 (22159)

DUTIES	TIMES	KNFG	LPOD	SCHEDULED	SBTP	FY
SDO:		AIRFIELD HOURS: 0900-0100	0045	MV-228 20 28.0	JUNE QTR	
SDC:		HOT FUEL: 1100-2300		Total 20 28.0	FCST/ACT	FCST/ACT
DNCO:		COLD FUEL: 0700-2345			260.0/66.5	2368.0/1370.2
ADNCO:		QUIET HOURS: NONE				
ODO:	0530-1200	NITEX: 2101-0100				
	1200-1830					
	1830-LPOD					
SKED:						

KNFG: U (-7)	BMNT: 0436	SR/SS:	0540/1958	EENT: 2102	MR/MS:	1352/0150	ILLUM:	55%	LLL:	0117-0420	HLL:	0420-0436 2102-0153*
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EVENT	TMS	CALLSIGN	BRF/ETD/ETA	ICAO	CREW	FLIGHTS	TBR	TMR	MSN	SBTP	CONFIG	NOTES
7101	MV-228	SWIFT 01	0830/TBA/TBA NET: 0700	KNFG/KNFG			2030 2030 2240	2K2	FCF	0/0.0		
7111	MV-228	SWIFT 11	0600/0800/1330	KNFG/KNFG	SL Capt Losapio Capt Sax Cpl Rasmuson Cpl Carlson LCpl Strickland	2140 2242 2280 2281 2282 2541 2640 6240 6900 2140 2242 2280 2281 2282 2541 2640 6900 2142 2240 2282 2541 2640 6351 6900 2140 2242 2282 2541 2640 5630X,6351 900 2140X,2240X,2242X,2640X	1A1 1A3 1B1	DAY LAT / TG / RVLS / LATI	4/5.0	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL	1	
7112	MV-228	SWIFT 12	0600/0800/1330	KNFG/KNFG		2140 2242 2280 2281 2282 2541 2640 6900 2140 2242 2280 2281 2282 2541 2640 6900 2140 2242 2282 2541 2640 6351 6900 2140 2242 2282 2541 2640 5631X 6351 6900 2140X,2240X,2242X,2640X	1A1 1A3 1B1	DAY LAT / TG / RVLS / LATI	4/5.0	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL	1	
7121	MV-228	SWIFT 21	1100/1400/1900 NET: 0800	KNFG/KNFG	SL	2242 2280 2281 2282 4140 4580 6240 6900 2242 2280 2281 2282 4140X 4580X 6900 2242 2282 4140 4580 6900 2242 2282 4140 4580 6900	1A9	CALS / RVLS / FASTROPE	3/4.5	FUEL: 11.0 2 X POMMEL	2	
7122	MV-228	SWIFT 22	1100/1400/1900 NET: 0800	KNFG/KNFG		2242 2280 2281 2282 4140 4580 6900 2242 2280 2281 2282 4140X,6900 2242 2282 4140 4580 6900 2242 2282 4140X,4580X 6900	1A9	CALS / RVLS / FASTROPE	3/4.5	FUEL: 11.0 2 X POMMEL	2	
7131	MV-228	SWIFT 31	1645/1945/0045 NET: 1515	KNFG/KNFG	SL	2280 2281 2282 2341 2543 3441 4083 4840 6240 6900 2280 2281 2282 2341 2543 3441 6900 2280 2281 2282 2341 4083X,4840 6900 2280 2281 2282 2341 4083X,4840 6900 2282 2341 2543 3441 4083 4840 6351 6900 2282 2341 2543 3441 4083X 4840 6350X 6900 2282 2341 6900	1A9	CAT / NS EXTERNALS / HLL CAL / RVLS / NS TG	3/4.5	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL 2 X PENDANT	3	
7132	MV-228	SWIFT 32	1645/1945/0045 NET: 1515	KNFG/KNFG		2280 2281 2282 2341 2543 3441 6900 2280 2281 2282 2341 2543 3441 6900 2340X,2543X 2282 2341 2543 3441 6351 6900 2282 2341 2542 6350X 6900	1A9	CAT / NS EXTERNALS / HLL CAL / RVLS / NS TG	3/4.5	FUEL: 11.0 2 X GAU-21 1200 RDS .50 CAL 2 X PENDANT	3	

MAINTENANCE NOTES:

Max A/C: 3
 ST 11/12: 1 B/U
 ST 21/22: 1 B/U if not used by ST 11/12
 ST31/32: 1 B/U if not used by ST 21/22

FLIGHT NOTES:

1. Route: KNFG-VR 1268-Rice-KHII-VR 289-Inkey Barley-KNFG. R-2512 reserved 1200-1300L. Rice deconflicted 0900-1100L. CTO PPR 08-NH-01. Able East reserved 0830-0930L. VR-1268 reserved A-D 1545-1615Z. VR-289 reserved A-E 1815-1845Z.
 2. Route: KNFG-L2 Roadrunner-KNFG.Fastrope with V1/4 in TA Sierra 3. 70 Pax slick. POC
 3. Route: KNFG-LHD PAD-TALA-KNFG-CACTUS WEST-KNFG. LHD PAD co-use with HMLA-169. KNFG Range 2000-2200L. Whiskey Impact area reserved 2200-2300L. NS External with CLB 15 in TALA. POC . TALA reserved 2000-0000L. Flight brief conducted with HMLA-169 on 7 June.

GROUND EVENTS:

START	END	SUBJECT	LOCATION	POC	PERSONNEL	NOTES
0700	0715	FOD WALK	HANGAR		ALL AVAILABLE PERSONNEL	
0700	0715	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	
0730	0800	CO STANDUP	CO'S CONFERENCE ROOM			
0900	1100	CRB	MAG-39 CONFERENCE ROOM			
1400	1500	DFT COA DECISION BRIEF	CO'S OFFICE			
1500	1530	SNCO MEETING	READY ROOM		ALL SNCOs	
1600	1615	MAINTENANCE MEETING	MAINTENANCE CONTROL		ALL MAINTENANCE PERSONNEL	

QUESTIONS OF THE DAY

1. EP:
 - PRTR OVERTORQUE (E2-4-5)
 1. MANEUVER SEVERITY - REDUCE
 2. LAND AS SOON AS PRACTICAL
 NOTE: OVERTORQUES MAY CAUSE TORQUE SENSOR FAIL. PFCS RESET WILL BE REQUIRED TO CLEAR THE SENSOR FAILURES PRIOR TO CLEARING THE PRTR OVERTORQUE.
2. NATOPS: THE _____ ASSEMBLIES ARE DESIGNED TO REDUCE ROTOR-INDUCED 3/REV VIBRATIONS. PENDULUM DAMPENER
3. TACTICS: EXPENDABLES (CHAFF AND FLARE) DISPENSED BY THE AN/ALE-47 COUNTER-MEASURES DISPENSING SYSTEM DECEIVE WHAT TWO ANTI-AIRCRAFT SYSTEMS? RADAR AND INFRARED SENSORS

MAINT /S/ DOSS /S/ OPS /S/ XO /S/

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
Time: 15:13:25
REQ BY:
Page: 1 of 50

Basic Weight: 35132
Airframe Hours: 2007:100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

AIRCRAFT INSPECTIONS AND ACCEPTANCE RECORD

<u>Hot Seat Indicator</u>	<u>Oxygen Quantity</u>	<u>Fuel Grade</u>	<u>Fuel Quantity</u>	<u>Captain Signature</u>	<u>Safety Signature</u>	<u>Pilot Signature</u>	<u>Signature Date</u>
NO	1800	JP5	11000			CAPT N LOSAPIO	08 JUN 2022 0716

Ordnance: INTALL 1X ADU MOUNT SN:30003-00016, 1X .53 CAL PINTLE SM:30003-00016, 2X GAU-21 SN:04088, 04073, 1200 RNDS A557 LOT: LC-21A754L029. QASO 20220608

Special Equipment: 23699 LH 0 OZ/ RH 44 OZ

<u>Hot Seat Indicator</u>	<u>Oxygen Quantity</u>	<u>Fuel Grade</u>	<u>Fuel Quantity</u>	<u>Captain Signature</u>	<u>Safety Signature</u>	<u>Pilot Signature</u>	<u>Signature Date</u>
YES	1800	JP5	11000				06 JUN 2022 1259

Ordnance: INSTALLED 1X ADU MOUNT SN: 30003-00191, 1X M240 MOUNT SN: 30003-00191, 1X M240D SN: U156158, 400 RNDS A131 LOT: LC 19A333L395. QASO 20220606

Special Equipment: 23699 LH 0 OZ/ RH 0 OZ

<u>Hot Seat Indicator</u>	<u>Oxygen Quantity</u>	<u>Fuel Grade</u>	<u>Fuel Quantity</u>	<u>Captain Signature</u>	<u>Safety Signature</u>	<u>Pilot Signature</u>	<u>Signature Date</u>
NO	1800	JP5	7200				06 JUN 2022 0742

Ordnance: NO AAS OR COUNTERMEASURES INSTALLED

Special Equipment: 23699 LH 0 OZ/ RH 0 OZ

Enclosure (17)

Org: GD9
 MODEX: 16
 Buno: 168018
 Assy Cd: AYNE
 TMS: MV-22B
 Up/Down/Partial: P

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
 Time: 15:13:25
 REQ BY: ;
 Page: 2 of 50

Basic Weight: 35132
 Airframe Hours: 2007.100
 Last Flown: 06 JUN 2022 1430
 Next Phase: 162.900 Hours

AIRCRAFT INSPECTIONS AND ACCEPTANCE RECORD

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
NO	1800	JP5	11000			CAPT N LOSAPIO	02 JUN 2022 1300

Ordinance: NO AAS OR COUNTERMEASURES INSTALLED

Special Equipment:

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
NO	1800	JP4	1000				01 JUN 2022 1500

Ordinance: NO AAS OR COUNTERMEASURES INSTALLED

Special Equipment: 23699 LH 0 OZ/ RH 0 OZ

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
NO	1800	JP5	11500				19 MAY 2022 1650

Ordinance: QASO 20220519@1710 .50 CAL PINTLE AND GUN MOUNT INSTALLED. GAU-21 S/N: 03185 1000X AND 200X ROUNDS OF A557 LOT#: LC-21A754L029/LC-16D367L356. BUCKETS INSTALLED AND TORQUED @70IN LBS. CHECKED IAW TFOA WATCHLIST.

Special Equipment: 23699 LH 43 OZ/ RH 64 OZ

**NALCOMIS OMA
AADB SUMMARY REPORT**

Date: 11 JUN 2022

Time: 15:13:25

REQ BY:

Page: 3 of 50

Org: GD9
 MODEX: 16
 Buno: 168018
 Assy Cd: AYNE
 TMS: MV-22B
 Up/Down/Partial: P

Basic Weight: 35132

Airframe Hours: 2007:100

Last Flown: 06 JUN 2022 1430

Next Phase: 162:900 Hours

AIRCRAFT INSPECTIONS AND ACCEPTANCE RECORD

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
YES	1800	JP5	11000				11 MAY 2022 1900

Ordinance: LOADED X1 M240D S/N: U190544. X1 GUN MOUNT ADAPTER ASSEMBLY AND X1 M240D PINTLE S/N; 30003-00192, ALE-47 INSTALLED LH: A3, RH: A3, FRONT BUCKET: A3.
 QASO: @20220509

Special HOTSEAT
 Equipment:

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
YES	1800	JP5	1800				11 MAY 2022 1210

Ordinance: LOADED X1 M240D S/N: U190544. X1 GUN MOUNT ADAPTER ASSEMBLY AND X1 M240D PINTLE S/N; 30003-00192, ALE-47 INSTALLED LH: A3, RH: A3, FRONT BUCKET: A3.
 QASO: @20220509

Special HOTSEAT
 Equipment:

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
NO	1800	JP5	11000				11 MAY 2022 0823

Ordinance: LOADED X1 M240D S/N: U190544. X1 GUN MOUNT ADAPTER ASSEMBLY AND X1 M240D PINTLE S/N; 30003-00192, ALE-47 INSTALLED LH: A3, RH: A3, FRONT BUCKET: A3.
 QASO: @20220509

Special 23699 LH 43 OZ/ RH 64 OZ
 Equipment:

Enclosure (17)

**NALCOMIS OMA
AADB SUMMARY REPORT**

Date: 11 JUN 2022
Time: 15:13:25

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B
Up/Down/Partial: P

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

REQ BY:
Page: 4 of 50

AIRCRAFT INSPECTIONS AND ACCEPTANCE RECORD

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
YES	1800	JP5	11000				09 MAY 2022 1826
Ordnance: LOADED X1 M240D S/N: U190544. X1 GUN MOUNT ADAPTER ASSEMBLY AND X1 M240D PINTLE S/N; 30003-00192, ALE-47 INSTALLED LH: A3, RH: A3, FRONT BUCKET: A3. QASO: @20220509 Special HOT SEAT Equipment:							

Hot Seat Indicator	Oxygen Quantity	Fuel Grade	Fuel Quantity	Captain Signature	Safety Signature	Pilot Signature	Signature Date
YES	1800	JP5	11000				09 MAY 2022 1238
Ordnance: LOADED X1 M240D S/N: U190544. X1 GUN MOUNT ADAPTER ASSEMBLY AND X1 M240D PINTLE S/N; 30003-00192, ALE-47 INSTALLED LH: A3, RH: A3, FRONT BUCKET: A3. QASO: @20220509 Special HOT SEAT Equipment:							

ENGINE/AUXILIARY POWER UNIT/PROPELLER DATA

ENG/APU/PROP	Description	Serno	TSN	TSO	Usage Parm
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	1519.800		AFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	1519.800		EFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		EOC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		EPC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		FOC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		HSC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		IPC

Enclosure (17)

Org: GD9
 MODEX: 16
 Buno: 168018
 Assy Cd: AYNE
 TMS: MV-22B
 Up/Down/Partial: P

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ENGINE/AUXILIARY POWER UNIT/PROPELLER DATA					
ENG/APU/PROP	Description	Serno	TSN	TSO	Usage Parm
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		MPC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		OCC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		RNT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		SGC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		SRC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		STC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		STT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		TERT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		PBH_AFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	0.000		PBH_ERT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130137 (RH)	CAE130137	414,500		LIFE_AFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	1489.000		AFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	1489.000		EFH
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		EOC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		EPC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		FOC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		HCC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		HSC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		IPC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		MPC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		OCC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		RNT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		SGC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		SRC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		STC
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		STT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		TERT
ENG	ENGINE, AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		PBH_AFH

Org: GD9
 MODEX: 16
 Buno: 168018
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ENGINE/AUXILIARY POWER UNIT/PROPELLER DATA

ENG/APU/PROP	Description	Serno	TSN	TSO	Usage Parm
ENG	ENGINE AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		PBH_ERT
ENG	ENGINE AIRCRAFT TURBINE - CAE130550 (LH)	CAE130550	0.000		LIFE_AFH
APU	AUXILIARY POWER UNIT - PW-P408004	PW-P408004	0.000		AFH
APU	AUXILIARY POWER UNIT - PW-P408004	PW-P408004	291.000		AOS
APU	AUXILIARY POWER UNIT - PW-P408004	PW-P408004	81.000		AOT
APU	AUXILIARY POWER UNIT - PW-P408004	PW-P408004	0.000		EFH

NEAR DUE INSPECTION DATA

POS	Inspection Name	Interval Code	When Due	Remaining Interval	Overdue?
	140 FLIGHT HOUR INSPECTION	Hour	2012.800	5.700	N

NEAR DUE REMOVAL DATA

End Item Buno/Serno	Serno	Part	Interval Code	When Due	Remaining Interval	Driver Remaining Interval	Overdue?	TSN	TSO	Deviation Indicator
168018	LK-0335	BEAM ASSY - LK-0335 (LRED)	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	LK-0334	BEAM ASSY - LK-0334 (LGRN)	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	LK-0324	BEAM ASSY - LK-0324 (LWHT)	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-003	BEARING - TBD-003	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-001	BEARING - TBD-001	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-002	BEARING - TBD-002	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-004	BEARING - TBD-004	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-005	BEARING - TBD-005	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	TBD-006	BEARING - TBD-006	AFH	2500.000	134.900	134.900	N	2365.100		Y
168018	BH363469	SWASHPLATE ASSY - BH363469 (LH)	AFH	30000.000	28860.900	2960.900	N	1139.100		N
168018	BDD00395	ACTUATOR, SWASHPLATE, SERVO - BDD00395 (CTR	AFH	2500.000	48.900	48.900	N	2451.100		N
168018	018	THREADED PIN-RIVET - 018	AFH	2150.000	142.900	142.900	N	2007.100		N
168018	018A	THREADED PIN-RIVET - 018A	AFH	2150.000	142.900	142.900	N	2007.100		N
168018	A-282	SWASHPLATE ASSEMBLY - A-282 (R-I)	AFH	30000.000	28829.900	420.900	N	1594.100	1170.100	N

Org: GD9
MODEX: 16
Buno: 168018
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Up/Down/Partial: **P**

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIW	GD9295492	020	U	DF

Discrepancy:

ORIGINAL: 2X3Z69I. ORIGINAL: 2X3YW0P. ORIGINAL: 10O1RNS. REPLACE RH FWD WING AUX #4 PHENOLIC HANGER SCREW WHEN NEXT RH WING AUX #4 FUEL CELL MAINT IS PERFORMED. REFERENCE MFR: 21M-036

1JSOWQO GD9295487 13A P DM

Discrepancy:

LH1 CREW CHIEF SEAT IS DAMAGED

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Assy Cd: AYNE

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOZ0I	GD9005464	200	U	DM

Discrepancy:

UPDATED SOFTWARE ALLOWS HUD AUTO SELECTION ON MFD, HOWEVER WITH "HUD AUTO" SELECTED, "HUD AUTO" DOES NOT FUNCTION.

1JSP211 GD9059240 200 P DM

Discrepancy:

L GREEN SHEAR GAGE F(P)

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP2H7	GD9067105	200	U	DM

Discrepancy:

PRIMARY LIGHTING CONTROL FAIL WHILE CONDUCTING LANDINGS AT HOLTVILLE, UTILIZED SECONDARY LIGHTING CONTROL TO PROVIDE GEAR INDICATIONS.

