

Air Traffic Mandatory Occurrence Report

CHS-M-2023/09/17-0004

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?	
C	H	S	1	7	0	9	2	0	2	3	1	7	5	3	<input checked="" type="radio"/> Yes <input type="radio"/> No
5. MOR reported by (select one): <input type="radio"/> Controller providing services <input type="radio"/> FLM <input type="radio"/> CIC <input type="radio"/> Aircraft Owner/Operator <input type="radio"/> Internal Facility Review <input type="radio"/> External Facility Referral <input type="radio"/> Hotline (Describe in summary) <input type="radio"/> Electronically Detected <input type="radio"/> Other (Describe in summary)													6. Did equipment outage potentially contribute to this event? <input type="radio"/> Unknown <input type="radio"/> Yes <input checked="" type="radio"/> No		
Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown Nearest Airport: CHS Possible NMAC? <input type="radio"/> Yes <input checked="" type="radio"/> No Alert #: _____															
Emergency MORs															
H1. MOR type - in-flight emergency conditions involving (select one): <input type="radio"/> Medical emergency <input type="radio"/> Inflight equipment malfunction <input type="radio"/> Pilot Disorientation <input type="radio"/> VFR in/on top IFR conditions <input type="radio"/> Fuel quantity <input type="radio"/> Bird strike <input checked="" type="radio"/> Other (describe in summary)															
H1a. Aircraft information:															
Aircraft ID		Aircraft Type/Suffix		IFR/VFR		Facility communicating with A/C		Position communicating with A/C			Frequency				
SWEDE11		2/F35		<input type="radio"/> IFR <input type="radio"/> VFR		CHS		LC							
Heading		Altitude		Phase of Flight			Traffic Pattern Location			Evasive Action					
H1b. Malfunctioning equipment component:				H1c. Passenger or crew condition:				H1d. Medical assistance aboard:							
								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
<small>Only complete for mechanical MORs</small>				<small>Only complete for medical MORs</small>											
H2. MOR type - in-flight security conditions involving (select one): <input type="radio"/> Laser light illumination <input type="radio"/> Hijack <input type="radio"/> Bomb threat															
H2b. Nearest major city:				H2c. Altitude:			A/C Heading:		Relative Clock Position:						
<small>Only complete for laser light illuminations</small>															
H2e. Location (lat/long or fix/radial distance);				H2f. Time DEN notified (UTC):			H2d. Route information:								
							Departed		Destination		Diverted to				
							CHS		CHS						
METAR Observation															
KCHS 171749Z 31009KT 1SM R15/1400V2600FT +RA BR BKN008 OVC034 23/22 A2992 RMK AO2 P0111 T02330217 \$															
Previous Note(s)															
On Sep 18, 2023 @ 05:25 EST/EDT, (b)(6), (b)(7)c @ RTL wrote: Please sync all applicable LC and Radar audio to a FALCON replay. Please begin the audio when SWEDE11 flight is cleared for the ILS Approach.															

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NMAC			
Was this a verified NMAC?			
<input type="radio"/> Yes <input checked="" type="radio"/> No		NMAC Number: _____	
Apt/NAVAID:		Direction:	Distance:
Pilot of SWEDE11			
Pilot Name:		Phone Number:	Certificate Number:
Address:			
Pilot of			
Pilot Name:		Phone Number:	Certificate Number:
Address:			
NMAC Description:			
Summary			
<p>J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.</p> <p>SWEDE11, 2/F35, was handed off to CHS EAST Radar by SEALORD. The aircraft checked on non-standard, with wingman 1 mile in trail. SWEDE11 was vectored for an ILS to RY15 and advised of precipitation on final and current PIREPs. SWEDE11 went around on short final with no radio transmission, the second aircraft landed. No other radio transmissions were received from SWEDE11, however, a primary target continued north east bound and disappeared on the CHS015025. ALNOT was issued. Later information revealed that the pilot had ejected and was being treated by EMS at a N. Charleston address. There were no reports of a crash site.</p>			

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QA Summary

Reviewed FALCON replay, weather, and facility summary.

At approximately 17:14:44, Fleet Area Control and Surveillance Facility Jacksonville (SEALORD) contacted CHS Approach for a handoff on SWEDE11, 2/F35s, IFR, inbound for landing at KCHS. Soon after, SWEDE11 contacted CHS Approach (Radar E) and requested vectors for the ILS Runway 15 Approach and advised, "we'll be a in one-mile standard trail...". At 17:27:46, Radar E cleared SWEDE11 for the ILS Runway 15 Approach. Radar E provided SWEDE11 with a PIREP (moderate to heavy rain, airport in sight at 900 feet) from the preceding arrival, NKS240, A320. At 17:29:27, Radar E transferred communication of SWEDE11 to CHS Tower (Local Control). At 17:30:10, Local Control (LC) cleared SWEDE11 to land Runway 15. At approximately 17:32:30, a Position Relief Briefing (PRB) begins on LC. The controller being relieved briefed that SWEDE11 was cleared to land Runway 15; later in the briefing, the controller being relieved stated, "sounds like they're (SWEDE11) going around." At 17:33:09, the relieving LC controller advised SWEDE11, "runway heading, two thousand, actually three thousand now, change to departure." SWEDE11 did not acknowledge. At 17:33:38, SWEDE12 advised LC, "on deck here". Afterwards, SWEDE12 advised exiting the runway at Taxiway A. LC then asked SWEDE12, "Did One One depart?" At 17:34:11, SWEDE12 replied, "Affirm, yeah, I don't know what happened, uh, looks like he missed approach, went missed or something." LC attempted contact with SWEDE11 but there was no response. However, a primary-only target was observed approximately 3.50 miles east of KCHS. LC advised Radar E that SWEDE11 may be the primary target east of KCHS, northeast bound. Radar E made several attempts to contact SWEDE11, but all transmissions went unanswered. Radar contact was lost with the primary target at 17:38:26, at the approximate CHS 012 Radial/23.87 DME. At approximately 17:48, LC advised Radar E that Charleston Base Operations reported the pilot of SWEDE11 ejected. No loss of separation occurred.

WEATHER OBSERVATION - 17SEP23

KCHS

KCHS 171856Z 17007KT 10SM FEW006 SCT025 BKN050 BKN150 26/23 A2988 RMK AO2 RAE17 SLP117 P0007 T02610233 \$
KCHS 171822Z 14004KT 10SM FEW005 BKN015 OVC035 24/23 A2990 RMK AO2 RAE17 P0006 T02440228 \$
KCHS 171806Z 00000KT 10SM -RA BKN008 OVC034 24/23 A2991 RMK AO2 P0005 T02390233 \$
KCHS 171756Z 33003KT 1SM R15/1600VP6000FT +RA BR BKN008 OVC034 23/22 A2991 RMK AO2 SLP129 P0153 60162 T02330222 10294 20217 55007 \$
KCHS 171749Z 31009KT 1SM R15/1400V2600FT +RA BR BKN008 OVC034 23/22 A2992 RMK AO2 P0111 T02330217 \$
KCHS 171742Z 31014KT 1 3/4SM R15/1600V4000FT +RA BR BKN014 BKN034 OVC050 23/22 A2990 RMK AO2 P0058 T02330217 \$
KCHS 171656Z 15011KT 4SM R15/3000VP6000FT +RA BR SCT019 BKN025 OVC038 25/22 A2991 RMK AO2 RAB40 SLP128 P0003 T02500222 \$