1JSP2TS GD9075460 200 P DM

Discrepancy:

GEN 4 CONTACTOR 1 (K7) (WIU) F(P) POSTED 165 TIMES, WITH ASSOCIATED GEN 4 (F) 95 TIMES AND ASSOCIATED GEN 4 FEEDER F(P) 27 TIMES

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OPEN WORK ORDERS

MCN	JCN	Work Center	U/D/P	Type WO
1JSP2Z8	GD9077025	120	U	DM

Discrepancy:
7LB2 TIP DOOR HARDWARE HAS TWO PIN RIVETS FREE SPINNING

1JSP2ZT GD9079037 200 P DM

Discrepancy:
IPS PITOT / ADS PASS GROUND CHECK BUT FAIL WHEN SELECTED IN FLIGHT.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP37E	GD9086206	200	P	DM

Discrepancy:

LH PENDULUM DAMPER HEATERS F(P)

1JSP37F	GD9086207	200	P	DM
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Discrepancy:

RH PENDULUM DAMPER HEATERS F(P)

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Up/Down/Partial: **P**

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP37G	GD9086208	200	U	DM

Discrepancy:
LH RPS TEMP SENSOR DISAGREE

1JSP3DR GD9090400 200 P DM

Discrepancy:
AT 100% AND ABOVE NR AVSS BEGAN TO VIBRATE EXCESSIVE_Y WITH AUDIBLE NOISE; RESET THE AVSS, BUT THE ISSUE RETURNED--SECURED AVSS FOR THE REMAINDER OF THE FLIGHT. ***UPDATE WHEN POWERED TOFROM OFF TO ON, AVSS INCREASES 1P COCKPIT VIBRATIONS SUBS TANTIALLY.
AVSS SWITCH INSTALLED FACING WRONG DIRECTION.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP3IE	GD9095548	120	U	DM

Discrepancy:

VERY MOST AFT LINE OF FASTENERS FOR TOP SIDE OF LH AFT NACELLE PULLED THROUGH COMPOSITE. FASTENERS LOCATED AFT OF TOP SCOOP. POC

1JSP3YS GD9109382 200 P DM

Discrepancy:

L EAPS FAIL FOR L OUTBOARD EAPS ACTUATOR F(P). ** UPDATE ** LH OUTBOARD EAPS WORKS AS ADVERTISED ONLY POST WHEN LH EAPS IS OFF, DOES NOT POST WHEN ON.** ACTUATOR WILL NOT RETRACT.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP4P6	GD9126005	120	U	DM

Discrepancy:

UPON REMOVAL OF ALE-47 BUCKET FOUND NUT CAGE ON BUCKET HOUSING ON RIGHT AFT SPONSON TO BE WORN.

1JSP4QW	GD9128062	120	U	DM
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Discrepancy:

RAMP HAS EXCESSIVE SIDE TO SIDE MOVEMENT AND CONTACT BETWEEN MOUNTS

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP5AE	GD9146040	120	U	DM

Discrepancy:

PANEL 6LT9 HAS A BROKEN NUT CAGE ON THE AFT SIDE OF THE PANEL

1JSP5AF	GD9146041	120	U	DM
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Discrepancy:

PANEL 6RT9 HAS A BROKEN NUT CAGE ON THE AFT SIDE OF THE PANEL

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP5RQ	GD9157570	200	U	DM

Discrepancy:
LOWER CABIN DOOR SWITCH F(P)

1JSP3N1	GD9098100	120	U	SF
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Discrepancy:
6LB2 AFT HOOK LATCH RECEPTACLE HW WORN, WILL NOT HINDER FLIGHT.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSP58D	GD9144583	120	U	SF

Discrepancy:

INBOARD DOOR 6LI1B UPPER STRUT HARWARE IS WORN.

1JSP596	GD9145002	120	U	SF
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Discrepancy:

PANEL 6LI7 HAS A TRAILING EDGE NUT CAGE BROKEN ON THE UPPER AFT CORNER.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

MCN	JCN	Work Center	U/D/P	Type WO
1JSOWHY	GD9302123	021	U	TD

Discrepancy:

ORIGINAL: 2X3Z68K. ORIGINAL: 2X3YVZO. ORIGINAL: 1001M3E. ORIGINAL: 1JSOIA7. ORIGINAL: 13Q5K4S. COMPLY WITH INTRM: CODE: 50 BASIC NO: 0239 REV LTR:
AMEND: PART: KIT NO: 00
TO REPLACE THE FORWARD LOOKING INFRARED (FLIR) SYSTEM ELECTRONIC UNIT (SEU), P/N 901-37 0-361-403, WITH UPGRADED SEU, P/N 6376300-113. SEE DEPENDENCY
STATEMENT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NO W&B. [BUNO#: 168018] DNLT 30JUN2024

1JSOWI1	GD9302125	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z68N. ORIGINAL: 2X3YVZR. ORIGINAL: 1001NIH. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252003) [SER#: 3838] DLE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWI2	GD9302126	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z68O. ORIGINAL: 2X3YVZS. ORIGINAL: 1001NIL. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252004) [SER#: 3814] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWI3	GD9302127	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z68P. ORIGINAL: 2X3YVZT. ORIGINAL: 1001NIJ. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252005) [SER#: 3819] TD IS CURRENTLY IN ABEYANCE

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWI4	GD9302128	13A	U	TD

Discrepancy:
ORIGINAL: 2X3Z68Q. ORIGINAL: 2X3YVZU. ORIGINAL: 1001NIK. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252006) [SER#: 3826] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWI5	GD9302129	13A	U	TD
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Discrepancy:
ORIGINAL: 2X3Z68R. ORIGINAL: 2X3YVZV. ORIGINAL: 1001NIL. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252007) [SER#: 4075] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWI6	GD9302130	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z68S. ORIGINAL: 2X3YVZW. ORIGINAL: 1001NIM. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252008) [SER#: 3817] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWI7	GD9302131	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z68T. ORIGINAL: 2X3YVZX. ORIGINAL: 1001NIN. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252009) [SER#: 4619] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

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Buno: 168018

Assy Cd: AYNE

TMS: MV-22B

Up/Down/Partial: P

Basic Weight: 35132

Airframe Hours: 2007.100

Last Flown: 06 JUN 2022 1430

Next Phase: 162.900 Hours

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWI8	GD9302132	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z68U, ORIGINAL: 2X3YVZY, ORIGINAL: 1001NIG, COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252010) [SER#: 3821] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWI9	GD9302133	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z68V, ORIGINAL: 2X3YVZZ, ORIGINAL: 1001NIP, COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252011) [SER#: 3820] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: **P**

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIA	GD9302134	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z68W. ORIGINAL: 2X3YW00. ORIGINAL: 10C1N1Q. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252012) [SER#: 3828] DUE NO LATER THAN 31 MAY 2021. TD IS CURRENTLY IN ABEYANCE

1JSOWIB	GD9302135	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z68X. ORIGINAL: 2X3YW01. ORIGINAL: 10C1N1R. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252015) [SER#: 3830] DUE NO LATER THAN 31 MAY 2021. TD IS CURRENTLY IN ABEYANCE

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MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B
Up/Down/Partial: P

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

OPEN WORK ORDERS

MCN	JCN	Work Center	U/D/P	Type WO
1JSOWIC	GD9302136	13A	U	TD

Discrepancy:
ORIGINAL: 2X3Z68Y. ORIGINAL: 2X3YW02. ORIGINAL: 1001NIS. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252017) [SER#: 3812] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWID	GD9302137	13A	U	TD
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Discrepancy:
ORIGINAL: 2X3Z68Z. ORIGINAL: 2X3YW03. ORIGINAL: 1001NIT. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252018) [SER#: 3816] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIE	GD9302138	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z690. ORIGINAL: 2X3YW04. ORIGINAL: 1001NIU. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252019) [SER#: 8565] DJE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWIF	GD9302139	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z691. ORIGINAL: 2X3YW05. ORIGINAL: 1001NIY. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252020) [SER#: 3835] DJE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

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Buno: 168018

Assy Cd: AYNE

TMS: MV-22B

Up/Down/Partial: P

Basic Weight: 35132

Airframe Hours: 2007.100

Last Flown: 06 JUN 2022 1430

Next Phase: 162.900 Hours

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIG	GD9302140	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z692. ORIGINAL: 2X3YW06. ORIGINAL: 1001NIW. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252021) [SER#: 3832] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWIH	GD9302141	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z693. ORIGINAL: 2X3YW07. ORIGINAL: 1001NIX. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252023) [SER#: 3823] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

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Buno: 168018

Assy Cd: AYNE

TMS: MV-22B

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Next Phase: 162.900 Hours

OPEN WORK ORDERS

MCN	JCN	Work Center	U/D/P	Type WO
1JSOWII	GD9302142	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z694. ORIGINAL: 2X3YW08. ORIGINAL: 1001NIY. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1 TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B. SEE ADDITIONAL WORK REQUIRED.(252024) [SER#: 3813] DUE NO LATER THAN 31 MAY 2021. TD IS CURRENTLY IN ABEYANCE

1JSOWIJ	GD9302143	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z695. ORIGINAL: 2X3YW09. ORIGINAL: 1001NIZ. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1 TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B. SEE ADDITIONAL WORK REQUIRED.(252025) [SER#: 3825] DUE NO LATER THAN 31 MAY 2021. TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Up/Down/Partial: **P**

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIK	GD9302144	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z696. ORIGINAL: 2X3YW0A. ORIGINAL: 1001NJ0. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252026) [SER#: 3815] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWIL	GD9302145	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z697. ORIGINAL: 2X3YW0B. ORIGINAL: 1001NJ1. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252014) [SER#: 9144] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>UID/P</u>	<u>Type WO</u>
1JSOWIM	GD9302146	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z698. ORIGINAL: 2X3YW0C. ORIGINAL: 1001N:2. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252013) [SER#: 9150] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWIN	GD9302147	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z699. ORIGINAL: 2X3YW0D. ORIGINAL: 1001N:3. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B .
SEE ADDITIONAL WORK REQUIRED.(252002) [SER#: 7441] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

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Buno: 168018

Assy Cd: AYNE

TMS: MV-22B

Up/Down/Partial: P

Basic Weight: 35132

Airframe Hours: 2007.100

Last Flown: 06 JUN 2022 1430

Next Phase: 162.900 Hours

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIO	GD9302148	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z69A. ORIGINAL: 2X3YW0E. ORIGINAL: 1001NJ4. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252016) [SER#: 3811] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

1JSOWIP	GD9302149	13A	U	TD
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Discrepancy:

ORIGINAL: 2X3Z69B. ORIGINAL: 2X3YW0F. ORIGINAL: 1001NJ5. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252022) [SER#: 8083] DUE NO LATER THAN 31 MAY 2021 TD IS CURRENTLY IN ABEYANCE

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

OPEN WORK ORDERS

<u>MCN</u>	<u>JCN</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Type WO</u>
1JSOWIQ	GD9302150	13A	U	TD

Discrepancy:

ORIGINAL: 2X3Z69C. ORIGINAL: 2X3YW0G. ORIGINAL: 1001N16. COMPLY WITH INTRM: CODE: 66 BASIC NO: 0771 REV LTR: B AMEND: PART: KIT NO: A1
TO REPLACE THE EXISTING LAP BELT ON THE V-22 TROOP SEAT WITH A NEW LAP BELT. COMPLIANCE BY O-LEVEL AND ABOVE IAW PUBLISHED SCHEDULE. NEGLIGIBLE W&B.
SEE ADDITIONAL WORK REQUIRED.(252001) [SER#: 3831] DUE NO LATER THAN 31 MAY 2021. TD IS CURRENTLY IN ABEYANCE

1JSOXEP	GD9322402	021	U	TD
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Discrepancy:

COMPLY WITH INTRM: CODE: 74 BASIC NO: 0188 REV LTR: AMEND: PART: KIT NO: 00
INSPECTION OF SUSPECT HYDRAULIC MLG BRAKE HOSE ASSYS LOCATED ON BOTH MLG BRAKE SYSTEMS AS WELL AS SUSPECT HYDRAULIC SWASHPLATE ACTUATOR HOSE ASSYS
IN BOTH NACELLES. COMP BY O-LEVEL OR ABOVE NLT NEXT 140 FLIGHT HR INSP. NO W&B. [BUNO#: 168018] AFB-0188 **ABEYANCE**

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Up/Down/Partial: **P**

OPEN WORK ORDERS

MCN	JCN	Work Center	U/D/P	Type WO
1JSP587	GD9144574	021	U	TD

Discrepancy:

Comply with Intm: Code: 50 Basic No: 0206 Rev Ltr: C Amend: Part: Kit No: A1
INSTALLATION OF PHENOLIC CUSHIONING PADS AT THE LEFT AND RH PYLON DRIVE SHAFT VIBRATION TRANSDUCERS. SEE ADDITIONAL WORK STATEMENT. COMPLIANCE BY O-LEVEL OR ABOVE IAW PUBLISHED SCHEDULE. NEG W&B. [Buno#: 168018]

CLOSED WORK ORDERS LAST 10 FLIGHTS

MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP5U7	GD9158054	07 JUN 2022 1946	120	D	JC	DF

Discrepancy:

RH EAPS HYD START VALVE BYPASS INDICATOR POPPED.

Corrective Action:

REPLACED EAPS/START RH HYD CONTROL VALVE FILTER IAW SSS 7182 UTILIZING PEMA 2. PERFORMED HYDRAULIC FLUID SAMPLING ON SYSTEM 3 VIA PODS METHOD IAW 01-1A-17. HYD SYSTEM 3 RAN A NAVY CLASS 3. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR. ATAF, APAF, AFF, ACF.

1JSP5RS	GD9157572	07 JUN 2022 1739	310	U	JC	CX
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Discrepancy:

COMPLY WITH MWGB OVERTEMP CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000 ; S/N = 168018

Corrective Action:

COMPLIED WITH MWGB OIL HOT MAF IAW SSS 6325. REF DCWNLOAD: 2022-06-07T02:11:50.000Z. ATAF, APAF, AFF.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Next Phase: 162.900 Hours

Up/Down/Partial: P

CLOSED WORK ORDERS LAST 10 FLIGHTS

<u>MCN</u>	<u>JCN</u>	<u>Completion Datetime</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Job Status</u>	<u>Type WO</u>
1JSP5U2	GD9158049	07 JUN 2022 1634	230	U	JC	DM

Discrepancy:

INSTALL GAU-21 PINTLE COMBO MOUNT

Corrective Action:

INSTALLED GAU-21 PINTLE COMBO MOUNT. IAW AW-381AB-MOB-200. ATAF. APAF. AFF.

1JSP5U3	GD9158050	07 JUN 2022 1632	230	U	JC	DM
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Discrepancy:

INSTALL COMBO MOUNT

Corrective Action:

INSTALLED COMBO MOUNT. IAW AW-381AB-MOB-200. APAF. ATAF. AFF.

1JSP5RR	GD9157571	07 JUN 2022 1554	310	U	JC	CX
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Discrepancy:

COMPLY WITH LEFT PRGB OVERTEMP CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000 ; S/N = 168018

Corrective Action:

REFER MAINTAINENCE TO MCN:1JSP5RJ

1JSP5RO	GD9157568	07 JUN 2022 1549	310	U	JC	DM
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Discrepancy:

SDC OUT OF TOLERANCE

Corrective Action:

REMOVED, CLEANED, AND REPLACED SDC BARRIER FILTER IAW SSS2110. ATAF. APAF. AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

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MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

CLOSED WORK ORDERS LAST 10 FLIGHTS

MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP5RJ	GD9157563	07 JUN 2022 1504	200	D	JC	DM

Discrepancy:

LPRGB OIL TEMPERATURE TRANSDUCER F(P) WHILE ON DECK TO DISPLAY A RED X WITH NO READOUT. CYCLING DSIU AND L NIU BROUGHT BACK ONE OF THE OIL TEMP TRANSDUCERS TO SHOW THE TEMP OVER A RED X. L PRGB OIL OVERTEMP SWITCH REMAINED P.

Corrective Action:

REMOVED AND REPLACED LHPRGB OIL TEMPERATURE TRANSDUCER. IAW IETMS SSS: 6321. SYSTEM OP CHECK GOOD. ATAF, APAF, AFF.

1JSP5RP	GD9157569	07 JUN 2022 1254	310	U	JC	DM
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Discrepancy:

RH ENGINE REQUIRES 44OZ SERVICING

Corrective Action:

SERVICED RH ENGINE 44OZ IAW SSS 1200. ATAF, APAF, AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP4TV	GD9132136	07 JUN 2022 0937	200	P	JC	DM
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Discrepancy:

FLIR SEU POSTED F(P) AND CLEARED MULTIPLE TIMES THROUGHOUT THE FLIGHT

Corrective Action:

FLIR SEU DOES NOT POST F(P) DURING SYSTEM OP CHECK ON GROUND. SYSTEM OP CHECK GOOD. IAW IETMS SSS: 9351 ATAF, APAF, AFF.

1JSP5RN	GD9157567	06 JUN 2022 2051	230	U	JC	DM
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Discrepancy:

REMOVE COMBO MOUNT

Corrective Action:

REMOVED COMBO MOUNT SN:30003-00191 IAW AW-381AB-MOB-200. ATAF, APAF, AFF.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP5RM	GD9157566	06 JUN 2022 2050	230	U	JC	DM

Discrepancy:

REMOVE 240D PINTLE

Corrective Action:

REMOVED 240D PINTLE SN: 30003-00191 IAW AW-381AB-MOB-2C0. ATAF, APAF, AFF.

1JSP5PL	GD9156501	05 JUN 2022 1955	120	D	JC	DF
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Discrepancy:

RH EAPS START CONTROL VALVE BYPASS INDICATOR IS EXTENDED.

Corrective Action:

REMOVED AND REPLACED RH EAPS START CONTROL VALVE FILTER IAW SSS 7182 PERFORMED HYDRAULIC FLUID SAMPLING ON SYSTEM 2 VIA PODS METHOD IAW 01-1A-17 HYD SYSTEM 2 RAN A NAVY CLASS 2

1JSP5KG	GD9153347	02 JUN 2022 1938	200	D	JC	DM
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Discrepancy:

GEN 3 FILTER BYPASSED

Corrective Action:

REPAIRED CHAFFED WIRE ON WIRE V94M22 VIO ON HARNESS W708 PN:901-076-706-105 BEHIND CONNECTOR 4270NWA57P14 PIN BB APPROXIMATELY 24 INCHES BEHIND BACKSHELL FOR CFG 3. IAW NAVAIR 01-1A-505-1. ***REQUIRES X-TIES FOR FULL SYSTEM OP CHECK*** ATAF.APAF.AFF.ALL TF OA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP548	GD9144434	02 JUN 2022 1606	040	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR POWER ASSURANCE ; S/N = CAE130137; POSITION - RH; IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000

Corrective Action:

RH ENG PAC RESULTS ARE 96.1

Org: GD9
MODEX: 16
Buro: 168018
Assy Cd: AYNE
TMS: MV-22B

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MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP5KF	GD9153346	02 JUN 2022 1530	120	U	JC	DM

Discrepancy:

DAMAGED MINIMARK ON 6R16 ON BOTTOM SIDE OR LEADING EDGE IF ROLLED UP

Corrective Action:

REMOVED AND REPLACED DAMAGED MINIMARK ON 6R16 IAW SSS 5110

1JSP540	GD9144426	02 JUN 2022 1405	040	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR POWER ASSURANCE ; S/N = CAE13055C; POSITION - LH; IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000

Corrective Action:

LH ENGINE PAC RESULTS ARE 109.6

1JSP5J7	GD9152316	02 JUN 2022 1159	310	D	JC	DM
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Discrepancy:

RH ENGINE EPP 94

Corrective Action:

PERFORMED ENGINE RINSE IAW SSS053D ATAF, APAF, AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP5J8	GD9152317	02 JUN 2022 1150	120	U	JC	DM
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Discrepancy:

NLG SHOCK STRUT HAS LESS THAN 3 INCHES OF CHROME VISIBLE.

Corrective Action:

SERVICED NLG SHOCK STRUT IAW SSS 1210

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP5GV	GD9152242	02 JUN 2022 0711	020	U	JC	SC

Discrepancy:

PERFORM 56 DAY INSPECTION INSPECTION

Corrective Action:

PERFORMED 56 DAY INSPECTION

1JSP54F	GD9144443	01 JUN 2022 0915	310	U	JC	DM
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Discrepancy:

LPRGB HOT

Corrective Action:

CLEANED LH NACELLE HEAT EXCHANGER IAW SSS5491 ATAF, APAF, AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP5EC	GD9151159	01 JUN 2022 0049	13A	U	JC	DM
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Discrepancy:

REMOVE AND REPLACE COMPONENT NOMENCLATURE 132-008;FWD CO2 CABIN FIRE EXTINGUISHER; PART NO: 132-008; SERNO: EN0022272; POS CD: FW

Corrective Action:

REMOVED AND REPLACED COMPONENT NOMENCLATURE 132-008 FWD CO2 CABIN FIRE EXTINGUISHER; PART NO: 132-008; SERNO: EN0022272; POS CD: FW IAW SSS 26

1JSP5BX	GD9146080	31 MAY 2022 1951	310	U	JC	DM
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Discrepancy:

LEAK CHECK RH IB/OB IR SECTION

Corrective Action:

PERFORMED LEACK CHECK FOR RH IN/OB IR SECTION

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MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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Up/Down/Partial: **P**

CLOSED WORK ORDERS LAST 10 FLIGHTS

MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP5EA	GD9151157	31 MAY 2022 1747	120	D	JC	SF

Discrepancy:

L BALL SCREW FCC 1/2/3 F(T) FAULT DATA: ID/ 4AC6, 1/D021, 2/7406 3/6580, 4/0000, 5/004D, 6/0019, 7/FAC8 OBSERVED EXCESSIVE JERKING IN LH NACELLE DURING BALLSCREW WEAR TEST

Corrective Action:

REFER TO TAR 64247. FST PERFORMED MANUAL DRIVE WEAR TEST. FST FOUND THAT LH PCA SHOWS AN ACCEPTABLE LEVEL OF WEAR AND MAY REMAIN ON AIRCRAFT.

1JSP3E5	GD9090411	31 MAY 2022 1205	12C	U	JC	SF
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Discrepancy:

LH WHITE BLADE ERODED 10% IN ZONE 17 DD: APR 28 2022***UPDATE***RE-INSPECTED LH WHITE BLADE ERODED 20% DD: 25 MAY 2022

Corrective Action:

REFINISHED LH WHITE BLADE IAW SSS 6211

1JSP3E6	GD9090412	31 MAY 2022 1204	12C	U	JC	SF
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Discrepancy:

RH RED BLADE ERODED 10% IN ZONE 17 DD: APR 28 2022***UPDATE***RE-INSPECTED LH RED BLADE ERODED 30% DD: 25 MAY 2022

Corrective Action:

REFINISHED LH RED BLADE IAW SSS 6211

1JSP3EW	GD9091435	31 MAY 2022 1204	12C	U	JC	SF
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Discrepancy:

LH GREEN BLADE IS ERODED 10% IN ZONE 18 DD: 29 APR 22***UPDATE***RE-INSPECTED LH GREEN BLADE ERODED 25% DD:25 MAY 2022

Corrective Action:

REFINISHED LH GREEN BLADE IAW SSS 6211

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP3EX	GD9091436	31 MAY 2022 1204	12C	U	JC	SF

Discrepancy:

RH GREEN BLADE IS ERODED 10% IN ZONE 18 DD: 29 APRIL 22***UPDATE***RE-INSPECTED RH GREEN BLADE ERODED 25% DD: 25 MAY 2022

Corrective Action:

REFINISHED RH GREEN BLADE IAW SSS 6211

1JSP48F	GD9117092	31 MAY 2022 1204	12C	U	JC	SF
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Discrepancy:

RH RED BLADE ERODED 30% IN ZONE 17 DD: MAY 25 2022

Corrective Action:

REFINISHED RH RED BLADE IAW SSS 6211

1JSP48G	GD9117093	31 MAY 2022 1203	12C	U	JC	SF
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Discrepancy:

RH WHITE BLADE ERODED 20% IN ZONE 17 DD: MAY 25 2022

Corrective Action:

REFINISHED RH WHITE BLADE IAW SSS 6211

1JSP53S	GD9144422	31 MAY 2022 0812	020	U	JC	SC
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Discrepancy:

PERFORM 70 FLIGHT HOUR INSPECTION INSPECTION

Corrective Action:

PERFORMED 70 HR INSP.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP59M	GD9145012	26 MAY 2022 1441	310	D	JC	SF

Discrepancy:

RH LOWER IR COOLING PANEL HAS DAMAGE BEYOND LIMITATIONS IN ZONE 1

Corrective Action:

CANNIBALIZED (BUNO: 186737 MCN: 1JSP5BS) REPLACED RH LOWER COOLING PANEL IAW SSS 7852. ATAF APAF AFF ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP546	GD9144432	25 MAY 2022 1432	120	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH590557

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH590557

1JSP545	GD9144431	25 MAY 2022 1431	120	U	JC	SX
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Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH590557

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH590557

1JSP53Y	GD9144424	25 MAY 2022 1431	120	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH477115

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH477115

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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CLOSED WORK ORDERS LAST 10 FLIGHTS

<u>MCN</u>	<u>JCN</u>	<u>Completion Datetime</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Job Status</u>	<u>Type WO</u>
1JSP53X	GD9144423	25 MAY 2022 1430	120	U	JC	SX

Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH477115

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH477115

1JSP547	GD9144433	25 MAY 2022 1338	310	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR ENGINE INSPECTION ; S/N = CAE130137; POSITION - RH; IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000

Corrective Action:

COMPLIED WITH 70 HOUR ENGINE INSPECTION IAW SSS 053D. ATAF APAF AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP53Z	GD9144425	25 MAY 2022 1336	310	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR ENGINE INSPECTION ; S/N = CAE130550; POSITION - LH; IN ACCORDANCE WITH REFERENCE: A1-V22AB-MRC-000

Corrective Action:

LH ENGINE INSPECTION COMPLETED IAW SSS 053D. ATAF. APAF. AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP59K	GD9145008	25 MAY 2022 1052	310	D	JC	SF
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Discrepancy:

APU FAIL TO LIGHT WITH ASSOCIATED CLUTCH SERVO VALVE F(P)

Corrective Action:

REPLACED APU CLUTCH SERVO VALVE FILTER IAW SSS 4900. ATAF APAF AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP57U	GD9144563	25 MAY 2022 1033	310	U	JC	DM

Discrepancy:

WORN HARDWARE ON TOP ACCESS PANEL ASSY 6LT9 APAF

Corrective Action:

RECIEVED NEW HW FOR PANEL 6LT9. ATAF APAF AFF. REFER MAINTENANCE AND RELATED IP'S FOR INSTALLATION OF PANEL 6LT9 TO MCN: 1JSP53W

1JSP58G GD9144584 25 MAY 2022 1028 120 D JC SF

Discrepancy:

OUTBOARD DOOR 6RO3 UPPER PIN LATCH PIN IS BROKEN, APAF AND DISCARDED IN AIRFRAMES.

Corrective Action:

REMOVED AND REPLACED OUTBOARD DOOR 6RO3 UPPER PIN LATCH PIN IAW SSS 5422.

1JSP58C GD9144582 25 MAY 2022 1027 120 U JC SF

Discrepancy:

OUTBOARD DOOR 6LO3 UPPER PIN LATCH PIN IS WORN.

Corrective Action:

REMOVED AND REPLACED OUTBOARD DOOR 6LO3 UPPER PIN LATCH PIN IAW SSS 5421

1JSP54E GD9144442 25 MAY 2022 0843 200 D JC DM

Discrepancy:

GEN 3 OIL FILTER BYPASS.

Corrective Action:

REMOVED AND REPLACE GEN NO.3 IAW IETMS SSS:2420 ***REQUIRES X-TIES FOR FULL SYSTEM OP CHECK*** ATAF.APAF.AFF,ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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MCN	JCN	Completion Datetime	Work Center	U/DiP	Job Status	Type WO
1JSP57E	GD9144549	24 MAY 2022 1437	310	D	JC	SF

Discrepancy:

LH ENGINE FLEXIBLE TAILPIPE CRACKED BEYOND LIMITATIONS. LIMITATIONS ARE AS FOLLOWS: IF CRACKS IN FLEXIBLE BELLOWS EXIST, REPLACE BELLOWS SEAL ASSY.

Corrective Action:

REPLACED LH ENGINE FLEXIBLE TAILPIPE IAW SSS 7811. ATAF, APAF, AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP54B	GD9144437	24 MAY 2022 1227	120	U	JC	SX
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Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH423384

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION IAW SSS 053D UTILIZING PEMA 3. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR, ATAF, APAF, AFF, ACF.

1JSP54A	GD9144436	24 MAY 2022 1227	120	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH443542

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IAW SSS 053D UTILIZING PEMA 3. ATAF, APAF, AFF, ACF.

1JSP549	GD9144435	24 MAY 2022 1226	120	U	JC	SX
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Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH443542

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION IAW SSS 053D UTILIZING PEMA 3. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR, ATAF, APAF, AFF, ACF.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP544	GD9144430	24 MAY 2022 1226	120	U	JC	SX

Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = A-1291

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IAW SSS 053D UTILIZING PEMA 3. ATAF, APAF, AFF, ACF.

1JSP543	GD9144429	24 MAY 2022 1225	120	U	JC	SX
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Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = A-1291

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION IAW SSS 053D UTILIZING PEMA 3. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR, ATAF, APAF, AFF, ACF.

1JSP542	GD9144428	24 MAY 2022 1225	120	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH353937

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IAW SSS 053D UTILIZING PEMA 3. ATAF, APAF, AFF, ACF.

1JSP54C	GD9144438	24 MAY 2022 1225	120	U	JC	SX
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Discrepancy:

COMPLY WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH423384

Corrective Action:

COMPLIED WITH 70 HOUR BLADE ROOT FOR CRACKS INSP IAW SSS 053D UTILIZING PEMA 3. ATAF, APAF, AFF, ACF.

Org: GD9
MODEX: 16
Buro: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP541	GD9144427	24 MAY 2022 1224	120	U	JC	SX

Discrepancy:

COMPLY WITH 35 HOUR INSPECTION. IN ACCORDANCE WITH REFERENCE: A1-V22AB-TIS-000 ; S/N = BH353937

Corrective Action:

COMPLIED WITH 35 HOUR INSPECTION IAW SSS 053D UTILIZING PEMA 3. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR, ATAF, APAF, AFF, ACF.

1JSP52N	GD9139404	24 MAY 2022 0843	230	U	JC	DM
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Discrepancy:

REMOVE GAU-21 PINTLE COMBO MOUNT

Corrective Action:

REMOVED GAU-21 PINTLE IAW AW-381AB-MOB-200. AREA FOD FREE.

1JSP52P	GD9139406	24 MAY 2022 0842	230	U	JC	DM
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Discrepancy:

REMOVE COMBO MOUNT

Corrective Action:

REMOVED COMBO MOUNT IAW AW-381AB-MOB-200. AREA FOD FREE.

1JSP52G	GD9139397	19 MAY 2022 1334	230	U	JC	CX
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Discrepancy:

COMPLY WITH RELEASE AND CONTROL INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-LWS-720 ; S/N = 168018

Corrective Action:

COMPLIED WITH RELEASE AND CONTROL INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-LWS-720 ; S/N = 168018. ALL CHECKS CHECKED GOOD.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

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1JSP50X	GD9138364	19 MAY 2022 0926	120	D	JC	DM

Discrepancy:

SUSPECTED LEAK COMING FROM LH RAMP ACTUATOR RAM ROD. ** UPDATE ** LH RAMP ACTUATOR ROD END LEAKING MORE THAN LEAKAGE LIMIT OF 4 DROPS PER 10 CYCLES

Corrective Action:

CANNIBALIZED (BUNO: 166737 MCN: 1JSP52E) REMOVED AND REPLACED LH RAMP ACTUATOR IAW SSS 2925. PERFORMED HYDRAULIC FLUID SAMPLING ON SYSTEM THREE VIA PODS METHOD IAW 01-1A-17. HYD SYSTEM THREE RAN A NAVY CLASS 1.

1JSP4TT	GD9132134	17 MAY 2022 1303	310	U	JC	DM
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Discrepancy:

RIGHT TILT ACCESS GEARBOX HOT

Corrective Action:

CLEANED RH HEAT EXCHANGER IAW SSS 5492 ATAF APAF AFF.

1JSP4Y2	GD9136279	16 MAY 2022 1547	120	D	JC	DF
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Discrepancy:

LH NOSE LANDING GEAR TIRE HAS DAMAGE WEARING THROUGH SECOND PLY. POC

Corrective Action:

REMOVED AND REPLACED LH NOSE LANDING GEAR TIRE IAW SSS 3240

1JSP4Y3	GD9136280	16 MAY 2022 1546	120	D	JC	DF
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Discrepancy:

RH NOSE LANDING GEAR TIRE HAS DAMAGE WEARING THROUGH SECOND PLY. POC

Corrective Action:

REMOVED AND REPLACED RH NOSE LANDING GEAR TIRE IAW SSS 3240

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
Time: 15:13:25
REQ BY:
Page: 47 of 50

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

CLOSED WORK ORDERS LAST 10 FLIGHTS

MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP3W0	GD9108310	16 MAY 2022 1416	12C	U	JC	DM

Discrepancy:

PANEL 6LO1-B FORWARD HOOK LATCH HAS BARE METAL DD: 15 MAY

Corrective Action:

PANEL 6LO1-B FORWARD HOOK LATCH PAINTED IAW MIL-STD-2161C

1JSP3VD	GD9108296	16 MAY 2022 1415	12C	U	JC	SF
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Discrepancy:

6LO3 FORWARD PIN LATCH HAS BARE METAL DD: 16 MAY

Corrective Action:

6LO3 FORWARD PIN LATCH PAINTED IAW MIL-STD-2161C

1JSP3VC	GD9108297	16 MAY 2022 1414	12C	U	JC	SF
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Discrepancy:

PANEL 6LO3 FORWARD HOOK LATCH HAS BARE METAL DD: 16 MAY

Corrective Action:

PANEL 6LO3 FORWARD HOOK LATCH PAINTED IAW MIL-STD-2161C

1JSP4TU	GD9132135	16 MAY 2022 1210	200	D	JC	DM
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Discrepancy:

RH ENG FIRE DETECTOR #2 POSTING F(P)

Corrective Action:

REMOVED AND REPLACED RH PNEUMATIC FIRE DETECTOR NO2 IAW IETMS SSS:2612 SYSTEM OP CHECK GOOD. ATAF.APAF.AFF.ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
Time: 15:13:25
REQ BY:
Page: 48 of 50

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

Up/Down/Partial: P

CLOSED WORK ORDERS LAST 10 FLIGHTS

<u>MCN</u>	<u>JCN</u>	<u>Completion Datetime</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Job Status</u>	<u>Type WO</u>
1JSP4OA	GD9126594	12 MAY 2022 1009	200	U	JC	DM

Discrepancy:

GEN 3 OIL FILTER BYPASS POSTING ON DOWNLOAD

Corrective Action:

REMOVED AND REPLACED VARIABLE FREQUENCY GENERATOR NO. 3 OIL FILTER IAW IETMS SSS 2420.