KNBC

KNBC 171923Z 00000KT 9SM -TSRA SCT046 BKN080 OVC100 27/24 A2984 RMK AO2 TSB17 P0001 T02720244
KNBC 171856Z 18004KT 8SM -RA FEW027 SCT049 BKN085 29/24 A2984 RMK AO2 RAB56 PRESFR SLP106 P0000 T02890239
KNBC 171756Z AUTO 19007KT 10SM FEW060 SCT075 28/25 A2988 RMK AO2 RAE06B35E48 SLP118 P0002 60013 T02830250 10294 20233 58017
KNBC 171656Z AUTO 34005KT 10SM -RA BKN055 OVC070 26/23 A2991 RMK AO2 RAB12E33B53 SLP129 P0011 T02560233
KNBC 171649Z AUTO 34005KT 10SM FEW007 OVC055 26/23 A2991 RMK AO2 RAB12E33 P0011 T02560233
KNBC 171634Z AUTO 00000KT 10SM FEW033 OVC055 25/24 A2991 RMK AO2 RAB12E33 P0011 T02500239
KNBC 171626Z AUTO 19005KT 2SM -RA BR FEW035 OVC055 25/24 A2991 RMK AO2 RAB12 P0011 T02500239
KNBC 171616Z AUTO 21009G19KT 3/4SM +RA BR FEW022 BKN031 OVC055 26/23 A2991 RMK AO2 RAB12 P0009 T02560233
KNBC 171614Z AUTO 20010G19KT 1 1/4SM RA FEW022 BKN043 OVC055 26/23 A2991 RMK AO2 RAB12 P0007 T02610228

KSAV

KSAV 171900Z 00000KT 7SM VCTS -RA SCT042CB BKN050 BKN110 OVC220 26/23 A2985 RMK AO2 LTG DSNT ALQDS TSE1857 CB E-S MOV NE CB DSNT SW-NW AND NE P0000 T02560233
KSAV 171853Z 00000KT 8SM -RA SCT035CB BKN050 BKN120 OVC220 26/23 A2986 RMK AO2 LTG DSNT ALQDS RAB1758 SLP109 CB E-S MOV NE CB DSNT SW-NW P0012 T02560233
KSAV 171830Z 00000KT 4SM -RA BR SCT030CB BKN045 BKN065 25/23 A2987 RMK AO2 LTG DSNT S AND SW RAB1758 CB NE MOV NE AND DSNT S-SW AND W-NW P0012 T02500228
KSAV 171811Z 27010KT 2 1/2SM R10/4000VP6000FT +RA BKN030 BKN060 26/23 A2988 RMK AO2 LTG DSNT SW RAB1758 CB DSNT SW AND NW P0003 T02610228
KSAV 171809Z 27009KT 1 1/2SM R10/4000VP6000FT +RA BKN030 BKN060 27/23 A2988 RMK AO2 LTG DSNT SW RAB1758 CB DSNT SW AND NW P0002 T02670228
KSAV 171753Z 21007KT 10SM BKN030 BKN060 29/21 A2987 RMK AO2 LTG DSNT SW SLP113 CB DSNT SW AND NW T02940211 10311 20217 58023
KSAV 171653Z 24012G17KT 10SM SCT031 BKN055 BKN075 30/22 A2990 RMK AO2 SLP123 T03000217
KSAV 171553Z 24009KT 10SM FEW020 BKN055 BKN110 29/22 A2992 RMK AO2 SLP131 T02940222

MEMORANDUM FOR THE RECORD

Subj: SUMMARY OF EMAIL EXCHANGES WITH (b)(6), (b)(7)c

1. This memorandum for the record serves as a summary of email exchanges between (b)(6), (b)(7)c (b)(6), (b)(7)c VMFAT-501) and (b)(6), (b)(7)c F-35 Lightning Support Team) between 5 December 2023 and 10 January 2024.
2. (b)(6), (b)(7)c contact information is: (b)(6), (b)(7)c and (b)(6), (b)(7)c
3. The exchange focused on post-ejection functionalities of the aircraft Identification, Friend or Foe (IFF) / Transponder. The following information was provided by the Communications, Navigation, and Identification (CNI) Integrated Product Team (IPT) via (b)(6), (b)(7)c during the exchange:
 - a. IFF Mode 3 does not require electronic keys, as such there is nothing to zeroize for IFF Mode 3 with a pilot ejection. Only IFF Mode 5 is keyed and does zeroize with a pilot ejection.
 - b. The F35 did not implement an automatic IFF Emergency initiation at pilot ejection.
 - c. However, with the IFF Mode 3 in normal operation prior to ejection, IFF Mode 3 would continue to transmit post ejection. Note that, regardless of pilot ejection, the IFF waveforms would be lost with a loss of power to the CNI-A Rack.
 - d. Loss of power to the CNI Rack A was observed on the mishap just prior to pilot ejection.
4. The point of contact for this matter is (b)(6), (b)(7)c at (b)(6), (b)(7)c or (b)(6), (b)(7)c

(b)(6), (b)(7)c

MEMORANDUM FOR THE RECORD

Subj: SUMMARY OF EMAIL WITH (b)(6), (b)(7)c

1. This memorandum for the record serves as a summary of an email between the IO and (b)(6), (b)(7)c (b)(6), (b)(7)c AW/SEF Chief of Safety) on 11 December 2023.
2. (b)(6), (b)(7)c contact information is: (b)(6), (b)(7)c and (b)(6), (b)(7)c
3. The exchange focused on Pilot Recovery, Aircraft Search Operations, and Crash Site information surrounding the F-35B mishap on 17 September 2023. The following information was provided by (b)(6), (b)(7)c (b)(6), (b)(7)c in his own words:

a. Pilot Recovery

“Flight Safety NCO notified our office via *mattermost* about an F-35 ejection happening at approximately 1400L. The pilot landed in a driveway (b)(6), (b)(7)c just outside Charleston AFB/Int’l Airport. By the time Safety Personnel had arrived, local law enforcement was already on the scene recovering the personal effects of the pilot. Outgoing Chief of Safety, myself, CHS AFB Fire Chief, and 7 firefighters/EOD techs arrived and discussed the situation with local police at approximately 1445L. Pilot had already been transported to Medical University South Carolina by the time all military personnel had arrived via ambulance. From open-source news release of the pilot/police dispatch conversation, the pilot knocked on the house owner’s door and requested them to call 911. Below is the news release that I found with the audio.

<https://www.foxnews.com/video/6337622079112>

*Note, house pictured in the attached video is not the house from where the pilot landed. That is the house outside the crash site.