1JSP4TS	GD9132133	12 MAY 2022 1009	200	D	JC	DM
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Discrepancy:

GEN 3 OIL FILTER BYPASSED

Corrective Action:

REFER CORRECTIVE ACTION TO MCN: 1JSP4OA JCN: GD9126594

1JSP4QR	GD9128057	12 MAY 2022 1006	230	U	JC	DM
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Discrepancy:

REMOVE COMBO MOUNT

Corrective Action:

REMOVED GUN MOUNT ADAPTER ASSEMBLY S/N: 30003-00192 IAW AW-381AB-MOB-200

1JSP4QS	GD9128058	12 MAY 2022 1002	230	U	JC	DM
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Discrepancy:

REMOVE 240D PINTLE

Corrective Action:

REMOVED M240D PINTLE S/N: 30003-000192 IAW AW-381AB-MOB-200

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
Time: 15:13:25
REQ BY:
Page: 49 of 50

Up/Down/Partial: P

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

CLOSED WORK ORDERS LAST 10 FLIGHTS

MCN	JCN	Completion Datetime	Work Center	U/D/P	Job Status	Type WO
1JSP4SQ	GD9130106	10 MAY 2022 2016	230	U	JC	CX

Discrepancy:

COMPLY WITH RELEASE AND CONTROL INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-LWS-720 ; S/N = 168018

Corrective Action:

COMPLIED WITH RELEASE AND CONTROL INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: A1-V22AB-LWS-720 ; S/N = 168018. AREA FOD FREE.

1JSP4RZ	GD9130085	10 MAY 2022 1533	200	U	JC	DM
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Discrepancy:

RH PROP OVERTEMP SWITCH FAILED 143 TIMES.

Corrective Action:

PERFORMED WIRE REPAIR ON WIRE W614-W76M22 VBL, ON HARNESS W614, CONNECTOR 6342US52P1, APPROX 6 INCH BEHIND BACKSHELL, FOR THE RIGHT HAND PROPROTOR GEARBOX OVERTEMP SWITCH. IAW NAVAIR 01-1A-505-1 ATAF, APAF, AFF

1JSP4RY	GD9130084	10 MAY 2022 1525	200	D	JC	DM
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Discrepancy:

FCC 3 F(P) FAULT ID/4A91 1/2301 2/2F61 3/5D80 5/0800 6/0800 7/5BBB, ANYTIME A/C BFWS OPERATIONS ARE ATTEMPTED THE PLANE GIVES RED HALTS DUE TO FCC 3 F(P) HARD POSTED.

Corrective Action:

CLEANED AND RESEATED CONNECTOR P2 ON EAPS START VALVE. OPCHECK WAS GOOD IAW IETMS SSS 7181. ATAF APAF AFF.

1JSP4S1	GD9130087	10 MAY 2022 1326	310	U	JC	DM
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Discrepancy:

R ENG SERVICE REQUIRES 64 OZ SERVICING.

Corrective Action:

RH ENG SERVICED W/ 64 OZ OF 23699 IAW S/S/S 12. ATAF APAF AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

Org: GD9
MODEX: 16
Buno: 168018
Assy Cd: AYNE
TMS: MV-22B

NALCOMIS OMA AADB SUMMARY REPORT

Date: 11 JUN 2022
Time: 15:13:25
REQ BY:
Page: 50 of 50

Up/Down/Partial: P

Basic Weight: 35132
Airframe Hours: 2007.100
Last Flown: 06 JUN 2022 1430
Next Phase: 162.900 Hours

CLOSED WORK ORDERS LAST 10 FLIGHTS

<u>MCN</u>	<u>JCN</u>	<u>Completion Datetime</u>	<u>Work Center</u>	<u>U/D/P</u>	<u>Job Status</u>	<u>Type WO</u>
1JSP4S0	GD9130086	10 MAY 2022 1326	310	U	JC	DM

Discrepancy:

L ENG SERVICE REQUIRES 43 OZ SERVICING.

Corrective Action:

SERVICED LH ENGINE WITH 43 OZ OF 23699 IAW S/S/S 12. ATAF APAF AFF. ALL TFOA WATCHLIST ITEMS ACCOUNTED FOR.

1JSP3SJ	GD9108222	10 MAY 2022 0821	200	U	JC	DM
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Discrepancy:

FADEC B / R ABCV F(P) CAUSING A 40-60 DEGREE MGT SPLIT BETWEEN LEFT AND RIGHT ENGINES

Corrective Action:

LOW POWERED MOTOR. NO ENGINE FAILURES POSTED AND NOT BLEED AIR LEAKS. SYSTEM OP-CHECKED. GOOD IAW IETMS SSS 7325 USING PEMA 1797 ATAF APAF AFF AREA CORROSION FREE. ALL TFOA WATCHLIST ITEMS IN AREA ACCOUNTED FOR.

Daily Status NMC/PMC

Source: AM3RR Database Report Date: 2022 14 00

Date Selected: Transactional

VMN	TMS	ASB	BR	DO	OS	SA	TD	MC	FMC	NMC	PMC	NMC	NMC	PMC	TC	SS	BP	FCP	MC%	PMC%	
VMN-354	B	7	7	0	7	0	5	0	2	5	0	7	2	0	0	0	0	0	3	71.4	0
VMN-354	C	7	3	4	3	0	1	1	2	0	0	0	0	0	0	0	0	0	0	33.3	33.3
Totals		14	10	4	10	0	6	1	4	5	0	7	2	0	0	0	0	0	3		
MC%		60.0		FMC		%		10.0		D/F		F/H		0.0		D/F		F/H		0.0	

WOCER-BUNID	TMS	MC	FMC	FCP	OLY	NACCON	NACB	PMCB	OSDEP	TAITS	STATUS	LOCATION	EFD	SNRPHASE	DET	NEXT BYP	Remarks
00-18895	C				04/15/2022	NACB	0	0	X		A20	HOME	06/09/2022	B/298 4			BLUCC ECU 06/09/22 # FCP-CIE ECU 06/09/22
Nomenclature																	
ICING PROTECTION SYSTEM																	
APR-35																	
BLEED LEAK AND OPS CHECKS																	
01-18887	C	X			04/15/2022	0	0				D41	OTHER	07/18/2022	C/201 5			KPKA # PM INSPECTION ECU 07/18/22
Nomenclature																	
ICING PROTECTION SYSTEM																	
HOLE/NOHMETA																	
PM INSPECTION																	
COMPRESSOR S																	
LINING FRICT																	
RUBSTRIP LOW																	
RUBSTRIP UPP																	
INSULATION T																	
02-188635	C	X			07/22/...	0	0				D41	OTHER	07/11/22	C/266 9			KPKA # PM INSPECTION ECU 07/11/22
Nomenclature																	
ICING PROTECTION SYSTEM																	
BLADE/FOLD																	
LH COMMAND																	
ROTOR BRAKE																	
SUPPORT STRU																	
RIVET/BUND																	
DUCT ASSEMBL																	
ALL MANUFACT																	
ALL MANUFACT																	
HOLE/NOHMETA																	
HUB ASSY AIR																	
BAFFLE ASSY Y																	
BAFFLE ASSY Y																	
BAFFLE ASSY Y																	
SUPPORT																	
COMPUTER SPC																	
COMPUTER SPC																	
PLANETARY BL																	
WIRING HARNE																	
INSULATION T																	
INSULATION T																	
TRANSPARENCY Y																	
WINDOW PANEL Y																	
PLATE STRUCT																	

CRMI	DCMI	DL	FCP	FL	FLSE	FRSI	INST Eval	LAT I	NI	NSFI	NSI	RVLI	SL	STANI
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No Rely		5/31/2023	5/31/2023				5/31/2020	5/31/2023				5/31/2023	5/31/2023	5/31/2023
		11/4/2022	11/4/2022	11/4/2022	11/4/2022			11/4/2022				11/4/2022	11/4/2022	11/4/2022
		12/10/2022	12/10/2022	12/10/2022	Revoked							12/10/2022	12/10/2022	12/10/2022
		1/20/2023											1/20/2023	
		4/14/2023												
		11/8/2022										11/8/2022	11/8/2022	
		9/10/2023						9/10/2023				9/10/2023	9/10/2023	
		10/22/2023						10/22/2023					10/22/2023	
No Rely		6/22/2023	6/22/2023	6/22/2023	6/22/2023		10/31/2022	6/22/2023	2/28/2023			6/22/2023	6/22/2023	6/22/2023
		4/2/2023	4/2/2023	4/2/2023	4/2/2023		8/31/2022	4/2/2023	Revoked			4/2/2023	4/2/2023	4/2/2023
		6/4/2023												

		9/23/2023	9/23/2023	9/23/2023			8/31/2022	9/23/2023				9/23/2023	9/23/2023	9/23/2023
			6/9/2023											
			9/10/2023									9/10/2023		9/10/2023
			11/22/2022									11/22/2022	11/22/2022	
		9/3/2023	9/3/2023									9/3/2023	9/3/2023	9/3/2023

Revoked		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked
		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked
			Revoked										Revoked	Revoked
			Revoked									Revoked	Revoked	Revoked
		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked
		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked
		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked
Revoked		Revoked	Revoked	Revoked	Revoked							Revoked	Revoked	Revoked

T2P	TAC	WTI
5/25/2023		
5/31/2023	5/31/2023	
11/4/2022	11/4/2022	No Rely
12/10/2022	12/10/2022	No Rely
1/20/2023	1/20/2023	
Revoked		
4/14/2023	4/14/2023	
11/8/2022	11/8/2022	
9/10/2023	9/10/2023	
10/22/2023	10/22/2023	
12/29/2022		
12/9/2022		
8/2/2023		
11/30/2022		
4/16/2023	4/16/2023	
6/22/2023	6/22/2023	No Rely
4/2/2023	4/2/2023	No Rely
10/22/2023		
6/4/2023	6/4/2023	
9/23/2023		
1/8/2023		
10/22/2023		
9/3/2023		

9/23/2023	9/23/2023	No Rely
6/9/2023	6/9/2023	
9/10/2023	9/10/2023	
11/22/2022	11/22/2022	
10/22/2023		
9/3/2023	9/3/2023	
Revoked	Revoked	Revoked
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	
Revoked	Revoked	

**Event Proficiency
VMM-364 - MV-22B
Pilot**

Generated on 07/06/2022
1851 UTC-07:00

Days Un il Expired as of	07/07/2022	>= 90 Days	60-89 Days	30-59 Days	< 30 Days	Expired
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"W" indicates Waived, "D" indicates Deferred

		Familiarization (FAM(2))						Formation (FORM(1))				
		2010	2011	2012	2020	2021	2030	2031	2110	2111	2120	2130
Permanent												
	Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	05/20/2023	No Refly	No Refly	No Refly	No Refly
	Capt SAX, JOHN J.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	05/03/2023	No Refly	No Refly	No Refly	No Refly
		Formation (FORM(1))		Confined Area Landings (CAL(2))				Reduced Visibility Landings (RVL(2))				
		2131	2140	2210	2230	2231	2240	2241	2242	2250	2260	2270
	Capt LOSAPIO, NICHOLAS P.	No Refly	06/08/2023	No Refly	No Refly	06/08/2023	No Refly	No Refly	06/08/2023	No Refly	No Refly	06/08/2023
	Capt SAX, JOHN J.	No Refly	06/08/2023	No Refly	No Refly	06/08/2023	No Refly	No Refly	06/08/2023	No Refly	No Refly	06/08/2023

	Reduced Visibility Landings (RVL(2))					Night Systems - High Light Level (NSHLL(2))					NSLL(2)
	2271	2280	2281	2282	6900	2310	2330	2331	2340	2341	2370
Capt LOSAPIO, NICHOLAS P.	06/08/2023	02/03/2023	12/05/2022	06/08/2023	11/22/2022	No Refly	06/01/2023	05/26/2023	06/01/2023	05/26/2023	06/01/2023
Capt SAX, JOHN J.	06/08/2023	02/03/2023	12/05/2022	06/08/2023	10/29/2022	No Refly	06/07/2023	06/07/2023	06/07/2023	06/07/2023	
	Night Systems Low Light Level (NSLLL(2))					Air to Air Refueling (AAR(2))					
	2371	2380	2381	2382	2383	2410	2411	2420	2430	2431	2440
Capt LOSAPIO, NICHOLAS P.	05/26/2023	01/27/2023	01/27/2023	No Refly	01/21/2023	No Refly	No Refly	No Refly	No Refly	No Refly	05/26/2023
Capt SAX, JOHN J.						No Refly	No Refly	No Refly	No Refly		
	(AAR(2))	Tail Gunnery (TG(2))				Low Altitude Tactics (LAT(2))					
	2441	2510	2511	2541	2543	2610	2611	2612	2613	2614	2620
Capt LOSAPIO, NICHOLAS P.	05/26/2023	No Refly	No Refly	No Refly	05/20/2023	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly
Capt SAX, JOHN J.		No Refly	No Refly	No Refly	06/07/2023	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly
	Low Altitude Tactics (LAT(2))						Mountain Area Training (MAT(2))				
	2630	2631	2632	2640	2641	2642	2643	2710	2711	2730	2731
Capt LOSAPIO, NICHOLAS P.	No Refly	05/25/2023	05/25/2023	No Refly	05/25/2023	01/20/2023	11/21/2022	No Refly	No Refly	02/01/2023	02/01/2023
Capt SAX, JOHN J.	No Refly	06/01/2023		No Refly	02/27/2023			No Refly	No Refly	02/26/2023	

	(MAT(2))	Division (DIV(2))						Ground Threat Reaction (GTR(2))												
	2732	2750	2780	2781	2782	2783	2784	2810	2811	2812	2813									
Capt LOSAPIO, NICHOLAS P.	02/01/2023	No Refly	No Refly	No Refly	No Refly	05/20/2023	05/20/2023	02/09/2024	02/09/2024	02/09/2024	No Refly									
Capt SAX, JOHN J.	11/23/2022							05/31/2024	05/31/2024	05/31/2024	No Refly									
Ground Threat Reaction (GTR(2))										Field Carrier Landing Practice (FCLP(2))										
										2814	2815	2816	2817	2818	2820	2830	2831	2840	2910	2911
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	02/09/2024	12/01/2022	02/09/2023	No Refly	02/09/2023	02/09/2023	No Refly	No Refly									
Capt SAX, JOHN J.	No Refly	No Refly	No Refly	05/31/2024	03/10/2024	06/01/2023	No Refly	06/01/2023		No Refly	No Refly									
Field Carrier Landing Practice (FCLP(2))				Air Logistics Support (ALS(3))		Air Evacuation (AE(3))				TRAP(3)										
				2930	2931	2940	2942	3010	3040	3110	3111	3112	3140	3310						
Capt LOSAPIO, NICHOLAS P.	06/01/2023	06/01/2023	06/01/2023	06/01/2023	No Refly	02/17/2023	No Refly	No Refly	No Refly	No Refly	02/13/2023	No Refly								
Capt SAX, JOHN J.	05/26/2023	05/26/2023	01/25/2023																	
Tactical Recovery of Aircraft and Personnel (TRAP(3))			Combat Assault Transport (CAT(3))																	
			3311	3340	3410	3411	3412	3413	3414	3415	3420	3431	3440							
Capt LOSAPIO, NICHOLAS P.	No Refly	02/13/2023	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	02/13/2023	02/13/2023								
Capt SAX, JOHN J.																				

	CAT(3)	Air Delivery (AD(4))								Alternate Insertion/Extraction Techniques (AIE(4))	
	3441	4010	4030	4041	4042	4070	4081	4083	4840	4110	4111
Capt LOSAPIO, NICHOLAS P.	02/13/2023	No Refly	02/15/2023	02/15/2023	02/15/2023	No Refly	12/15/2022	12/15/2022	02/15/2023	No Refly	
Capt SAX, JOHN J.											
	Alternate Insertion/Extraction Techniques (AIE(4))					Mountain Area Training (MAT(4))		Defensive Weapons System (DWS(4))			
	4112	4140	4141	4142	4143	4180	4181	4210	4220	4221	4242
Capt LOSAPIO, NICHOLAS P.		08/13/2021				01/25/2023	07/03/2022				
Capt SAX, JOHN J.						02/26/2023					
	DCM(4)	Defensive Combat Manuevers (DCM(4))							Chemical, Biological, Radiological, Nuclear (CBRN(4))		
	4245	4310	4311	4312	4313	4320	4330	4340	4420	4430	4431
Capt LOSAPIO, NICHOLAS P.		No Refly	No Refly	No Refly	No Refly	No Refly	03/30/2022	03/30/2022	No Refly	No Refly	02/05/2023
Capt SAX, JOHN J.											

	Air to Air Refueling Instructor (AARI(5))		Low Altitude Training Instructor (LATI(5))							Reduced Visibility Landing Instructor (RVLI(5))		
	5330	5340	5610	5611	5612	5620	5630	5631	5632	5710	5720	
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	
Capt SAX, JOHN J.												
	Reduced Visibility Landing Instructor (RVLI(5))			Defensive Combat Maneuver Instructor (DCMI(5))					Night Systems Instructor (NSI(5))			
	5730	5731	5732	5810	5820	5830	5831	5832	5910	5920	5930	
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly						No Refly	No Refly	No Refly	
Capt SAX, JOHN J.												
	Night Systems Instructor (NSI(5))					Weapons and Tactics Instructor (WTI(5))	Requirement, Qualification, Designation (RQD(6))					
	5931	5932	5933	5934	5935		5950	6010	6011	6012	6030	6031
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	02/28/2023	02/28/2023	02/28/2023	02/28/2023	02/28/2023	
Capt SAX, JOHN J.							04/30/2022	04/30/2022	05/31/2023	05/31/2023		
	RQD(6)	Emergency Procedures (EP(6))	Instrument (INST(6))					Crew Resource Management (CRM(6))				
	6032		6033	6040	6041	6042	6060	6061	6070	6080	6090	6091
Capt LOSAPIO, NICHOLAS P.	02/28/2023	08/31/2022	10/31/2022	10/31/2022	10/31/2022	10/31/2022	10/31/2022	05/31/2023	02/28/2023	02/28/2023	02/28/2023	
Capt SAX, JOHN J.		08/31/2022	04/30/2022	04/30/2022	04/30/2022	04/30/2023		01/31/2022	05/31/2023			

	CRM(6)	TAC(6)				Section Leader (SL(6))					
	6092	6110	6130	6131	6132	6210	6211	6220	6221	6222	6223
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly
Capt SAX, JOHN J.											
	Section Leader (SL(6))								Division Leader (DL(6))		
	6224	6225	6230	6231	6232	6233	6234	6240	6320	6321	6330
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	No Refly	12/05/2022	No Refly	No Refly	No Refly
Capt SAX, JOHN J.											
	Division Leader (DL(6))				Flight Leader (FL(6))		Air Mission Commander (AMC(6))		Functional Check Pilot (FCP(6))		
	6331	6332	6333	6340	6430	6440	6530	6540	6610	6630	6631
Capt LOSAPIO, NICHOLAS P.	No Refly	No Refly	No Refly	11/16/2022	No Refly	08/11/2022			No Refly	No Refly	No Refly
Capt SAX, JOHN J.											
	TRACKING NS SS LAT (TRK(6))	TRACKING STRATEGIC TANKING (TRK(6))									
	6700	6800									
Capt LOSAPIO, NICHOLAS P.	01/20/2023	08/01/2022									
Capt SAX, JOHN J.											

Capt Losapio Logbook Numbers

Career Totals	Hours										
	TMS	TPT	FPT		CPT		ACMDR		SCT		ACT
Totals	All	1648.5	897.7		750.8		639.7		4.3		206.9
	MV-22B	1450.6	748.2		702.4		639.7		4.3		187.4
	T-6B	77.3	62.5		14.8						8.4
	TC-12B	85.7	61.3		24.4						9.3
	TH-57B	22.2	17.7		4.5						
	TH-57C	12.7	8.0		4.7						1.8

TMS	Hours										V-22 Landings	
	SIM	NIGHT	HLL	LLL	COMBAT	DL	SL	TAC	FL	P	6	
All	123.0	564.5	212.1	307.4	183.3	60.3	237.3	712.2	2.4	324	354	
MV-22B	96.0	531.8	212.1	307.4	183.3	60.3	237.3	712.2	2.4	324	354	
T-6B	10.1	8.6										
TC-12B	16.9	21.0										
TH-57B												
TH-57C		3.1										

V-22 Landings											
9	Q	M	J	W	S	L	N	0	7	Z	
174	22	91	16	84	55	79	18	11	5	1	
174	22	91	16	84	55	79	18	11	5	1	

V-22 Landings											Approaches
2	4	1	R	F	K	8	H	E	5	1	
6	12	3	50	25	2	9	2	16	47	46	
6	12	3	50	25	2	9	2	16	47	46	

Approaches				
2	A	B	C	5
15	96	72	1	3
15	96	72	1	3

30 / 60 / 90 SCT		
30.9	37.9	49.9

Capt Sax Logbook Numbers												
Career Totals	TMS	Hours								V-22 Landings		
		TPT	FPT	CPT	ACT	SIM	NIGHT	HLL	LLL	6	5	9
Totals	All	513.9	398.6	115.3	35.6	73.1	73.6	32.8	0.5	775	20	147
	MV-22B	235.1	169.3	65.8	4.4	28.3	37.3	32.8	0.5	33	20	147
	T-44C	72.1	53.4	18.7	4.8	17.9	9.3			137		
	T-45C	91.8	82.2	9.6	22.0	11.4	15.9			253		
	T-6B	78.7	65.0	13.7	3.9	15.5	8.0			192		
	TH-57B	36.2	28.7	7.5	0.5		3.1			160		

P	V-22 Landings							Approaches			
	1	F	E	L	S	0	R	1	2	A	B
46	7	104	6	11	5	45	28	31	19	78	104
46	7	6	6	11	5	45	28	6	3	30	30
		28							1	15	35
		36						25	13	22	9
		18							2	11	30
		16									

30 / 60 / 90 SCT		
6.8	24.8	31.1

Event Proficiency VMM-364 - MV-22B Crew Chief

Generated on 07/06/2022
1852 UTC-07:00

Days Until Expired as of 7/7/2022	>= 90 Days	60-89 Days	30-59 Days	< 30 Days	Expired
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		Familiarization (FAM(2))				Formation (FORM(2))		Confined Area Landings (CAL(2))		Reduced Visibility Landings (RVL(2))	
		2012	2013	2020	2027	2110	2140	2240	2242	2270	2282
Permanent											
	Cpl CARLSON, NATHAN E.	No Refly	No Refly	No Refly	No Refly	No Refly	06/08/2023	No Refly	06/08/2023	No Refly	06/08/2023
	Cpl RASMUSON, SETH D.	No Refly	No Refly	No Refly	No Refly	No Refly	06/08/2023	No Refly	06/08/2023	No Refly	06/08/2023
	LCpl STRICKLAND, EVAN A.	No Refly	No Refly	No Refly	No Refly	No Refly	06/08/2023	No Refly	06/08/2023	No Refly	
		Night Systems High Light Level (NS HLL(2))				Night Systems Low Light Level (NS LLL(2))			Tail Gunnery (TG(2))		
		2310	2311	2340	2341	2380	2381	2383	2510	2514	2515
	Cpl CARLSON, NATHAN E.	No Refly	No Refly	05/26/2023	05/26/2023	No Refly	01/21/2023	01/21/2023	No Refly	No Refly	No Refly
	Cpl RASMUSON, SETH D.	No Refly	No Refly	06/01/2023	05/18/2023	No Refly	01/27/2023	12/29/2022	No Refly	No Refly	No Refly
	LCpl STRICKLAND, EVAN A.	No Refly	No Refly						No Refly	No Refly	No Refly
		Tail Gunnery (TG(2))				Low Altitude Tactics (LAT(2))					
		2540	2541	2542	2543	2610	2611	2640	2641	2642	2643
	Cpl CARLSON, NATHAN E.	No Refly	06/08/2023	No Refly	05/20/2023	No Refly	No Refly	No Refly	06/08/2023	01/20/2023	11/21/2022
	Cpl RASMUSON, SETH D.	No Refly	06/08/2023	No Refly	05/18/2023	No Refly	No Refly	No Refly	06/08/2023	01/13/2023	10/30/2022
	LCpl STRICKLAND, EVAN A.					No Refly	No Refly	No Refly			

Division (DIV(2))				Ground Threat Reaction(GTR(2))					
2780	2781	2782	2783	2784	2810	2812	2813	2814	2815

Cpl CARLSON, NATHAN E.	No Refly	No Refly	No Refly	05/20/2023	05/20/2023	01/20/2023	No Refly	No Refly	No Refly	No Refly
Cpl RASMUSON, SETH D.	No Refly	No Refly		08/01/2022	05/18/2023	07/13/2022	No Refly	No Refly	No Refly	No Refly
LCpl STRICKLAND, EVAN A.										

Ground Threat Reaction(GTR(2))				Field Carrier Landing Practice (FCLP(2))			Air Logistics Support (ALS(3))		
2816	2820	2831	2840	2930	2931	2942	3011	3040	3110

Cpl CARLSON, NATHAN E.	02/17/2024	07/27/2022	02/17/2023	02/17/2023	No Refly	No Refly	01/26/2023	No Refly	05/11/2023	No Refly
Cpl RASMUSON, SETH D.	05/02/2024	07/31/2022	05/03/2023	05/03/2023	No Refly	No Refly	06/01/2023	No Refly	05/11/2023	No Refly
LCpl STRICKLAND, EVAN A.					No Refly	No Refly				

Air Logistics Support (ALS(3))			Tactical Recovery of Aircraft and Personnel (TRAP(4))		Combat Assault Transport (CAT(3))	Aerial Delivery (AD(4))			
3111	3112	3140	3310	3340	3440	4010	4041	4042	4043

Cpl CARLSON, NATHAN E.	No Refly	No Refly	05/11/2023	No Refly	02/13/2023	05/11/2023	No Refly		02/12/2023	02/15/2023
Cpl RASMUSON, SETH D.	No Refly	No Refly	05/11/2023	No Refly	05/11/2023	05/11/2023	No Refly	07/11/2022		
LCpl STRICKLAND, EVAN A.										

Aerial Delivery (AD(4))					Alternate Insertion/Extraction Techniques (AIE(4))				
4081	4082	4083	4084	4840	4111	4140	4141	4142	4143

Cpl CARLSON, NATHAN E.					02/15/2023					
Cpl RASMUSON, SETH D.					07/11/2022					
LCpl STRICKLAND, EVAN A.										

Mountain Area Training (MAT(4))		Defensive Weapons System (DWS(4))							
4180	4181	4210	4211	4220	4221	4223	4240	4241	4242

Cpl CARLSON, NATHAN E.	02/01/2023								
Cpl RASMUSON, SETH D.	12/18/2022								
LCpl STRICKLAND, EVAN A.									

Defensive Weapons System (DWS(4))			Defensive Combat Maneuvering (DCM(4))					Chemical, Biological, Radiological, and Nuclear (CBRN)	
4243	4244	4245	4310	4311	4312	4320	4340	4420	4430

Cpl CARLSON, NATHAN E.								No Refly	No Refly
Cpl RASMUSON, SETH D.								No Refly	No Refly
LCpl STRICKLAND, EVAN A.									

(CBRN)	Carrier Qualification (CQ(4))				(SEA(4))	Aviation Delivered Ground Refueling (ADGR(4))			(BI(4))
4431	4480	4481	4482	4483	4540	4610	4620	4640	4710

Cpl CARLSON, NATHAN E.	10/23/2022					No Refly	02/13/2023	02/13/2023	No Refly
Cpl RASMUSON, SETH D.	01/20/2024	02/23/2023	07/17/2022		07/17/2022	No Refly	12/17/2022	12/17/2022	No Refly
LCpl STRICKLAND, EVAN A.									

(BI(4))	(AC2(4))	Basic Instructor Crew Chief (BICC(5))							(TGI(5))
4740	4741	4920	5010	5020	5040	5141	5142	5143	5410

Cpl CARLSON, NATHAN E.			No Refly	No Refly	No Refly	No Refly			
Cpl RASMUSON, SETH D.	03/09/2023	03/09/2023	No Refly	No Refly	No Refly	No Refly			
LCpl STRICKLAND, EVAN A.									

Tail Gunner Instructor (TGI(5))									
5411	5420	5421	5422	5430	5431	5433	5434	5435	5436

Cpl CARLSON, NATHAN E.									
Cpl RASMUSON, SETH D.									
LCpl STRICKLAND, EVAN A.									

Defensive Weapons System Instructor (DWSI(5))						Low Altitude Tactics Instructor (LATI(5))			(NSFI(5))
5511	5520	5521	5523	5530	5531	5610	5630	5631	5710

Cpl CARLSON, NATHAN E.						No Refly	No Refly		
Cpl RASMUSON, SETH D.						No Refly	No Refly	No Refly	
LCpl STRICKLAND, EVAN A.									

(NSFI(5))		Defensive Combat			Night Systems Instructor (NSI(5))				(WTI(6))
5731	5732	5810	5831	5832	5910	5933	5934	5935	5950

Cpl CARLSON, NATHAN E.									
Cpl RASMUSON, SETH D.									
LCpl STRICKLAND, EVAN A.									

Requirement, Qualification, Designation (RQD(6))						Crew Resource Management (CRM(6))			
6010	6011	6012	6030	6031	6032	6070	6080	6090	6091

Cpl CARLSON, NATHAN E.	07/31/2022	07/31/2022	07/31/2022	07/31/2022		01/31/2023	07/31/2022		
Cpl RASMUSON, SETH D.	02/28/2023	03/31/2023	03/31/2023	03/31/2023		01/31/2023	03/31/2023		
LCpl STRICKLAND, EVAN A.	03/31/2023	04/30/2023	04/30/2023	04/30/2023		12/31/2022	04/30/2023		

(CRM(6))	M240D Qualification				GAU-16 Qualification			GAU-21 Qualification	
	6092	6110	6120	6150	6151	6210	6250	6251	6310

Cpl CARLSON, NATHAN E.		No Refly	06/02/2023	No Refly	06/02/2023				No Refly	06/08/2023
Cpl RASMUSON, SETH D.		No Refly	05/18/2023	No Refly	05/18/2023				No Refly	06/06/2023
LCpl STRICKLAND, EVAN A.									No Refly	

GAU-21 Qualification		Traking NS SS LAT (TRK(6))		Reduced Visibility Landings (RVL(6))	
6350	6351	6700		6900	

Cpl CARLSON, NATHAN E.	No Refly	06/08/2023		11/22/2022
Cpl RASMUSON, SETH D.	No Refly	06/06/2023		11/06/2022
LCpl STRICKLAND, EVAN A.				

AIRCREW LOGBOOK AND 30/60/90

Cpl Rasmuson Logbook Numbers

Career Totals		Hours					
	TMS	TPT	SCT	NIGHT	HLL	LLL	COMBAT
Totals	All		585.7	222.4	99.9	119.9	74.0
	MV-22B		585.7	222.4	99.9	119.9	74.0

30 / 60 / 90 SCT		
30.5	66.5	81

Cpl Carlson Logbook Numbers

Career Totals		Hours					
	TMS	TPT	SCT	NIGHT	HLL	LLL	COMBAT
Totals	All		529.7	193.0	72.7	111.8	72.0
	MV-22B		529.7	193.0	72.7	111.8	72.0

30 / 60 / 90 SCT		
38.7	72.7	104.7

LCpl Strickland Logbook Numbers

Career Totals		Hours					
	TMS	TPT	SCT	NIGHT	HLL	AMC	COMBAT
Totals	All		65.8	15.5	15.5	3.5	0.0
	MV-22B		65.8	15.5	15.5	3.5	0.0

30 / 60 / 90 SCT		
4	21	41.7

WITNESS STATEMENT

Lieutenant Colonel

Name	Rank/Rate	EDIPI
VMM-364		CO
Command		Section
Email		Phone

I, */7532*, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 at 1025 hours to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

My primary MOS is 7532, Tiltrotor Second Pilot (T2P) and I am a brand new Osprey pilot. I am a career 7565 (Cobra pilot) with over 3,500 flight hours in multiple airframes. I was assigned to HMX where I flew multiple type, model, and series aircraft and was fully qualified in all those platforms. I only have basic pilot qualified in model (PQM) or tiltrotor second pilot (T2P) qualifications in the MV-22 and am currently working through the 2000-level T&R syllabus.

My overall impression of the squadron culture is very positive. Being new to the community, I've been impressed with the comradery and positivity within the squadron. You can feel the positivity when you walk the halls. It was interesting to see the motivation, coming to a new squadron, as the new CO who is learning a new aircraft as he's assuming command. There have been no issues at all. Everyone's very open and we have a good open communication flow within the ready room. I was able to begin training with VMM-364 in March, minus a few weeks while I was attending Cornerstone. I have been very impressed with the squadron and very fortunate. I told my wife that I was looking forward to command of VMM 364 because of the comradery, team, and legacy. I could have showed up to a squadron that was having a rough time and that was not the case here.

Speaking to squadron readiness, there have been some struggles. The unit came off the SPMAGTF and accepted a lot of aircraft. Aircraft readiness has not been optimal. The squadron, before I took command, was struggling to reach readiness goals which often occurs when rebuilding following return from deployment. Resource constraints are always a big issue in this community, so that is an on-going challenge. There are multiple aircraft undergoing PMI which is not optimal. We are working through that impact on aircraft availability. Based on my experience, there is nothing wrong with maintenance processes or procedures. The Maintenance Department has a pretty good reputation and I have watched the readiness rates closely over the past year and a half. It was good to steady readiness. Really no concerns. Since the change of command - during the first two weeks - everyone has been very helpful. I haven't instituted a lot of changes in the first two weeks. In terms of operational tempo, the readiness has been cyclical. The Ready Room is good, we're in a transition phase with manpower. We've lost three department heads - senior leadership, but that is the lifecycle of a squadron coming off a deployment during the PCS season. There are no significant concerns from me just things we need to work through as we prepare for composite to the 15th MEU.

Regarding scheduled missions on 8 June 2022, I reviewed the flight schedule the afternoon of the 7th of June. No initial concerns. I had just done the same mission the previous week on a Thursday for my initial tail gunnery T&R event and I was familiar with the 2512 range. I have spent years shooting on that range in the Cobra and am very familiar with range regulations. After going through the event myself last week, we were getting some of the new pilots and crew chiefs their qualifications as well. My only concerns coming from an attack platform and new to the assault community was paying special attention to the range regulations. I specifically addressed adhering to the cones of fire range fans. The June 8 flight was essentially an under-training for [redacted] to gain proficiency in his section lead syllabus. He was leading the flight that day even though Captain Losapio was actual flight lead in Swift 11.

I put a lot of notes on my Risk Assessment Worksheet's for each flight. When I was a squadron XO and was able to sign the schedule when the CO was out, I always put additional notes on the RAW's like, "Pay attention to range regulations, coordination, and communication within the flight," just to make sure they are double-checking. Make sure you (aircraft commander) are tracking that. To me TG is a pretty benign event, very minimal maneuvering, daytime, no real risk concerns. The RAW review is one last item a pilot has to review prior to execution.

As far as crew pairing, there were no issues at all. Sloppy (Capt Losapio), is a phenomenal officer and pilot. His reputation precedes him. Based on my brief observations, I made a recommendation for his acceptance to HMX on this year's board because I was so impressed by him, after reviewing his background, and speaking to his former CO. He is just a stellar individual—no concerns with him.

Captain Sax was relatively new and he had only been in the fleet a year. He worked for me at the MAG-39 headquarters while I was the XO. He was a phenomenal officer. He volunteered to go to SLTE right out of the gate after only being in the MAG for a few weeks. Of all the individuals briefed to me by [redacted], he was leaps and bounds ahead of his peers in terms of capability and stick control. I mean he really was a natural stick and his work ethic was exceptional. He had no issues in the cockpit. He had been crushing the syllabus and we were looking at preparing him for upper level qualifications. For Dash-2, [redacted] he was in what I consider to be a peer on peer flight and that was good because he had Captain Losapio letting him do his thing as a section leader under training in a relatively benign training mission from my point of view and risk tolerance as a commander. No concerns about the flight.

Highly qualified crew instructor chiefs were in the mishap cabin with plenty of experience from combat missions on SPMAGTF as well as a variety of other training missions. After reviewing the schedule, I had no concerns with the TG event. The only concern I had with the 8 June schedule, upon review, was a later escort mission at pinky time which we had pre-coordinated with HMLA-169. I tasked the OPSO to conduct additional coordination to ensure appropriate briefings were conducted and de-confliction measures were in place. Lance Corporal Strickland (crew chief under training) had been at VMMT-204 with me, so he was very new to VMM-364, and this was his first flight in the fleet.