One of our Flight Safety Officers went to MUSC to check on the pilot and get an initial statement from him, but USMC personnel had already arrived at the hospital and he had limited contact with the pilot.”

b. Aircraft Search Operations

“Charleston Radar personnel contacted outgoing Chief of Safety about the last pings they received from the F-35. From their scope, they lost contact with the aircraft near Lake Moultrie outside the town of Bonneau, SC, approximately 25NM North from the airfield. Local law enforcement turned over the parachute, seat kit, and a few other effects to the fire chief. Fire chief led the outgoing Chief of Safety and myself to Bonneau where we went door to door asking for information. 437 OSS/CC from Charleston (another prior Chief of Safety) also joined us in Bonneau. We were informed after an hour of going door to door that a staging area was formed at the Bonneau Fire Dept. The fire dept had long range boats that could reach the middle of the lake along with mud boats to enter the swamps, and offered their support. OSS/CC and myself went out on separate boats along with the fire dept for approximately 4 hours until it was getting too dark to continue. Weather was on and off again rain and fog. South Carolina Law Enforcement Division (SLED) also provided a helicopter to fly over the lake until they said it was too foggy to continue. When the search was called off that evening, Shaw Radar Controllers had notified the outgoing Chief of Safety about them picking up the radar pings further north after CHS Radar lost contact. JB Chs Personnel departed Bonneau approximately 2200L with plans to meet at the new location near Lake City, SC the following morning.

JB CHS fire chief, 4 firefighters, 3 EOD techs, and myself showed at the South Lynches Fire Department just outside Lake City at approximately 0830 on 18 Sept. A call in line had been developed in order to aid in search locations. All personnel split up to go to different addresses in the area. Outgoing Chief of Safety and Flight Safety NCO arrived approximately 30 min later after picking up the crash recovery trailer and safety truck that was left in Bonneau the night before (arrived while members were on the lake in boats). Outgoing Chief of Safety set up at the Fire Dept to act as air boss for all air assets in play. By 1000L the following aircraft were in play:

Florence County Sheriff Helo
USMC UC-12 (Zeus)
SLED Helo
3 x Civil Air Patrol Cessnas

An HC-130J was also scheduled to assist, but they had maintenance issues and spent little to no time above the area.

Fire chief, firefighters, and EOD continued going door to door. I arrived back at the Fire Dept with the Flight Safety NCO at approximately 1200. At approximately 1230L, the Civil Aircraft Patrol Forensics team provided a chart of radar pings with a potential flight path. KML file came to us at approximately 1400 to allow us to update everything real time in foreflight and allow us to see a potential corridor. Marine Security Forces arrived around 1440L to secure the scene once the aircraft was found. The new corridor placed the potential crash site near Indiantown, SC. Flight Safety NCO and myself headed to Indiantown along with the Marine Corps SF troops. Fire Chief, firefighters, and EOD shifted their focus before we got there, and we met them along the way. Door to door questions continued and local homeowners now started saying they heard loud screech/bangs flying overhead at approximately the time of crash would have been. All air assets shifted to Indiantown. At approximately 1645L, JB CHS fire chief reported he had talked to a property owner in Hemingway (approximately 5 NM north of Indiantown) who had seen a flash of light and a loud bang outside his house at about the time in question. He requested to walk the property, and the owner gave him permission. Fire Chief noticed scorched trees overhead and started walking into a wooded area. As he approached, he noticed a fuel smell and small aircraft parts. As he entered the woods, he noticed aircraft wreckage overhead and radioed in the crash site. We joined the Fire Chief, firefighters, EOD, and local law enforcement in the safety truck and trailer approximately 10 min later (roughly 1700). Staging area was set up in homeowners front yard (b)(6), (b)(7)c in Hemingway. Crash site could be entered from Owens Rd. Marines took over security from that point and limited any access to crash site to anyone except them for approximately 30 min.”

c. Crash Site Information

“Crash site location was (b)(6), (b)(7)c

(b)(6), (b)(7)c

(b)(6), (b)(7)c

After some minor confusion had lifted, Air Force personnel were granted entry to the crash site. Florence County Sheriff Helo landed in field near Old Georgetown Rd to allow myself and the FS NCO to observe the crash site from overhead. F-35 impacted through the trees in a southeasterly direction in the northwest corner of the field. From overhead, all that could be seen was where the aircraft entered the trees and had set fire to the tops of them. The only visible aircraft part from the air was a large chunk of the engine. Fire Chief and his team entered the crash site and started placing marking flags to help identify parts and debris. USMC personnel continued arriving over the next several hours. 437 AW/CV arrived close to sunset and was filled in with all information. USMC leadership officially arrived and took handover from USAF personnel at approximately 2130L. FS NCO remained with the crash trailer to provide assistance for

Subj: SUMMARY OF EMAIL WITH (b)(6), (b)(7)c

another couple days and the Fire team stayed to introduce legal reps to all the homeowners that were impacted through the next day.”

2. The point of contact for this matter is (b)(6), (b)(7)c at (b)(6), (b)(7)c or (b)(6), (b)(7)c

(b)(6), (b)(7)d

Date	Time
17-Sep	1330
17-Sep	1332
17-Sep	1333
17-Sep	1335
17-Sep	1337
17-Sep	1337
17-Sep	1437
17-Sep	1500
17-Sep	1613
17-Sep	1615
17-Sep	1619
17-Sep	1622
17-Sep	1625
17-Sep	1700
17-Sep	1700
17-Sep	1704
17-Sep	1706
17-Sep	1707
17-Sep	1710
17-Sep	1740
17-Sep	1759
17-Sep	1827
17-Sep	1851
17-Sep	1900
17-Sep	1910
17-Sep	2007
17-Sep	2013
17-Sep	2045
17-Sep	2047
17-Sep	2129
17-Sep	2227
17-Sep	2230
17-Sep	2235
18-Sep	0020

18-Sep	0750
18-Sep	0800
18-Sep	0818
18-Sep	0833
18-Sep	0837
18-Sep	0838
18-Sep	0848
18-Sep	0849
18-Sep	0852
18-Sep	0903
18-Sep	0943
18-Sep	1010
18-Sep	1012
18-Sep	1028
18-Sep	1041
18-Sep	1054
18-Sep	1108
18-Sep	1114
18-Sep	1124
18-Sep	1143
18-Sep	1200
18-Sep	1200
18-Sep	1312
18-Sep	1445
18-Sep	1515
18-Sep	1536
18-Sep	1600
18-Sep	1630
18-Sep	1640
18-Sep	1645
18-Sep	1803
18-Sep	1805
18-Sep	1645
18-Sep	1845
18-Sep	1852

18-Sep	1929
18-Sep	2022
18-Sep	2030
18-Sep	2039
18-Sep	2055
18-Sep	2135
18-Sep	2143
18-Sep	2228
18-Sep	2234
18-Sep	2246
18-Sep	2253
18-Sep	2350
19-Sep	0050
19-Sep	0116
19-Sep	0200
19-Sep	0400
19-Sep	0440
19-Sep	0615
19-Sep	0640
19-Sep	0845
19-Sep	0920
19-Sep	1105
19-Sep	1115
19-Sep	1141
19-Sep	1208
19-Sep	1210
19-Sep	1212
19-Sep	1424
19-Sep	1435