I had no concerns regarding human factors issues with pilots or crew. We typically hold human factors boards (HFB) the last week of the month and had just conducted a HFB prior to the change of command. I had sat in on the previous two months' worth of HFB's and Force Preservation Councils (FPC) and had no concerns. Regarding hazing, I have not seen or heard of any issues regarding senior enlisted Marines hazing or harassing junior enlisted Marines in the

unit.

Generally, we run hot seat to hot seat. We typically have three crews back-to-back-to-back for 10 hours and then have maintenance the following day. Optimally, we fly Tuesday and Thursday flight schedules which has been driven by holidays and other special liberty. The one thing the squadron has not had in recent months is a consistent work week due to training exercises (WTI support) taking significant effort from the squadron and holidays. As a result, the battle rhythm hasn't been set and that is the one thing I want to get us back on track with.

CRM isn't something I have identified as an issue but I probably don't have enough exposure in this airframe. I just have 40 hours of actual flight time in the Osprey from my time at Marine Medium Tiltrotor Squadron 204 (VMPT-204) with only about 10 of those hours coming in VMPT-364. Most of the training events are in the simulator. Based on my experience, the CRM has been good. When I think back to training at VMPT-204, the crew chiefs are very proactive and focus on CRM. I've flown three of my flights with Cpl Rasmuson who was very directive as are all the guys in the tunnel (the area between the co-pilot and pilot). I've had the experience flying crewed aircraft going back to my time in the CH-46, H-3, and H-60. All the higher risk maneuvers (RVLs) that I have done in the MV-22, were usually in the daytime. Based on my experience, the crew chiefs are great and they communicate very well.

The pilots I have flown with are very directive, open, and efficient communicators. I would say VMPT-204 does a good job of building the required communication cadences into their user guide. I don't identify any issues from a C2 perspective in the aircraft in this squadron. I'm still identifying maintenance side differences but am comfortable with where we are as a squadron and would never have expected this mishap to happen to this squadron as a result of personnel failure or a maintenance related accident or procedural failure.

There was no concern regarding the 0600 hours flight brief or 0800 hours flight launch. I experienced the same start times in VMPT-204. It was earlier than I experienced in the HMLA community but the early times are what I have experienced in the Osprey community. I spent a lot of time in the Director of Safety and Standardization (DOSS) office before I assumed command. When I first got here, I asked a lot of questions about standard operation procedures (SOP) for mishaps, SOPs for briefs, and reviewed outside the normal HFC's and standardization boards. When it came to scheduling, the briefing is different. It all falls within standard Assault Support Tactical SOP requirements and I've sat in tactical briefings as well for the nighttime goes. The briefing isn't as in-depth. The HMLA community would beat each other up about the briefing and they were long, two to three hour blocks. The 0600 brief hasn't bothered me, nor the tempo. What would bother me is if the IP's were going from a morning to a night shift to a day shift where their circadian rhythms are off. If you're a night fighter then you need to be on the night crew for a few weeks at a time. I was not concerned for this flight. I'm not sure if any of the crew of the mishap aircraft were on night crew the prior week.

I swear (or affirm) that the statement provided is truthful so help me God.

Sworn to before me this date. _____ 20220808 1600
Date Time

(Investigator's name) _____ Date Time

WITNESS STATEMENT

Name	<u>Major</u>	EDIPI
<u>VMM-364</u>	<u>Rank/Rate</u>	<u>AMO</u>
Command		Section
Email		Phone

I, _____, USMC 1 /7532, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

My MOS is 7532, I'm a MV-22B pilot. I have received a certification at Center for Naval Aviation Tactical Training (CNATT) and I have been the Aviation Maintenance Officer (AMO) for VMM-364 since early September 2021.

It is standard procedure that every pilot reviews the aircraft discrepancy book (ADB) prior to each flight. It is available electronically and the pilot will sign it electronically. There are parts of the ADB like the fuel samples that we maintain hard copies of the records. Both TACs in the section signed for their respective aircraft. If pilots were not signing the ADB that would be a trend that I would be aware of, however, I'm not aware of that being an issue.

The squadron's readiness as a trend was plateauing. The driver of that were a couple things: 1) we had come back from a deployment in October 2021 from Special Purpose MAGTF which had unique requirements for retrograding back to CONUS because we had to transfer aircraft across different Combatant Commands and support flight operations at the same time; 2) the lifecycle of people leaving the squadron, including those with particular qualifications that impacted the squadron's maintenance cycles; and 3) People had to cover down on other duties to compensate for those who had moved; 4) Four of our 14 aircraft were down for PMI; 5) Increased manpower requirements to facilitate work down south for PMI prep; and 6) Airplanes needed to be worked on here at the squadron to maintain that readiness. Additionally, we were getting behind on flying our hours because we did not get the flight hours we expected at WTI. So because we are behind the number of flight hours that we anticipated, it creates stressors for everyone in the squadron. So really it is a death by a thousand paper cuts—it is not just one thing that can diminish maintenance and readiness.

This was the first flight of the week so none of the crew should have been coming off a night shift. It was standard to have a flight brief at 0600. It can help to maximize the flight hours if the flight brief is that early. The squadron generally abides by the "fix, fly, fix" rule, which typically yields fly days of Tuesday and Thursday during a 5-day workweek. However, holiday liberty periods and other external requirements made it difficult to get a full five day workweek resulting in fly days shifting from week to week. The maintenance crew would not have to come in early to prepare for a morning flight because aircraft prep is taken care of by the night crew beforehand.

I believe the aircraft utilized for the Swift mission on 8 June 2022 were the primary aircraft. We had three aircraft assigned that day but the two primaries were utilized. Prior to the mishap we had 14 aircraft assigned to our squadron with 10 in reporting with four in planned maintenance interval (PMI). On average our readiness has been roughly on par with fleet readiness. I am not aware of anything with the aircraft assigned to the Swift mission on 8 June 2022 that would have impacted the ability to complete the mission.

Aircraft 16 was assigned call sign Swift 11 on 8 June 2022. This particular aircraft was not a hangar queen. Utilization was normal. What typically happens after deployment is that some aircraft will see the bulk of utilization in a month while other aircraft are in PMI. That's the case with Aircraft 16. It was put on the schedule more than once, I don't recall that it sat for a while and then flew again after a long period down. It was put on a functional check flight (FCF) but I don't recall this aircraft being close to needing major maintenance off the top of my head. There were no issues with high time components. I am not aware of any issues with the aircraft that would have impacted its ability to fly, nor were any discrepancies with the "all tools accounted for" (ATAF) prior to the flight.

I affirm that the statement provided is truthful so help me God

_____ 3 August 2022 0856
Date Time

Sworn to before me this date.

(Investigator's name) _____ Date _____ Time _____

WITNESS STATEMENT

Name	Sergeant	
VMM-364	Rank/Rate	EDPI
Command		MNCT
		Section
Email		Phone

I, /6156, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

My primary MOS is 6156, an Airframes mechanic. I also hold the billet of Safe for Flight and Airframes CDQAR. I have been working in Maintenance Control for almost a year, and I have been a safe for flight since late January, early February. I am the primary Safe for Flight for night crew. We do have another safe for flight on night crew, but he is the TD coordinator, so I typically handle the Safe for Flight job unless I need some help from him. I typically get 7 to 8 hours of sleep per night; prior to coming to work the night before the mishap, I had had about 7 hours of sleep. I am not taking any medications, nor was I taking any at that time. I did not have any life or family stressors.

In order to get a safe for flight qualification, there is a school we go to, and there are also three separate syllabi within ASM that we must complete. The Safe for Flight in Maintenance Control crosschecks the AADB to make sure that everything is in order with the aircraft—everything is legal and safe—so that the aircraft commanders can sign for the aircraft. I believe my training was thorough and adequate to conduct my job as the Safe for Flight. I had safed many aircraft prior to the mishap. Since I put on Safe for Flight, I signed almost all of the aircraft for night crew. It is typical for night crew to safe the books so that the crews coming in the morning don't have to before early launches.

The night before the mishap, I safed aircraft 16 along with either two or three others. It is typical for us to provide a backup for the flight schedule. So if we had a two plane requirement, we would safe three aircraft. It is also fairly normal for us to have a "pocket back up," or a fourth aircraft, especially when we have important flights going out like we did that day. I did not see anything alarming or out of the ordinary while safe-ing the book for aircraft 16. We did not have any ATAF issues that evening. Aircraft 16 did have a series of partial MAFs, meaning the aircraft had deficiencies but that it was still safe to fly. Some of those included LH EAPS, AVSS VIBES, a SEAT MAF, PEND DAMP HEATER, ICING MAFS. These were some of the partial MAFs; we cannot safe an aircraft that has downers. That LH EAPS issue was an issue with the EAPS DOOR hydraulic actuator. With a bad EAPS, the aircraft cannot fly RVLs, but pilots often still take an aircraft with a partial like this if they don't have to fly RVLs. Depending on the MAF, there may be more specific information, which would be written up in the In Process Inspections portion of the MAF. Our job is to identify these partial downers, write them in the comments with their associated codes that tell the pilots if there are limitations to the aircraft. It is then at the pilot's discretion to take the aircraft or not.

On the last flight prior to the mishap, the crew had experienced a right or left PRGB HOT indication, which we saw on the download. This means that their RH or LH PRGB got above 110 degrees Celsius, but I'm not sure exactly how hot it got. We had Flightline clean the gearbox, which helps the gearbox stay cool. I'm not sure exactly what that maintenance action entails, but I know that they do a thorough cleaning of the gearbox. They signed off this MAF.

As for historical trends of Aircraft 16, I remember seeing that the RH EAPS filter had popped on three separate occasions, the third time being on the last flight. We removed, replaced, and reset the filter, making it safe to fly. This maintenance action requires follow on hydraulic samples to be taken, which we did. This MAF was signed off. We had plans to have AVI look into the system after the flight since we suspected that there may have been some sort of electrical issue or errant reading leading to the filter popping.

(Witness Name)

Sworn to before me this date.

20220803

Date

1834

Time

(Investigator's name)

Date

Time

WITNESS STATEMENT

Name	Captain	EDIPI
VMM-364	Rank/Rate	S-1
Command		Section
Email		Phone

I, _____ /7532, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

My MOS is 7532, I have been primarily trained how to fly a MV-22. I have a total of about 530 flight hours and of those over 200 hours on the MV-22 platform. I have completed primary flight school, intermediate flight school, advanced flight school, then was in the Fleet Replacement Squadron (FRS) for four or five months. I was with VMM-164 for six months and then moved over here to VMM-364. I operated tiltrotor second pilot (T2P) and night system qualified (NSQ); qualified as aircraft commander at the beginning of this year then eventually was qualified as a functional check pilot and was the basic instrument pilot as well in the past couple months. I had conducted about 10 Ramp Mounted Weapons System (RMWS) operations prior to 8 June 2022. I was current and proficient for the mission on 8 June 2022 and the training was sufficient to prepare me for the mission that day.

I typically get about eight hours of sleep a night and that is about how much sleep I had the night of 7 June 2022 into 8 June 2022. I was not on any medications and did not have any life stressors on 8 June 2022. I was not aware of any life stressors present for any member of the mishap aircraft. The marine layer at MCAS Camp Pendleton delayed our launch and it was pretty hot, over 100 degrees, later, but otherwise weather did not interfere with the flight thereafter. To my knowledge everything on the mishap aircraft was working as far as safety and survival equipment. There were very few birds and no interlopers on the range.

On 8 June 2022 Captain Losapio was the flight lead of the section but I was dash two aircraft commander and I was doing a brief and lead so I was functioning as the section leader. I gave the preflight brief that day and briefed the line numbers we would conduct which is typically just line two's. We executed the mission as briefed. We generally shoot south on the range.

My primary responsibilities during RMWS operations is to clear the target, communicate with the other aircraft regarding whether you are in "hot" or "cold" via a radio call; you give the star report essentially telling the telling gunner what you're shooting at and where it is; and then just maintaining the altitude of the line and maneuvering as per the tail gun (TG) diagram. My duties as the section lead was to conduct the administrative steps of getting us into the range.

I was located in the right seat of our aircraft, _____ was in the left seat. The three crew chiefs in our aircraft were alternating positions in the rear of the aircraft. _____ was operating near the tail gun and he had been up moving throughout the flight between the tunnel as well as the ramp.

When we departed MCAS Camp Pendleton we utilized TACFORM, a series of tactical maneuvers, on our way to Rice Airfield. At Rice we conducted touch and go landings and then moved on to low altitude tactics. The plan was then to conduct RMWS at 2512 range complex and return to base. When we arrived at 2512 range complex Range Control cleared us into the range and we reported how much ammunition and what type of ammunition we brought with us and eventually how much we used. We conducted three passes in the range before we noticed the mishap took place. During those three passes on the range we were at 78 degrees nacelle, which is basically vertical, at about 80 knots at 200 feet AGL altitude with our landing gear up. The mishap aircraft was typically .3 to .5 miles away, tucked up to our left with a step up. Nothing seemed out of place for the mishap aircraft's flight path, position, or landing gear during the flight.

We did receive indication that the mishap aircraft needed to climb in order to cool their hot gearboxes earlier in the flight at Rice Airfield and again right before we noticed the mishap occurred on the 2512 range complex. When they called to cool their hot gear boxes the first time at Rice Airfield, we transitioned to airplane mode and conducted several passes to clear their hot gearboxes. When the mishap aircraft called to depart the section and cool their gearboxes on the 2512 range complex we were in a "cold" status on the range. This meant that the weapon on the ramp mount was on safe. Neither our aircraft nor the mishap aircraft experienced any other maintenance related issues. We did not experience any type of weapons malfunction including a "cook off." Both aircraft were the primaries for the mission.

After the mishap aircraft indicated they had hot gear boxes, they indicated they were going to detach from the section, I acknowledged and they called back that they were detaching and climbing. That was the last call we heard from them. It was about 30 seconds from the first indication that their gearboxes were hot to the last call that they were detaching. We were still at 80 knots, 200 feet altitude and we had just completed the dog bone when they indicated they were detaching. We had briefed that if either aircraft experienced hot gearboxes then the aircraft experiencing the hot gearbox would climb to the overhead airspace, although we did not brief a particular direction the aircraft should orbit and once free from the section would have been on their own.

At that time I was taking over for _____ as pilot at controls, in order to give him a break. We were preparing for our next hot pass and the mishap aircraft was cooling their boxes in order to continue firing on the range. We had fired 200 of the 1200 .50 caliber rounds we brought at that point. I did not see or hear how the mishap aircraft crashed. I did not see any brown out due to a sand cloud. I don't know exactly how long it was from the time we heard the last call from the mishap aircraft is when one of the crew chiefs first noticed a massive fire in the range complex. It was longer than 30 seconds. The crew chief, _____, who was the first to notice was on the ramp on the left side of the aircraft looking back. By the time I saw the crash the smoke was at 500 700 feet high. We took a pass to see what happened and tried to call the mishap aircraft but they did not respond. As we got closer we saw it was a MV-22 that had crashed and believed that the downed aircraft was our wingman. We had a right engine air particle separator (EAPS) fail and so were not able to land ourselves. We then climbed to get ahold of Yuma Range Control and we assumed on scene commander responsibilities. Yuma Range sent out two CH-53's from squadron Wolfpack and one UH-60 from squadron call sign Landslide that was detached to El Centro, CA. The 53's landed close enough so that the crew was able to walk to the crash site at my request and brought their fire extinguishers to see what,

if anything, they could do. The fire was so intense that the fire extinguishers did not do much. Meanwhile the UH-60 hovered at about 600 feet. Yuma Range was a little slow to respond to our "Mayday" call, but once I was able to describe the crash they sent out crash rescue pretty quickly.

I did not sustain any injuries or property loss on 8 June 2022.

I swear (or affirm) that the statement provided is truthful so help me God.

(Witness' Name) _____ 20220808 1448
Sworn to before me this date. Date Time

(Investigator's name) _____ Date Time

WITNESS STATEMENT

Name	Captain	EDIPI
VMM-364	Rank/Rate	DOSS
Command		Section
Email		Phone

I, /7532, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

I'm an active duty Marine assigned to Marine Medium Tiltrotor Squadron 364 (VMM-364). My MOS is 7532. I have over 400 flight hours and of those about 200 to 215 hours are in the MV-22 platform. The MV-22 is the primary aircraft I am trained on.

On 7 June 2022 we executed the mission planning to fulfill all the different training guidelines for that particular flight. I did a lot of pre flight planning the day prior. I've flown previously within the last couple of weeks. I was current on all training and qualifications. My prior training was effective for the mission I conducted on 8 June 2022. On average I get about seven to eight hours of sleep a night and slept about 8 hours the night of 7 June 2022 into 8 June 2022. I was not taking any medication on 8 June 2022 and had no life stressors that were out of the ordinary. I was not aware of any life stressors for the members of the other aircraft. Nothing seemed odd or out of place about the mishap aircraft's safety or communications equipment. All of our aircraft would be safe for flight prior to launching, which would mean that all of that safety equipment would be available.

On 8 June 2022 I was the co pilot for Swift 12. We executed the flight brief prior to walking the plane. The purpose of the flight that day was to take two MV-22's to conduct LAT IUT which, is low altitude tactics, instructor under training, tail gun (TG) and initial confined area landings (CAL) codes. The brief consisted of slides briefed by as the acting section lead. He gave the brief orchestrating, in five paragraph order, essentially the overall scheme of maneuver that, we were executing for the day. There was a NATOP's portion of the brief and it was delivered to both Swift 11 and Swift 12 crews. For the TG portion of the flight at the 2512 range complex, the western boundary is comprised of farm fields, highway 78 is a hard boundary to the north, there are train tracks and there's a southern boundary to the 2512 that's not pictured on the map we had in our brief. We kept all of our fires to the south to keep away from the highway and the train tracks at all times. So as we come back inbound, even heading west, all fires would be to the south towards the target. And then there's an altitude restriction, which I believe was 4500 feet.