19-Sep	1440
19-Sep	1442
19-Sep	1500
19-Sep	1506
19-Sep	1600
19-Sep	1730
19-Sep	1735
19-Sep	1745
19-Sep	1756
19-Sep	1938
19-Sep	1950
20-Sep	0000
20-Sep	0550
20-Sep	0700
20-Sep	0705
20-Sep	0830
20-Sep	0932
20-Sep	0935
20-Sep	0950
20-Sep	0956
20-Sep	1000
20-Sep	1045
20-Sep	1200
20-Sep	1200
20-Sep	1205
20-Sep	1210
20-Sep	1219
20-Sep	1223
20-Sep	1230
20-Sep	1236
20-Sep	1256
20-Sep	1300
20-Sep	1329
20-Sep	1418
20-Sep	1430
20-Sep	1430
20-Sep	1528
20-Sep	1602
20-Sep	1605
20-Sep	1950
21-Sep	0000
21-Sep	0830
21-Sep	0945

21-Sep	1008
21-Sep	1009
21-Sep	1107
21-Sep	1320
21-Sep	1330
21-Sep	1332
21-Sep	1615
22-Sep	0901
22-Sep	0945
22-Sep	1110
22-Sep	1122
22-Sep	1130
22-Sep	1227
22-Sep	1402
22-Sep	1426
22-Sep	1449
22-Sep	1529
22-Sep	1739
22-Sep	1930
22-Sep	2235
23-Sep	0800
23-Sep	0830
23-Sep	1121
23-Sep	1205
23-Sep	1343
23-Sep	1452
23-Sep	1527
23-Sep	1535
23-Sep	1654
24-Sep	0800
24-Sep	0900
24-Sep	1147
24-Sep	1200
24-Sep	1225
24-Sep	1342
24-Sep	1343
24-Sep	1449
24-Sep	1459
24-Sep	1500
24-Sep	1533
24-Sep	1830
24-Sep	0000
25-Sep	0540

25-Sep	0832
25-Sep	0925
25-Sep	0953
25-Sep	1106
25-Sep	1200
25-Sep	1240
25-Sep	1400
25-Sep	1405
25-Sep	1740
25-Sep	1816
25-Sep	0000
26-Sep	1130
26-Sep	1200
26-Sep	1630
26-Sep	1730
26-Sep	1800
26-Sep	0000
27-Sep	1045
27-Sep	1050
27-Sep	1315
27-Sep	0000
28-Sep	0745
28-Sep	0830
28-Sep	0910
28-Sep	0930
28-Sep	0950

EMERGENCY OPERATIONS CENTER
STATUS BOARD/F-35 Status Board

EVENT LOG

F-35 Mishap reported IVO Charleston SC
SWEDE 11 MA Executes go around ILS 15
Dash 2 SWEDE LANDS/SWEDE 11 EJECTS ON GO AROUND
MISHAP AIRCRAFT MA TURNS LEFT AND ACCELERATES TOWARDS LAKE MOULTIRE
MISHAP AIRCRAFT LAST SEEN ON RADAR SCOPE IN A SHALLOW EFT TURN HEADING 330- Weather was 900-1 at ai
Aircraft was ~300 Knots 2000 Ft. near or over lake Moultrie last radar contact
MCAS BFT EOC Activated
Pilot at MUSC
PMO Issued 2 Cases MREs
Unknown whereabouts of A/C
Pilot Released from MUSC to JB Charleston
MCOP Event Created
015/25/HD6 Last Known Location of A/C-Converision between CO MCAS BFT and (b)(6), (b)(7)c CO, JBCHS)
(b)(6), (b)(7)c from JB Charleston EOC calls informs that FD Incident Command located
@ (b)(7)c SC 29431
(b)(6), (b)(7)c notifies (b)(6), (b)(7)c with EOD about incident
Manning roster submitted to comptroller to ensure GTTCs are active
PMO duty team is activated by (b)(6), (b)(7)c
DNR has boats in the water (Lake Moultrie) searching for the A/C and the Berkley Co. Sherrif's Dept. is looking for
PMO reports that they are at JB Charleston EOC
Travel Authority Authorization Signed by CO
(b)(6), (b)(7)c NRC @Jacksonville NAS calls to confirm activation of recovery/cleanup team; en route to JB
Charleston/
EOD is Staged at the Barn
Document Repository developed on MA SharePoint
MCAS S-4 issues 2 cases of MREs to VMFAT-501
(b)(6), (b)(7)c called to request NDA signs for the mishap
(b)(6), (b)(7)c (BFCSO) informs EOC that the search area has been moved to the border of Williamsburg and
Florence
Asst. Commandant of Marine Corps calls 48 hour aviation stand down due to mishap
CMT Dismissed by MCAS Beaufort CO; reconvene 0800 18 September in MCAS Beaufort EOC
(b)(6), (b)(7)c reports PERSTAT (b)(2)MO (b)(2)ME (b)(2)CIV; total (b)(2)
Air Force (b)(6), (b)(7)c informs EOC that the search has been moved to the area of lower Florence SC and
upper Williamsburg SC. The staging area is Lake City, SC. The search will begin in the morning.
Reference Florence Co. Emergency Management Division
Updated EOC Status in MCOP to reflect partial activation
(b)(6), (b)(7)c called MCAS BFT EOC to report flight information from ATC tapes. (TACN (b)(3) Heading (b)(3)
3900 ft and climbing)
(b)(6), (b)(7)c VMFAT-501) called MCAS BFT EOC to provide coordinates of last radar contact
(b)(3)
(b)(6), (b)(7)c called to inform that Jacksonville Center had last contact with A/C located at (b)(3)
(b)(3)

(b)(6), (b)(7)c issues 7 extra APR Filters to PMO for relief team.
 MCAS BFT CO on deck; morning brief commences
 MCAS BFT CO calls for battle rythm of 0800, 1200, and 1630 for update meetings.
 (b)(6), (b)(7)c RFI: Where is the ejection seat? Has it been deemed/rendered safe? Where is the survival equipment?
 RFI response regarding seat: NCIS does not have the seat; whereabouts still unknown. MIST team en route to search area
 (b)(6), (b)(7)c spoke with VMFAT-501 and MAG-31 to provide PERSTAT
 RFI response regarding survival equipment: JB Charleston Security Forces has possession of survival equipment.
 (b)(6), (b)(7)c MCAS BFT IEM) and (b)(6), (b)(7)c MCAS BFT FESD) is working a plan to trailer the FESD response trailer to
 the search area to establish a "Jump IC. (b)(6), (b)(7)c (MCAS BFT EOD) will tow the FESD response
 (b)(6), (b)(7)c reports PERSTAT from MCAS BFT: MCAS BFT PMO (MO (b)(2)M (b)(2) CIV (b)(2) VMFAT-501 (MO (b)(2) ME (b)(2)
 RFI response regarding ejection seat: MIST Commander is on scene of ejection searching for seat.
 Log entry for contact info: Navy Region SE JAG (b)(6), (b)(7)c cell: (b)(6), (b)(7)c
 Ejection seat is located; MAG Safety team onsite; MIST on site
 (b)(6), (b)(7)c (HHS Ops O) calls; RFI: FOX requires radio frequencies for in air contact with Civil Air Patrol (b)(6), (b)(7)c working this.
 C12 Team take off time 1050
 FOX called from inside FOX on the ground to comm check (b)(3); will call from air if possible
 (b)(6), (b)(7)c rovides the grid location of the ejection seat (b)(7)c
 (b)(6), (b)(7)c informs that PMO second team of ME (b)(2), (b)(1) Lake City, SC
 RFI Response: (b)(6), (b)(7)c provides VHF Frequency of (b)(3), (b)(7) for aerial contact with Civil Air Patrol
 JB Charleston SF takes ejection seat to SF headquarters
 (b)(6), (b)(7)c issues (b)(3) to PMO second team
 belt clips.
 MCAS BFT CO commenses 1200 update meeting.
 FOX 840 calls to update they have conducted search in area near Kingtree but haven't located the A/C. Continuing
 (b)(6), (b)(7)c PMO) relayed a new lead on ACFT location. Resident at the following location heard a loud "Thump" that did not sound like thunder at ~1347 yesterday. (b)(6), (b)(7)c Hemmingway, SC (b)(2) ME) heading to this location from Lake City to investigate. FOX840 is at Myrtle Beach refueling. Info relayed to FOX840 for 4 MV22 inbound 0930 on 19 Sep. (2) from 263 and (2) from 266. for SAR.
 PMO team 1 (2 Vics (b)(2) AX) departed JB Charleston to MCAS Beaufort.
 will
 coordinate pickup with PMO.
 are searching.
 (b)(6), (b)(7)c contact EOC stating he is 10 minutes out and PMO to meet him at the PW building to get the trailer. Hemmingway, SC.
 (b)(6), (b)(7)c
 CBRN issues 40 filters for the (b)(7)e, (b)(7)f to PMO.
 PMO departs to site with (b)(2) Pax (b)(2) O (b)(2) E) and 2 VIC)
 NDA Signed.
 PMO is placing the NDA signs.
 PMO departs to site with (b)(2) ax (b)(2) ME and (b)(2) NE) and 3 VIC)

31 Supply,
 (30) Sleeping Systems MCAS BFRT Supply, (18) Cases of MRE's from Rations Plt PISC, (4) Tables and (20) chairs from MAG-31
 Supply, (3) Large Whiteboards and Markers from MAG, (b)(2) MAG Corpsmen. Planning to load everything on
 (b)(6), (b)(7)c arrive on scene (b)(2) Pax, 2 Vic)
 TFR Established 1 mile radius up to 1,000 ft. UPDATE
 (b)(6), (b)(7)c setting up CP with (b)(6), (b)(7)c
 ARFF arrives on scene with 1 vic, 1 trailer (b)(2) pax (b)(6), (b)(7)c
 (b)(6), (b)(7)c (PMO) assumes IC.
 (b)(6), (b)(7)c relayed (b)(6), (b)(7)c secured (4) (b)(7)e, (b)(7)f (b)(6), (b)(7)c is working addl batteries. (b)(6), (b)(7)c states he has (4)
 (b)(6), (b)(7)c contacted the EOC. Mobile CMD Trailer is up and running. ARFF F-450 (G710467V) has a fuel leak under the
 (b)(6), (b)(7)c notified the EOC that VMFAT-501 personnel went to Lake city to RON. USAF EOD RTB and will return in the AM.
 Informed that he will need (b)(2) personnel for security to man the ECP and perimeter security on 8hr rotations with (b)(2) on each shift. Stated that V22 cannot land due to ground conditions (cotton fields could catch fire), however the Lake City Municipal airport is approximatley 20 mile away.
 EOC contacted emergency maintenance to report vehicle issue. FACMAINT said they would return call with COAs. Contacted (b)(6), (b)(7)c who requested (b)(6), (b)(7)c contact him in the morning to work out towing the vehicle to a local
 VMFAT-501 and PMO conduct changeover of personnel.
 (b)(6), (b)(7)c relayed, via email, he has tables/chairs and whiteboards etc. Lights, tents (meeting, shade - not sleeping),
 (b)(6), (b)(7)c relayed via email that High Speed Internet was on-site as well as encrypted radios. Will confirm sufficiency in
 in the EOC.
 SN's are 7F298T3 and FY198T3
 VMFAT-501 conducts changeover of personnel.
 VMFAT-501
 (2) Laptops for (b)(6), (b)(7)c
 checkpoints.
 Port-a-jons and hand washing station on site. Reports that there are media vehicles at the north checkpoint.
 (b)(6), (b)(7)c relayed that he had many items delivered last night (shade tents, light towers, generators, skid steers, EOD TM w/ Safety Team initial sweep of Crash Site.
 SITREP submitted to MCI East OMB/ MCOP updated with attachments.
 EOD completes sweep of crash site. No findings of explosive materials.
 Per phone conversation between (b)(6), (b)(7)c nd (b)(6), (b)(7)c MAW G-6 Starlink will be driven to site from MCAS C
 (b)(2) PMO ME En route to crash site.
 Update to Crash site location: (b)(3)
 IC reports 1 incident of UAS activity. Worked with local law enforcement to remove
 Eye witness arrives on scene and reports that they witnessed aircraft crash.
 Mag with (b)(2) ME and (b)(2) O, leave for site with logistic support (MRE's, Cots, Tents, bug spray, Sunscreen)
 (b)(2) PMO ME arrive at lake city .

(b)(6), (b)(7)c contracts buses for (b)(2) man working party. Expected arrival is 0500 20 Sep.

(b)(2) ME from VMFAT 501 Arrive back to MCAS Beaufort
TFR requested for 3 mile radius surface to 10,000 MSL

C-12 departs for site survey of incident site (b)(2) MO (b)(2) ME.
TFR changed to 3 mile radius surface to 10,000 MSL effective at 1600L

(b)(6), (b)(7)c Depart site for Williamsburg Airport and follow on to AOJ.

(b)(2) ME, (b)(6), (b)(7)c Depart Mishap site enroute to MCAS Beaufort.
Mag logistics vehicle on site. Drop off equipment and depart for MCAS Beaufort.

IC reports that ARFF Marines locate both flight data recording boxes.

(b)(2) MO ME return back at MCAS Beaufort.
(b)(6), (b)(7)c requests Showers for mishap site.

Date Change 20 Sep 2023

2 buses with (b)(2) personel from VMFAT-501 depart for incident site.
FBI with (b)(7)e should arrive on scene today

ARFF Departs to mishap site to relief in place w/ (b)(2) ME
Myrtle Beach ATC Supervisor calls in regards to TFR

(b)(2) E from ARFF have arrived at mishap site
(b)(2) ME (b)(2) ME have arrived at mishap site
ARFF Relief in Place complete. (b)(2) ME from ARFF returning to MCAS Beaufort
MAG-31 has (b)(2) ME departing to mishap site in Box truck with logistic support items
(b)(6), (b)(7)c requests soil and water samples for (b)(3). JBC has the assets for the samples
G413289W given to MV-22 Detachment for transportation around MCAS Beaufort
EOD transporting ejection seat back to MCAS Beaufort, final location of storage on MCAS to be determined.

(b)(6), (b)(7)c NCIS is on site. He will coordinate with FBI (b)(7)e
MV-22 to depart MCAS Beaufort appx 1730

(b)(2) ME from CommStrat on deck at mishap site to relieve current CommStrat personnel
MAG CO arrived at mishap site
Ejection seat is planned on being stored in Southern third of Hangar 414.