We were the dash two aircraft. But in this case, was conducting a brief and lead so he was working towards his section lead syllabus. The only thing that changed was that internal to our flight we took the Swift 11 callsign to act as the section lead with Captain Losapio as the actual section lead, taking the Swift 12 callsign even though the schedule says he was in

the 11 and we were 12. I was physically located in the left pilot's seat in our aircraft. Captain Losapio was over watch but never really had to step in to for

During Ramp Mounted Weapon System (RMWS) training, since we have two pilots, during any sort of T.G. operations, one pilot will be the flying pilot the other will be the non-flying pilot. The flying pilot will be giving STAR calls, the side target azimuth range calls to the gunner on the ramp, and in flying the pattern. The non flying pilot is doing all the radio communications-external radio communications. So outside to ATC or anyone else.

On 8 June 2022 we had a lower cloud ceiling so we departed about 30 minutes late from Camp Pendleton. Weather did not impact our flight after that, however, as a result of the delayed launch we cancelled the first LAT route and proceeded direct to the CALs. I know the other aircraft had mentioned that they--so we can either do CAL [Confined Area Landing] patterns as in kind of a helicopter mode or a more in an airplane mode. They requested after the first couple that we switch over to airplane mode patterns. So that way they could get more airflow over the boxes, but they didn't communicate whether they had any specific cautions.

When we arrived at the 2512 range complex our aircraft conducted one clearing pass on the range and four hot passes at the target. We shot about one can per pass and each can has 100 rounds of .50 caliber rounds. So we shot about 400 rounds. We were conducting "Line 2" which was 80 nacelle setting at 200 feet AGL. The gear would remain up at that point to be 80 nacelle, which is fairly far aft at 200 feet gear up. Nothing seemed abnormal about the mishap aircraft's flight patterns, they were basically at our seven o'clock position, slightly stepped up from us. They were generally between .3 and .4 nautical miles from us.

The last call we heard from the mishap aircraft was that they were going to climb up and transition to airplane mode to cool their boxes down. told them they were clear to detach the section and the mishap aircraft called indicating they were detaching. The mishap aircraft would have been at our seven o'clock as we were turning back westbound and they would have crossed our flight path at some point but our crew did not make the call whether it was under or over. Our crew made the call that the mishap aircraft was climbing up and turning right. My understanding of what the mishap aircraft was going to do was to basically climb up, like it said in our preflight brief, up to 2500 feet and 170 knots and just get some air flow over the gearboxes to help cool them down a little bit before coming back down and doing some more TG. That was our S.O.P for what we do to work with that, especially in kind of a hotter environment like it was that day. It was not briefed the direction an aircraft would climb, just that they would stay in the range complex, but below the top deck of the range.

I did not hear or see the mishap aircraft crash nor did I hear any emergency call. One of our crew chiefs mentioned that it looked like there were some tires or maybe a gas line that was on fire as we were passing the target, heading back to the west, he just kind of made a remark about it. After our fourth hot pass we turned back around for another pass and we saw just black smoke in the air at our 11 o'clock coming from what ended up being the mishap aircraft. You could tell it was an Osprey, but it had impact--impacted the ground. It was on fire. There was a lot of smoke coming out of it. There were some large pieces that had broken apart from the aircraft. We looked for anyone moving upwind of the smoke because that was the procedure according to our NATOPs brief. We did not see anyone. We could not land because we had a right engine air particle separator (EAPS) failure which meant we could fly, but we just couldn't land there in the sandy desert. Then we went to our PCL, which has an on scene commander checklist, and we

started working through that. So we assumed that duty as the on-scene commander at that point. We climbed to get into contact with range control and gave out a "Mayday" call. We also coordinated with the Range control to get other assets in the area. Eventually a section of CH-53's arrived and one UH-60. So we had the two 53's came in and landed their crew chiefs disembarked the aircraft to go up and see if there's anything they can do, but the fire was too intense at that point. We stayed overhead for an hour and then had to head back to Camp Pendleton due to our fuel level.

There were no unexpected cook-offs of ammunition during the flight, no birds or interlopers that we identified that might have impacted the mishap aircraft.

_____	<u>8 AUG 22</u>	<u>0930</u>
(Witness' Name)	Date	Time
Sworn to before me this date.		
_____	_____	_____
(Investigator's name)	Date	Time

WITNESS STATEMENT

Name	Sergeant	EDIPI
VMM 364	Rank/Rate	Flightline
Command		Section
Email		Phone

I, /6176, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

I am a 6176, MV-22B Crew Chief, a 6177, WTI, and formerly a Collateral Duty Inspector in Flightline. I am currently serving as the EATM in Operations, a job which I had taken over a week before the mishap. I have around 1200 hours Special Crew Time in the MV-22B. I had been well trained and was prepared for the event in question. I typically average between 6-7 hours of sleep, and I had about 6.5 7 hours of sleep the night before the mishap. I had not taken any medication. I had no life stressors personally, nor was I aware of any for anyone in the flight. Cpl Rasmussen had a kid awhile back, but there was no indication that anyone had any life stressors affecting their ability to fly. Weather forced us to depart IFR that day, but otherwise, the weather played no role in the event.

As the EATM and WTI, I am responsible for the training of all the enlisted aircrew. I am expected to be the Subject Matter Expert in all the crew served weapons systems on the MV-22B. As crew chiefs, we take weapons handling very seriously. We need our crew chiefs to know the weapons systems inside and out and also to be able to employ them effectively, efficiently, and safely. It is my job to ensure that happens.

The briefs we conducted that day were standard—ODO Brief, Mission Brief, NATOPS briefs. Our profile was to be TACFORM, CALs at Rice, Fuel at KHII, LAT, TG, and RTB.

was getting a chance to brief and lead the section under guidance and instruction from Capt Losapio. I would be giving a LATI certification as well as having my name on as the official instructor to give initial codes for TACFORM and LAT. The mission brief covered all of this, including emergencies and contingencies. briefed what we would do with Hung Ordnance. Basically we would go to KNJK or KNYL depending on whichever was closer. The main question I had to was about when we were going to deploy the weapons system and lock and load. I asked him after the brief, and he told me we would do so following our first cold pass, where we would clear the target to ensure no one was down there. We agreed as a flight to switch callsigns. We would be ST11 and they would be ST12, which is the opposite of the schedule. I'm not sure exactly why we switched them, but I know we were trying to avoid confusion since was acting as the SL. Both crews agreed we would be ST11 for a majority of the day.

Capt Losapio was an excellent instructor. He would let the student lead the brief, and then if there was anything he didn't understand or didn't like about the brief—or maybe that wasn't covered—rather than telling the student exactly what to do, he was really good about leading the

student to coming up with the right answer himself. Ultimately, if the student couldn't get to the right answer, he would show him. An example of this that day was when [redacted] was thinking of the best way to rejoin the section after an IFR departure, he said we should meet on deck at LZ Rice. But this couldn't work because we had to do TACFORM en route. So after Capt Losapio asked a question about this, [redacted] decided to have us rejoin over the Thermal VORTAC. Capt Losapio sat there for a bit waiting for [redacted] to describe how we would rejoin; when he didn't, Capt Losapio asked the question, leading [redacted] to coming up with a good plan for the rejoin. That's the type of instructor he was.

While we were getting the aircraft ready for start up, ST11 (meaning Capt Losapio's crew) had some issues with getting their ELS to pass. Whatever they did to troubleshoot worked; they got it to pass and we proceeded with our plan. We departed IFR and rejoined as briefed. During the TACFORM portion of the flight, I couldn't see through the left window because it was crazed and dirty so [redacted] pushed the other aircraft to our right side. Any of the maneuvers that were executed incorrectly were debriefed over intraflight, none of which were big enough for Capt Losapio to take over the flight from [redacted]. Once done with TACFORM, we proceeded to do CALs at LZ Rice. While there, we did a couple of CONV patterns and ST11 said they were having hot boxes, so we transitioned to APLN patterns. That's pretty normal for CALs this time of year because of the heat, so nothing seemed strange about that. After the CAL portion of the flight, while we were getting gas at KHII, I spoke with LCpl Strickland who was having issues with his sinuses. I gave him some tips on how to deal with that, and ultimately I told him if he couldn't fix the issue or if it progressed in severity to let his crew know and we could knock off training as required.

After LAT we proceeded to the range to shoot. Yuma Range told us we had to hold for between 10 and 15 minutes for our reservation. We entered the range from the east and conducted our cold pass of the target. With a safe target, we deployed the weapon and locked and loaded to prepare for a hot pass. We did exclusively line 2s. [redacted] was helping me with the ammo, feeding me full cans and taking the empty ones. We had done maybe three passes or so before the mishap. We finished an eastbound line 2 and were about to begin our lefthand turn away from the train tracks on the dogbone pattern when they called that they needed to break off for hot boxes. They didn't say which boxes were hot. [redacted] had briefed how they would do this an APLN pattern to cool the boxes, including altitude and lateral deconfliction as well as what frequency to remain up for safety. We began our lefthand turn with -2 still in formation. About halfway through the turn, we cleared them to detach for the hot box plan. I gave a visual call with eyes on -2. They were moving from our 6 to our 5 o'clock and had step up on us, no more than 50 feet, as they crossed over. As they got into the 5 o'clock, I lost sight of them behind the right vertical stabilizer. The last I saw them, it looked like they were climbing, accelerating and transitioning on about a 330 heading we were still turning towards 270. They called, "Swift 12 detaching."

After I lost sight, we rolled out on 270 heading. We were set up to shoot off the left side; I double checked with the pilots that 2 would be clear, that we would be safe to shoot left since they had detached right. We agreed that they were appropriately deconflicted and that it would be safe, so we got off another line 2 we fired to the south off the left side. As I was safe-ing the weapon, I saw smoke with my peripheral vision. Before continuing with a reload, I looked at the base of the smoke, and that's when I saw the fire. It looked as if the fire had just started, and there was no RVL dust or anything like that. I think we must've missed seeing it by 15-20 seconds. I came over ICS: "Hey, there's fire at the five; looks like oil or tire fire." I did not

think for a second that it was our wingman. I told the pilots they would see it when we came around, and I conducted my reload of the weapon. Once heading east, the pilots saw the fire and said, "Yeah, that's pretty big." We took a second to try and figure out what it could be.

asked if it was crazy to try to reach out to -2 to see where they were. I agreed. said we weren't getting an Air-to-Air Tacan DME reading from the other aircraft. didn't get anything back on the radio. I asked if we were still going to conduct the line number, at which point called cease fire. The weapon remained locked and loaded but I verified it was on safe. As we got closer, the pilots told us we were going to check it out. That's when told us, "That's them."

We orbited down low in CONV looking for any survivors. After a few passes without seeing anyone moving, we climbed up to about 2500 feet to contact Yuma Range. At the same time, told us to contact Base via text message. I was able to get in touch with the Flightline Division Chief via text. I told him Swift 11 had gone down, and he asked for details. was able to get in touch with the ODO.

We broke out the On Scene Commander checklist and started going through it. I had back up the pilots on the checklist, making sure they didn't miss anything. I had back up the pilots' scan on the instruments to ensure we stayed safe while people were running checklists and focusing on the downed aircraft. With those guys running the checklist, I kept my eyes on the crash site, looking for survivors. We were able to contact Yuma Range; made a May Day call. It took Yuma Range awhile to understand what we were trying to communicate. Range wanted a grid to guide any help they could send our way, which we didn't have, so we told them we would descend and get one. We also gave them our tactical frequency in case we lost comms with them and so they could pass it to anyone who was coming into the range. We descended back over the crash site and grabbed a grid. We made a couple of passes looking for survivors. I tried to assess how they had landed, to see if anything was recognizable, but the whole plane was entirely engulfed in flames—I couldn't tell if the plane had landed right side up or upside down.

We climbed back up to 2500 feet and passed the grid to Yuma Range. They were able to route some 53s and 60s in to help us out. As a crew, we discussed landing. I ran through every scenario I could in my head of anything we could do. We had a right EAPS fail. There was a high potential we would lose the engine on an attempted landing. I literally thought of everything from hovering over the fire to have the rotor wash put it out, to landing at a road. If we had landed, we would've lost comms with Yuma Range; if we had lost an engine, we'd be in the same situation as Swift 11.

I told to take his smart pack and begin writing down all the information about any aircraft that would check in—call sign, altitude, anything helpful. I saw the 53s off the tail of the aircraft. They checked in on our intraflight frequency. We told them we couldn't land because of our EAPS. They said they could land and their crew chiefs would help fight the fire. Right about this time, we had a GEN 2 FAIL. We already had a GEN 3 FAIL. The crew broke out the checklist and it required the crew chief in the tunnel to cycle the GEN 2 switch. I asked if he felt comfortable doing so, and he told me no, that he needed help. So we buttoned up the back of the aircraft and I came forward to the tunnel. I told to sit down and back up on tracking aircraft with his own smartpack.

Right around this time, the 53s landed. Meanwhile, I tried to communicate to the pilot in the left seat, but he was not responding. His ICS cord had been routed into the jumpseat station since the left seat ICS station was broken. His ICS volume button had been pushed in, meaning he couldn't hear. So I pulled it out and we were able to speak to each other. We discussed the GEN 2 FAIL as a crew and ran it per the checklist; we agreed to cycle the GEN 2 switch. I asked the pilots to roll wings level and center the ball before I cycled the switch. Once I cycled it, the generator came back on. I wanted to make sure we were in the best regime possible prior to experiencing any issues that cycling the generator may have brought up. I stayed up in the tunnel for the rest of the flight.

The 53s let us know that their crew chiefs had expended their fire extinguishers and it wasn't helping. They said they saw four charred bodies in the aircraft wreckage. Yuma Range let us know the 60 was en route. We were getting close to our bingo, so we did some calculations and realized we were going to have to turnover with the 60 as OSC. I backed up the pilots as we went through the checklist to ensure we had everything squared away for the turnover. The 60 let us know they had two hours on station, and we were about to bingo out to KNFG. Initially, Base wanted us to Bingo to KIPL, but they had let us know that they wanted us to go back to home base. We conducted the turnover with the 60 and binged out. Checking out with Yuma Range, they had us stop our 7700 squawk, and we got VFR flight following all the way back to KNFG.

On the transit back, I stayed up in the tunnel and checked in with the crew chiefs, making sure they were hydrating. I backed up the pilots since things were so intense. We had two different altimeter settings in at one point. I had the pilots conduct a PERF CALC to ensure we could land safely at KNFG. We landed at KNFG, taxied back, and shut down.

I swear (o ffirm) that the statement provided is truthful so help me God.

	2022 07 07	1100
(Witness Name) _____	Date	Time
Sworn to before me this date.		
(Investigator's name)	Date	Time

WITNESS STATEMENT

Name	Corporal	EDIP1
VMM-364	Rank/Rate	Flight Line
Command		Section
N/A		
Email		Phone

I, _____ 16/6176, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

I am a 6176 (MV-22B Crew Chief) and a 6116 (MV-22B Flightline Mechanic). At the time of the incident, I had roughly 500 flight hours, all in the MV-22B. I average roughly 7-8 hours of sleep per night, and the night prior to the incident, I slept for 9-10 hours. Prior to the event, I had employed the RMWS roughly 20 times; I felt very proficient in the weapons system.

I was on for my LATI certification. For that, I would be instructing _____ while under the observation of _____ for evaluation. Also, _____ was conducting a "Brief and Lead" under the instruction of Capt Losapio.

All preflight briefs were conducted professionally. Our ODO brief adequately covered Weather and included BASH reports. The Section Brief covered the entire scheme of maneuver, to include an in-depth route study for LAT as well as covering the LAT ROC; we also covered standard contingencies. Both crews conducted NATOPS briefs.

The flight would include CALs, TACFORM, LAT, and TG. We left IFR due to weather at KNFG; after that, it was VFR. While enroute to the training area for CALS we executed all TACFORM maneuvers. During a pinch, ST12, whose TAC was the SLUI, did not call an out a resume heading. ST11 executed a crossover in order to reinforce the importance of calling out a resume heading; while conducting the crossover, no one in the flight felt unsafe. Capt Losapio (ST11) used this opportunity to instruct the SLUI in ST12 over intraflight; Capt Losapio is a good instructor. During our CAL portion of the flight, we conducted maybe 1 or 2 landings before ST11 reported they had hot boxes, so all remaining CALs were from APLN patterns. In the LAT route, we conducted all the LAT vertical maneuvers (straight, turning, and reversing obliques). We did CALs, LAT, and then TG. With the exception of the crossover, nothing out of the ordinary occurred leading up to the mishap.

I was up front with _____ during the CALs and LAT. I demonstrated and then let him run both evolutions. Once we got to KHII for fuel, I switched locations, heading to the back with _____ for TG. I was going to work the ammo while he shot, and then we'd switch. When I say "work the ammo," I mean that _____ would be employing the RMWS while I was behind him towards the back of the AC but not on the ramp. Whenever he would finish a can, I would replace the empty can with a fresh one, and strap the empty one down to prevent TFOA. We would each get 600 rounds; we expect to shoot 100 rounds per pass.

While conducting TG, everything seemed normal. I was helping _____ with the ammo as briefed, and _____ was up front observing since he was not yet qualified to get involved with any TG codes. We were executing Line 2s, and I was able to see the -2 aircraft intermittently; they called "In Hot" with us on each pass. On what I think was our last pass

before they had hot boxes (the fourth or fifth pass), I think we were heading westbound, and they were in CONV on our right side; their gear was retracted. After the cease fire had been called, -2 called that they had hot boxes. At the time, _____ was reloading and I was helping with the ammo. Our TAC acknowledged them and had them "kiss off," or detach from the section to climb and transition to APLN in order to cool their boxes. I did not see them detach.

We continued our patterns. _____ was the first to see the crash. He said something like, "There`s a fire or something out there." I looked and saw very dense, thick black smoke, although I could not see any fire. One of us said to the pilots, "You`ll see it when we turn around." When the pilots saw it, we still couldn`t tell what it was. That`s when I said something like, "Would it be crazy to try and get a hold of -2?" to which one of the pilots replied, "No, that wouldn`t be crazy at all." We tried to reach them on the radios twice. After we got no response, the TAC had us go down to conduct a low pass, at which point I said, "well this isn`t a good feeling at all." When we were closer to the crash, one of the pilots said, "Yeah, that`s them."