(b)(6), (b)(7)c is local poc for AMB
Starlink is at the mishap site

(b)(6), (b)(7)c sends email to JBC EOC approving request for bio environmental and EM support for radiation monitoring, and

(b)(2) Marines from ARFF have returned to MCAS Beaufort

(b)(2) Marines with MAG-31 have arrived at mishap site.
EOD personnel have returned to MCAS Beaufort
Environmental sampling team from JBC will departing tomorrow 0700 with an ETA of 0900 at the mishap site.
Energetic components of the ejection seat are being stored in EOD Magazine.
Modification to dedicated OSA is authorized. Dedicated OSA support now through October 7.

(b)(2) Marines with MAG-31 departed mishap site enroute to MCAS Beaufort.
C12 returns to MCAS Beaufort with (b)(2) MO (b)(2) ME from MAG-31 and (b)(2) ME from MCAS.
SitRep submitted

Date Change 21 Sep 2023

FBI on mishap site with (b)(2) personnel, 1 GOV with trailer.
(b)(6), (b)(7)c and (b)(6), (b)(7)c w/ MAG-31 S-6 en route to site to drop off equipment

(b)(6), (b)(7)c reports: The rooms for (b)(2) personnel have been booked at the following hotel from Sept 21-24: Travelodge by Wyndam Florence 3783 W Palmetto St. Florence, SC 29502 (843) 536-1687. We will also start working on a lodging plan for the next rotation of (b)(2) that will be pushing out to the site on Monday. As for transportation, we intend to work through the NOSC to contract additional transportation to get the Marines to FOX840 departs with (b)(2) AX (b)(6), (b)(7)c for replacement at site. Will retrograde (b)(2) PAX.

MAG-31 reports (b)(2) PAX (b)(6), (b)(7)c and 1 VIC (Box Truck) departing to site.
IC change over complete. (b)(6), (b)(7)c is now Incident commander. Previous IC retrograding to MCAS Beaufort.
(b)(6), (b)(7)c has returned to MCAS Beaufort.

(b)(6), (b)(7)c and (b)(6), (b)(7)c w/MAG-31 S-6 at site dropping off equipment
(b)(6), (b)(7)c and (b)(6), (b)(7)c w/MAG-31 S-6 returned to MCAS Beaufort.

MCAS BFT EOC contacts Myrtle Beach Approach (spoke with (b)(6), (b)(7)c to inform of calls signs possibly in the TFR (FC
FOXX836 takes off from MCAS BFRT en route to MCAS Cherry Point to pick up Maj. Gen. Benedict
FOXX836 arrives at MCAS Cherry Point
COMMSTRAT M (b)(2) returns to MCAS BFT from ACM Site
FOXX836 takes off from MCAS Cherry Point returning to MCAS BFRT
FOXX836 arrives at MCAS BFRT with Maj. Gen. Benedict
(b)(2) ME from ARFF departs MCAS BFRT via FOXX836
FOXX836 Arrives at Williamsburg Regional Airport
FOXX836 departs Williamsburg Regional Airport with (b)(2) ARFF Marines en route to MCAS BFRT
FOXX836 Arrives at MCAS BFRT with (b)(2) ME from ARFF
(b)(6), (b)(7)c departs ACM Site en route to JB Charleston to secure remaining parts.
Chute recovered and being returned by (b)(6), (b)(7)c
Request from (b)(6), (b)(7)c for (6) MC hooded sweatshirts.
Confirmed that the chute was returned to MCAS Beaufort and stored with seat components.
(b)(6), (b)(7)c called stating C12 will be in the air within 15 minutes and is now FOXX836.
(b)(6), (b)(7)c informed that CG just departed mishap site
(b)(6), (b)(7)c has changed over IC with (b)(6), (b)(7)c
FOXX836 departs Cherry Point
FOXX836 arrives at MCAS BFRT
FOXX836 departs MCAS BFRT to Mishap site
FOXX836 arrives back at MCAS BFRT
(b)(6), (b)(7)c reports that the Starlink Marines (b)(2) ME (b)(2) MO have returned to Cherry Point
Morning Brief
(b)(6), (b)(7)c reports that (b)(6), (b)(7)c plus 1 depart with chow for ACM site.
(b)(6), (b)(7)c reports arriving at Mishap Site with Chow and will depart in 10 minutes to RTB.
(b)(6), (b)(7)c has changed over IC with (b)(6), (b)(7)c
(b)(6), (b)(7)c departs for ACM site.
ARFF (b)(2) man RIP team arrives at Mishap site
FOX840 departs with (b)(2) PAX (b)(6), (b)(7)c W/ (b)(6), (b)(7)c to mishap site. Will retrograde w/ (b)(2) ARFF PAX and Chaplin
(b)(6), (b)(7)c and (b)(6), (b)(7)c arrived at the crash site.
(b)(6), (b)(7)c reports aboard MCAS Beaufort.
(b)(2) ARFF Marines on C12 to RTB.
(b)(2) ARFF Marines on deck at MCAS Beaufort (C12 transport)
(b)(2) ME Return to MCAS From ACM site.
Date change 25 Sep 2023
(b)(2) ME leave on buses for ACM site.

(b)(2)	Marines arrive at ACM site.
(b)(2)	MO ME arrive at ACM site (b)(2) MO ME return to MCAS.
(b)(2)	RFF ME depart for ACM Site.
(b)(3)	RFF Marines arrive at site (b)(2) RFF marines returned to MCAS Beaufort.
	C-12 Departs with chow and (b)(2) MFAT-501 Marines
(b)(2)	MFAT-501 avionics Marines arrive ACM site.
(b)(2)	Mag-31 ME w/ stake bed truck depart for ACM site to retrieve gear and return.
G-2	(b)(6), (b)(7)c completes security and intelligence brief to all personnel at ACM site.
	IC Reports working party secured for the day going to hotel in Florence.
Mag 31	(b)(2) ME depart site with equipment retrograde
	Date change 26 Sep 2023
C-12	drops off chow and picks up (b)(2) ME to return to MCAS Beaufort.
C-12	returns to MCAS Beaufort with (b)(2) ME from PMO.
(b)(3)	Marines depart ACM Site for the day.
(b)(6), (b)(7)c	(NCIS) notifies ATO that the FBI is packing up and departing.
FBI	(b)(7)e departs scene.
	Date change 27 Sep 23
C-12	Departs with (b)(2) ARFF ME for ACM site.
	Forklift delivered and staged at hangar 414
(b)(6), (b)(7)c and (b)(2)	ME arrive at ACM site (b)(2) MO and (b)(2) ME from PMO enroute back to MCAS.
	Date change 28 Sep 23
(b)(6), (b)(7)c and (b)(6), (b)(7)c	rom ARFF depart for ACM site.
	Convoy with Aircraft debris enroute to MCAS Beaufort.
	Convoy at CP 1.
	Convoy at check point Turtle.
	Convoy at check point Sloth.

ACTIVITY LOG (ICS 214)

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ICS 214

Activity Log

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap 2023		2. Operational Period: Date From: 17 Sept 2023 Date To: 17 Sept 2023 Time From: 1400 Time To: 2125	
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF 5	
		5. Home Agency (and Unit): 628 CES/CEX	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time	Notable Activities		
17 Sept 2023 1432	Signed is as ESF 5: call to CCEM: update pilot ejected and recovered by EMS taken to MUSC		
	Still no sign of aircraft. EOC stood up: F35 Marine aircraft		
1511	Air Traffic Control no location of aircraft at the moment		
1522	Contact made with MCAS Beaufort: Awaiting a call from (b)(6), (b)(7)c		
1535	(b)(6), (b)(7)c DO at MCAS Beaufort/ No status update/ Sending PA liaison and 6 MP		
1540	Informed FSS of the need for lodging for members traveling up		
1626	IC set up at N Berkeley First Station 1		
1715	Members from MCAS Beaufort arrived		
1730	PA released press release to the public		
1800	Update from BCEM/ NSTR		
1821	Contacted SCEMD: Clarendon County Sheriff's Department searching Lake Marion		
1900	Checklist review conducted by EOC manager		
1941	Around the room conducted		
2009	(b)(6), (b)(7)c base ops "metal components maybe from ejection		
2040	SCEM contacted ESF 5 for update: search is being moved to Leo, SC		
2047	Contacted Shaw EM Stand-by phone (b)(6), (b)(7)c made aware of ongoing incident and the mov		
2115	Contacted (b)(6), (b)(7)c for confirmation of report of 1000 gallons of JP8 being on board AC repor		
2117	FES reports that all search is ceasing for the evening and would reconvene in the morning		
2120	ESF 5 signing out		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period:	
		Date From: 17 Sep 23 Time From: 1504	Date To: 17 Sep 23 Time To: 2016
3. Name: <div>(b)(6), (b)(7)c</div>		4. ICS Position: ESF 3/10/12/14 CES	5. Home Agency (and Unit): 628 CES
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
17Sep/1504	Check in to EOC/Sign in to C2IMERA as CES EOC Rep		
17Sep/1547	Aircraft off-base incident checklist activated in C2IMERA, applicable CES checklist items marked in-		
17Sep/1635	CES UCC called notifying of standup, Dirt Boyz and EAs on warm status		
17Sep/1705	CES UCC placed in warm status, on phone standby		
17Sep/1745	EOC Director asked for information on tents, generators, light carts, toilets available		
17Sep/1748	CES UCC manager asked for information		
17Sep/1804	Received information from CES UCC on available equipment and fueling requirements		
17Sep/1918	Received Emergency vendor list from CONS ESF for toilets, light carts, etc		
17Sep/1944	Briefed EOC Director in around-the-room		
17Sep/2016	Logged out C2IMERA/left EOC		
8. Prepared by: Name: <div>(b)(6), (b)(7)c</div> Position/Title: <u>ESF 3/10/12/14 CES</u> Signature: <div>(b)(6), (b)(7)c</div>			
ICS 214, Page 1			

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5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
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	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap 2023		2. Operational Period: Date From: 17 Sept 2023 Date To: 17 Sept 2023 Time From: 1400 Time To: 2125	
3. Name: (b)(6), (b)(7)c	4. ICS Position: ESF 5	5. Home Agency (and Unit): 628 CES/CEX	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
17 Sept 2023 1432	Signed is as ESF 5: call to CCEM: update pilot ejected and recovered by EMS taken to MUSC		
	Still no sign of aircraft. EOC stood up: F35 Marine aircraft		
1511	Air Traffic Control no location of aircraft at the moment		
1522	Contact made with MCAS Beaufort: Awaiting a call from (b)(6), (b)(7)c		
1535	(b)(6), (b)(7)c DO at MCAS Beaufort/ No status update/ Sending PA liaison and 6 MP		
1540	Informed FSS of the need for lodging for members traveling up		
1626	IC set up at N Berkeley First Station 1		
1715	Members from MCAS Beaufort arrived		
1730	PA released press release to the public		
1800	Update from BCEM/ NSTR		
1821	Contacted SCEMD: Clarendon County Sheriff's Department searching Lake Marion		
1900	Checklist review conducted by EOC manager		
1941	Around the room conducted		
2009	(b)(6), (b)(7)c base ops "metal components maybe from ejection		
2040	SCEM contacted ESF 5 for update: search is being moved to Leo, SC		
2047	Contacted Shaw EM Stand-by phone (b)(6), (b)(7)c made aware of ongoing incident and the mov		
2115	Contacted (b)(6), (b)(7)c for confirmation of report of 1000 gallons of JP8 being on board AC report		
2117	FES reports that all search is ceasing for the evening and would reconvene in the morning		
2120	ESF 5 signing out		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

[illegible]

ICS 214

Activity Log

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period: Date From: 9/17/23 Date To: Time From: 1500 Time To:	
3. Name: (b)(6), (b)(7)c	4. ICS Position: EOC Rep	5. Home Agency (and Unit): 628 CONS	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
(b)(6), (b)(7)c	EOC Rep	628 CONS	
	EOC Rep	628 CONS	
	EOC Rep	628 CONS	
7. Activity Log:			
Date/Time	Notable Activities		
17 Sep 23/1447	EOC Stood up		
17 Sep 23/1613	(b)(6), (b)(7)c began active F-35 checklist		
17 Sep 23/1748	EOC Director requested 628 CONS begin preparing for contingency contract items		
17 Sep 23/1835	Reached out to Home Unit (b)(6), (b)(7)c for local emergency vendor list		
17 Sep 23/2000	Briefed EOC Director on spending authority and vendor readiness and how it affects EOY money		
17 Sep 23/2001	(b)(6), (b)(7)c arrived/EOC has been disbanded for the night		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

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ACTIVITY LOG (ICS 214)

1. Incident Name: RW F35 Mishap		2. Operational Period: Date From: 17 Sept Date To: Time From: 1425 Time To: 2030	
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF 1-7	
		5. Home Agency (and Unit): 628 LRS	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time	Notable Activities		
17 Sep/1425	Reported to the EOC. (b)(6), (b)(7)c represented the LRS UCC		
17 Sep/1432	Logged into C2IMERA and updated C2 Nodes w/updated OPR information		
17 Sep/1600	10-2 Aircraft Incident Off Base Checklist (Respond) went active. #44,45, and 68 for LRS.		
17 Sep/1626	Notified F-35 went down 25 miles southeast of Kingstree, SC. Local Authorities trying to locate the		
	downed aircraft. The pilot ejected and was transported to MUSC downtown Charleston. Once the		
	aircraft is located, an initial response team of SFS, CE Fire, and EOD will be deployed to the site.		
	Long term support plans are in the works. LRS will be tasked to transport equipment and fuel to the		
	location to support recovery efforts. I sent the message on the signal chat. GT/POL are tracking.		
17 Sep/1758	The downed aircraft has not been located as of yet.		
17 Sep/1820	Received recall rosters for all flights from UCC. Got 24/7 #s for GT (x4236) and POL (x5079)		
17 Sep/1838	Released (b)(6), (b)(7)c from the UCC.		
17 Sep/1845	CE was tasked to get light carts to the crash site once discovered. CE EOC rep asked about fuel		
	support. I let them know LRS would support, POL tracking		
17 Sep/1945	EOC director went through the 10-2 checklists to see if there were any pending actions		
17 Sep/2000	Went around the room and each ESF provided updates		
17 Sep/2010	EOC brief that EOC would go into warm (standby) status, as it is getting dark and weather		
	conditions are bad. The plan has still not been recovered. 12 hr EOC shifts start at 0700.		
17 Sep/2015	Notified (b)(6), (b)(7)c he would be on standby for the night.		
17 Sep/2030	Departed the EOC		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: ESF 1 Signature: (b)(6), (b)(7)c			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