I couldn`t really notice anything about the crash itself; it was so smokey and I was more focused on looking for survivors than anything else. The one thing that stuck out about the orientation of the aircraft was this one hub that was distinct from the wreck; I remember it vividly. Two proprotor blades stuck out and looked mostly intact, although I`m sure they must`ve been damaged. One stuck up vertically, and the other was resting on the ground; both were still attached to the hub. The other blade, which I couldn`t see, if it had still be connected, would`ve been sticking into the ground directly beneath the hub.

After the low approach, we immediately climbed up to about 2500 feet to contact Range and began executing the OSC checklist. _____ made a MAY DAY call and coordinated with Yuma Range to get help. After making contact with Range, we descended back down again, although I cannot remember why. But we climbed right back up to 2500 feet and resumed coordination. A section of CH-53s, callsign WOLFPACK, came in and landed in the zone. I didn`t see where they landed, but their crew chiefs got out to look for survivors. They announced over the radio that they saw 4 bodies, which was not surprising to us in our aircraft given the nature of the crash. Then, 2 Navy 60s came in at around 1200 feet. At this point, we were buttoned up and I was up in the tunnel helping the pilots run the checklist and writing down the altitudes of the different aircraft to help keep SA on where everyone was. I didn`t want _____ to have to try and do that since this was his first flight. I think the 60s took over the OSC when we had to BINGO back to KNFG.

The flight back was super quiet. I was very quiet because I was really close with those crew chiefs. The pilots were doing their jobs, talking to ATC to get us back safely. I remember thinking, "These guys are acting way too fine right now." But in hindsight, they were just being good pilots and professionals, making sure we got home safe.

I swear (or affirm) that the statement provided is truthful so help me God.

(Witness` Name) _____ 20220804 0915
Date Time
Sworn to before me this date.

(Investigator`s name) _____ Date Time

WITNESS STATEMENT

Name	Lance Corporal	DDI PI
VMM-364	Rank/Rate	Flight Line
Command		Section
N/A		
Email		Phone

I, /6176, affirm that the following written statement is a fair, accurate and true summary of the statement I made on 23 June 2022 to the Class A Aviation Mishap JAGMAN investigation team, who explained the purpose of the JAGMAN investigation and the difference between the JAGMAN and Aviation Mishap Safety Investigation.

I am a 6176, MV-22B crew chief. At the time of this mishap, I had roughly 60 hours SCT, all in the MV-22B. This was my first flight in the fleet, having completed training at VMMT-204. I average 6-7 hours of sleep. On the night before the mishap, I had roughly 7 hours of sleep. I had not taken any type of medication. I did not have any life or family stressors going on at the time, nor was I aware of any for any crewmember for the section having any.

Our brief was standard. We had an ODO brief that included weather, which was cloudy at KNFG and then clear to the East. Then we had a flight brief followed by NATOPS briefs. When we got to the TG portion of the brief, I was instructed to go get the aircraft ready since I wasn't going to be shooting. I was set to do TACFORM and LAT for the first time. The priority for the flight was getting his LATI with as the instructor. I was set to be student. The plan was TACFORM, CALs, re-fuel, LAT, TG. Everyone was trained adequately to conduct the flight that we were doing. Throughout the flight, we had no issues with controlling agencies (Yuma Range, ATC, etc).

The only real issue we had with our plane was a GEN 3 FAIL.

We took off/out of KNFG and conducted TACFORM. During a PINCH maneuver, no one called "Resume." With cover, ST1 crossed over ST2. The pilots communicated over the radios what happened and it seemed like a breakdown in communication, although ST1 was definitely aware of what they were doing. We resumed training, getting into CALs at LZ Rice. On the first landing, ST1 came in on a very shallow/low approach profile, dragging in a lot of dust. It looked to me like an RVL. After that, they flew normal approaches without any issue.

Once we were done with CALs, we went to get fuel. While getting fuel, I saw LCpl Strickland who told me he was feeling pretty sick with headaches. But getting on the ground and out of the aircraft, drinking water and taking in some fresh air, helped him feel better.

After we got fuel, we conducted LAT uneventfully and made our way south to Yuma Range to conduct TG. I had been in the tunnel for LAT, and now for TG, we had the crew door shut and I was sitting in the front right of the cabin. had told me to take a seat and observe the RMWS operations since I wasn't far along in the training pipeline enough to conduct TG, myself; getting to watch them would be good exposure. From my seat in the front, I could see the whole cabin, both of the gunners, the RMWS, and out of the back of the aircraft from 6 to 7

o'clock, I could not see to the 5 o'clock direct where I was sitting. While we conducted TCI, the only real chatter going on was directly related to training and/or radio communication between aircraft and external agencies—no extraneous talking or radio calls. From what I could tell, we were flying pretty slowly and in CONV. I never touched the RMWS. [redacted] was shooting, and he was doing about 8 second bursts. I think we conducted about 4 passes since we had 4 empty cans of ammo. I saw the -2 aircraft a few times, but I specifically remember seeing them on our last pass before the mishap. They were at our 7 o'clock, roughly at a 45 degree angle from us. I could see them through the aft left window; they seemed to be stepped up on us, maybe by 10 feet or so. Their step up was barely noticeable. They were pretty close, maybe about a .2 or so—close enough to see their gun through the window. I didn't notice anything wrong with the -2 aircraft at any point, nor do I remember any radio calls about Hot Boxes or anything like that.

On our last pass before the mishap, [redacted] was shooting off the back of the aircraft off our 7 o'clock—I'm pretty sure we were going westbound. About halfway through, he paused, but I don't know why. Maybe the gun jammed or something; he was messing with the feed tray, but I don't know what he was doing. He fixed whatever the issue was quickly and resumed shooting. About 10 seconds after he finished shooting, [redacted] said something over ICS like "Woah," and was looking out at the 5 o'clock. I couldn't see, so I stood up to look at the 5 o'clock. About a half mile away, I saw an elevated sandpile maybe 15 feet high, and behind it was a huge column of black smoke, maybe about 100 yards high or so. The column was straight and vertical about halfway up, maybe 50 yards, and then the smoke started to get picked up by the wind. I saw no dust cloud nor hints of an RVL.

My first thought was that it was ordnance, some type of explosion from another aircraft that had somehow entered the range. I think we all thought this initially, but we ruled it out since we would have heard another aircraft checking in on the range. That's when [redacted] said, "Would it be crazy to call -2?" to which the pilots replied that we should definitely do that. They called -2 on the radio twice, but after no answer, [redacted] said let's go check it out, which we did. That's when we knew it was them. I had gotten back up in the tunnel and could see it as we made the turn. It was definitely an aircraft, but it was a big ball of flame. Once we got closer on the first pass, I knew it was them because I could see the nacelle of a V-22. I couldn't see any survivors, it was so covered in flame. All I was looking for was movement or some sort of person. The biggest flame by far was over the avionics bay, forward of the midwing on the left side of the aircraft. I saw the nose of the aircraft, one windscreen, parts of panels, a nacelle, and the empennage. The tail was detached from the aircraft and was leaning on its right side. Everything looked right side up. The wreck was completely destroyed, but you could kind of make out a general shape. I could not see the ramp.

The pilots immediately called MAY DAY to Range while we began circling the scene; they reported there was an aircraft down at our location. That was when [redacted] was the first to verbalize that it was indeed our -2. We couldn't reach Base with radio, so we texted back to Base. While circling, we debated landing, [redacted] and I both wanted to, but I wasn't qualified in RVLs and we didn't have EAPS, so it was a double no. While we were orbiting, we had a GEN 2 FAIL, and the crew troubleshooted the EP. We got to cycling the generator switch, and [redacted] asked me if I was comfortable doing that. Never having done it before, I said no. So we buttoned up the back and he came up front. He told me to sit down, so I did, and he cycled the generator switch and GEN 2 came back online. For the rest of the flight, I stayed seated, still up ICS.

A local 53 unit, callsign "Greyhound," I think, was able to come in, as was a Navy 60. The 53s were able to land; they counted 4 bodies but couldn't see the 5th. Once we got called back to go home, we gave over OSC to the Navy 60 who was in the overhead.

On the flight back, _____ told me and _____ to flip over our smart packs and write down anything we think might have been important to the mishap. I think he wanted to keep us busy. The flight back was quiet; everyone was just focused on getting home safely.

I swear (or affirm) that the statement provided is truthful so help me God.

(Witness' Name)

20220816

Date

19:25

Time

Sworn to before me this date.

(Investigator's name)

Date

Time

Enclosure (30)

MP1 NATOPS Eval

OPNAV RCS 3710-21
OPNAVINST 3710.7(Series)

NATOPS EVALUATION REPORT				
1. NAME (Last, first, middle initial): Losapio, Nicholas P.		2. RANK: Capt	3. EDIPI NUMBER: [REDACTED]	4. DATE OF LAST EVALUATION: 23 Nov 2021
5. UNIT: VMM-364	6. CREW POSITION & QUALIFICATIONS: Tiltrotor Aircraft Commander		7. HOURS IN MODEL: 1,096.2	8. DATE OF CHECK FLIGHT: 22 Feb 2022
9. TOTAL FLIGHT HOURS: 1,294.1	10. AIRCRAFT MODEL: MV-22B	11. AIRCRAFT BUND: CFTD-13	12. FLIGHT DURATION: 2	13. EXPIRATION DATE: 28 Feb 2023
NATOPS EVALUATION				
14a. REQUIREMENT	14b. DATE COMPLETED	14c. GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	21 Feb 2022	3.95		
CLOSED BOOK EXAMINATION	22 Feb 2022	4.0		
ORAL EXAMINATION	22 Feb 2022	Q		
EVALUATION FLIGHT	22 Feb 2022	Q		
OVERALL FINAL GRADE: QUALIFIED				
14d. REMARKS OF EVALUATOR: Capt Losapio's NATOPS Instructor check was conducted in the simulator at MCAS Pendleton under VFR conditions with calm wind. The brief included a boldface EP quiz and discussion about NI requirements, the publications covering the NATOPS program and CRM. The flight began at MCAS Pendleton for pattern work and then departed to the East. Completed CAL to LZs Viewpoint and Song. Throughout the event, Capt Losapio demonstrated a strong foundation in CMS and EP knowledge. Capt Losapio handled all simulated emergencies in accordance with NATOPS and governing directives. Simulated Emergencies included: PRGB Hot, PRGB Pres Invalid, FADEC A/B Fail, and Torque Split. Capt Losapio was well prepared for the flight and demonstrated above average knowledge and CRM throughout the flight. Capt Losapio is well qualified to serve as an MV-22B Aircraft Commander and MV-22B NATOPS Instructor at the Commanding Officer's discretion. Strengths: BAW, CRM, and Systems Knowledge. Weaknesses: Review NATOPS Procedures for pattern work. Annual Egress was performed IAW CNAF M-3710.7 Series. Annual CRM evaluation flight conducted IAW CNAFINST 1542.7 Series.				
15a. PRINT NAME OF EVALUEE: Nicholas P. Losapio	15b. RANK: Capt	15c. DATE: 22 Feb 2022	15d. SIGNATURE: [REDACTED]	
16a. PRINT NAME OF EVALUATOR: [REDACTED]	16b. RANK: Maj	16c. DATE: 22 Feb 2022	16d. SIGNATURE: [REDACTED]	
17. REMARKS OF UNIT COMMANDER: <i>Concur with evaluator, Capt Losapio is well-qualified to serve as the squadron's NATOPS instructor.</i>				
18a. UNIT COMMANDER: [REDACTED]	18b. RANK: LtCol	18c. DATE: 22 Feb 2022	18d. SIGNATURE: [REDACTED]	

MP1 Upchit

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY (Read Privacy Act Statement and Instructions on back before completing form.)			
1. TO: CO VMM-364 CO, VMMDHMLA/HMLAT/MASS3/MWSS		2. FROM: FS: MAG-39	
3. DATE (YYYYMMDD) 2022 03 07			
4. MEMBER NAME (Last, First, Middle Initial) LOSAPID, NIKHILAS, P.		5. IDENTIFICATION NUMBER	6. GRADE O-3
7. DATE OF BIRTH (YYYYMMDD)			
8. ORGANIZATION DOD/USMC/USN/USA/USAF		9. TYPE OF DUTY CLASS II/III SG 1/2/3	10. FLIGHT PHYSICAL DATE (YYYYMMDD) (if applicable) 2022 03 07
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.			
a. X one:			
<input type="checkbox"/> CLEARED AFTER (X):	<input type="checkbox"/> Temporary medical disqualification	<input type="checkbox"/> Waiver recommended (Not USAF)	<input type="checkbox"/> Aircraft mishap
<input type="checkbox"/> Reporting to new duty station	<input type="checkbox"/> Waiver granted	<input type="checkbox"/> Other (See remarks)	
<input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION			
b. EFFECTIVE DATE (YYYYMMDD) 2022 03 07		c. EXPIRATION DATE (YYYYMMDD) 2023 03 31	
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.			
a. X one:			
<input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X):	<input type="checkbox"/> Illness or Injury	<input type="checkbox"/> Aircraft mishap	<input type="checkbox"/> Other (See remarks)
MAY PARTICIPATE IN (X):	<input type="checkbox"/> Simulator duties	<input type="checkbox"/> Ground based flight line duties	<input type="checkbox"/> Other (See remarks)
<input type="checkbox"/> PERMANENT DISQUALIFICATION			
b. EFFECTIVE DATE (YYYYMMDD)		c. ESTIMATED DURATION OF GROUNDING	
13. REMARKS/LIMITATIONS			
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.			
<input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.			
<p>NPO/AA DIACA SGI WG-10 DEC 12. Recommend Continue Waiver.</p>			
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upslip)			
a. TYPED NAME (Last, First, Middle Initial)	b. GRADE O3	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD) 2022 03 07
e. TYPED NAME (Last, First, Middle Initial) ID#: 1861953713	f. GRADE	g. FLIGHT SURGEON COUNTERSIGNATURE	h. DATE SIGNED (YYYYMMDD)
15. MEMBER CERTIFICATION			
a. I certify that I understand the above recommendations and that I:		b. PROVIDER MEMBER SIGNATURE	
<input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.		c. DATE SIGNED (YYYYMMDD) 2022 03 07	
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy) <input type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE			
a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)

From:
To:
Cc:
Subject: RE: *Encrypted* Request for Medical Information
Date: Wednesday, August 3, 2022 11:46:27 AM

1) -Were the original "not physically qualified" determinations for Capts Losapio and Sax made by NAVALAEROSPACE MED INST, NAS PENSACOLA, OC?
-Do they have to validate waiver thereafter or do you (or another local medical provider) have authority to do so?

Yes. Original "not physically qualified " (aka Condition Disqualifying) determinations are made by the Naval Aerospace Medicine Institute (NAMI). During a initial flight physical, if a candidate is determined to be not physically qualified by a local Aerospace Medical Officer (AMO)/Flight Surgeon, a waiver including the candidate's full medical history, physicals, and relevant medical specialty evaluations will be sent to NAMI for review. If the disqualifying condition is found to be compatible with aviation duties, a recommendation waiver will be sent to the office of Bureau of Personnel (Navy) or the office of the Commandant of the Marine Corps for final approval.

Waiver validations thereafter are done at the local level by qualified Aeromedical Medical Officers/Flight Surgeons in accordance to each waiver letter.

2) -Do you have any documentation for Corporal Rasmuson's temporary medical disqualification?

Yes. Cpl Rasmuson was temporarily disqualified from flight duties on 14MAR2022 due to Low Back Pain symptoms.

3) -Finally, can you please confirm that no member of the mishap flight (Capt Losapio, Capt Sax, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland) was prescribed any medication on 8 June 2022?

I can confirm Capt Losapio, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland had no active prescriptions on 08JUN2022.

Capt Sax had an active prescription of generic fluoride toothpaste from dental clinic.

v/r

CONTAIN PRIVACY ACT INFORMATION
File in HR&C Folder IAW MANMED 16 23

6410
NAMI 53HN
er NMOTC 1175200
10 DEC 2012

From: Commanding Officer, Navy Medicine Operational Training Center
To: Marine Corps Recruiting Command, MCCDC, 3280 Russell Road,
Quantico, VA, 22134 5103

Subj: QUALIFICATION FOR DUTY INVOLVING FLYING IN THE CASE OF
MIDN NICHOLAS P LOSAPIO, USMC, ***-**-0333

Ref (a) NAMI Internal Medicine Clinical Advisory of 04 DECEMBER 2012
(b) NAMI Neurology Clinical Advisory of 07 DECEMBER 2012

1. Based on the flight physical examination of 30 December 2011 by NHCNE, NEWPORT and supporting documents and reference (a) and (b), MIDN Losapio is not physically qualified for commissioning, and is not physically qualified but aeronautically adapted for all duty involving flying due to

a. INTRACRANIAL INJURY, OTHER/UNSPEC, CLOSED, W CONCUSSION UNSPECIFIED (85409) MODERATE TBI (disqualified)

2. After review, waiver is recommended for commissioning and for duty involving actual control of aircraft as Student Naval Aviator and duty involving flying as Student Naval Flight Officer. Waiver is contingent upon: member remains asymptomatic and on no medication Annual submission required until waiver approval by line authority has been confirmed. Submit every five years thereafter (20,25,30,35, etc) or upon change of condition or medication.

3 Members Command is aware of recommendation and this letter is the official BUMED Endorsement.

Copy To:
NORWICH ROTC
NHCNE, NEWPORT

Enclosure (33)



DEPARTMENT OF THE NAVY
USMC, MARINE CORPS RECRUITING COMMAND
3280 RUSSELL ROAD
QUANTICO, VA 22134

6410
Ser MCRC-MRON/1175200
11 DEC 12

From: Commanding General, Marine Corps Recruiting Command
To: MIDN Nicholas P Losapio, USMC
Via: Norwich Rotc

Subj: QUALIFICATION FOR DUTY INVOLVING FLYING

1. After reviewing enclosure (1), and based on the flight physical examination of 30 December 2011, a waiver of standards is granted for duty involving actual control of aircraft as Student Naval Aviator and duty involving flying as Student Naval Flight Officer. Submit in accordance with enclosure (1).
2. Waiver is contingent upon member meeting all requirements outlined in enclosure (1).

Copy To:
NORWICH ROTC
NHCNE, NEWPORT

Enclosure (34)