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ICS 214

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	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: 10-2 Aircraft Off Base Incident (Respond)		2. Operational Period: Date From: 20230917 Date To: 20230917 Time From: 1445 Time To: XXXX	
3. Name: FSS - ESF		4. ICS Position: AB EOC	
		5. Home Agency (and Unit): 628 FSS	
6. Resources Assigned:			
Name	ICS Position		Home Agency (and Unit)
(b)(6), (b)(7)c	EOC REP		628 FSS/FSP
	EOC REP		628 FSS/FSO
7. Activity Log:			
Date/Time	Notable Activities		
1445	EOC activation from ATHOC notification		
1540	EOC Director Roll Call and events update		
1548	Contacted Lodging; confirmed 150 rooms available for any teams traveling to assist with incident		
1620	Booked 7 rooms for advance team traveling from Beaufort		
1635	All active checklist items (3) actioned; currently no casualties, no S&R and no stress brief		
1700	Booked an additional 23 rooms for teams responding to local area for incident (exact # of prsnl unknr)		
2005	Concluded evening round the room; (b)(6), (b)(7)c on-call for evening and reconvene 0700 18 Sep		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: EOC Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

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ACTIVITY LOG (ICS 214)

1. Incident Name: Aircraft Off Base Incident		2. Operational Period: Date From: 18 Sep 23 Date To: 18 Sep 23 Time From: 1610 Time To: 2100	
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF-13/EOC	
		5. Home Agency (and Unit): 628 SFS	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time	Notable Activities		
18 Sep 2023/1610	Marine Response Team searched wood-line North of Airfield to locate additional equipment		
18 Sep 2023/1643	(b)(6), (b)(7)c notified EOC of Fire Department personnel locating the aircraft		
18 Sep 2023/1701	628 Security Forces personnel standing by for support request from Marine Crash Recovery Unit		
18 Sep 2023/2100	ESF-13/Security Forces personnel were released and instructed to report tomorrow at 0700 hrs		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: EOC Rep Signature: (b)(6), (b)(7)c			
ICS 214, Page 1 Date/Time: 18 Sep 23/2100			

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EOC DUTY

18Sep2023 | 0700

- Called @ 0818: (b)(6), (b)(7)c Summerville, SC / Boom around 3-4 pm
- Called @ 0822: (b)(6), (b)(7)c Summerville, SC / Jet around 2 pm
- Called @ 0826: (b)(6), (b)(7)c Fort Sumter / 12:30-1:00
- Called @ 0838: (b)(6), (b)(7)c Plane Finder App
- Called @ 0843: (b)(6), (b)(7)c Jet flying toward Bishopville, SC around 11:20
- Called @ 0846: (b)(6), (b)(7)c Hunting Island Campground / 9-10 pm
- Called @ 0935: (b)(6), (b)(7)c Boeing Emergency Team
- Called @ 0940: (b)(6), (b)(7)c Westminster, SC / Loud Boom & Shake around 7:30
- Called @ 1006: (b)(6), (b)(7)c Drill Dept / TS Phone Call
- Seat Found: 1010 on Flight Line
 - Cordon: 50 ft / 4 Ravens & Flight Chief with V-9 Keys
 - 1040-1124: (b)(6), (b)(7)c (501st) with Navy Safety Center: (b)(7)c
- Called @ 1018: (b)(6), (b)(7)c Berkley County Airport: Offering Assistance
- Called @ 1057: (b)(6), (b)(7)c Cross, SC / low jet sound & white helicopter with yellow markings coming from jet noise around 1:30-2:30
- Called @ 1135: (b)(6), (b)(7)c Indian Bluff Park & Redbank Subdivision: 1430
- Called @ 1158: (b)(6), (b)(7)c Caswell Beach, NC / Direction: toward Bald Head Island
Black Jet: tail of smoke / 1400-1500
- Called @ 1209: (b)(6), (b)(7)c Vancouver BC / Star Technology
- Called @ 1243: (b)(6), (b)(7)c fighter jets seen around 1330: headed to AFB (b)(6), (b)(7)c
(b)(6), (b)(7)c Suggests: Goose Creek Reservoir cleared
- Called @ 1325: (b)(6), (b)(7)c Manning, SC / 1330-1830 / didn't see or hear anything
- Called @ 1346: (b)(6), (b)(7)c Isle of Palms, SC / saw jet flying fast/sideways going east to Atlantic Ocean around 1400
- Called @ 1402: (b)(6), (b)(7)c Hemingway, SC / Big boom & house shook around 1330-1430
-

ACTIVITY LOG (ICS 214)

1. Incident Name: F35 Mishap		2. Operational Period: Date From: 09/18/23 Date To: 09/18/23 Time From: 0615 Time To:	
3. Name: (b)(6), (b)(7)c	4. ICS Position: EOC Manager	5. Home Agency (and Unit): 628 CES/CEX	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
0615	Opened EOC for dayshift		
0700	Initial briefing provided to EOC. Working/previewing only active checklist - Aircraft Off-Base Incident		
0730	Arrival of various USMC personnel		
0745	Basic handover of PA requests to USMC PA rep: (b)(6), (b)(7)c		
0815	Spoke with (b)(6), (b)(7)c USCG EM. He asked about any resource needs they can provide. Nothing		
	at this time.		
0820	CF: AFRCC, (b)(6), (b)(7)c They need a call back at (b)(7)c Passed to (b)(6), (b)(7)c		
0830	CF: (b)(6), (b)(7)c USMC Cherry Point (b)(6), (b)(7)c Wants to set up VTC. Passed to USMC (b)(6), (b)(7)c		
	(b)(6), (b)(7)c		
0840	CF: (b)(6), (b)(7)c USMC Beaufort EOC. Needs status of ejection seat. Will pass to (b)(6), (b)(7)c		
	(b)(6), (b)(7)c USMC XO, who will take of USMC concerns here.		
0845	CF: (b)(6), (b)(7)c Berkeley County EOC requesting update. NSTR.		
0900	CF: MXG about 10-2 checklist items. I recommended he report to EOC. He is on his way.		
0915	Briefed EOC. Reminded of importance of signing in to C2IMERA, logging action in ICS Form 214.		
0925	CF: (b)(6), (b)(7)c 315th for 437 OG. CCSD offering sonar assist for search. Will pass to (b)(6), (b)(7)c		
	(b)(6), (b)(7)c and (b)(6), (b)(7)c		
1000	Ejection seat found. EOD, CEF, SFS, USMC responding. On-base, near S. Aviation.		
1035	CF: (b)(6), (b)(7)c Request NOTAM to get private pilot assistance for areal search. Handed		
	request to (b)(6), (b)(7)c who will coordinate with Base Ops.		
1040	Coordination between USMC investigation, OSI, SFS, and community LE: OSI SA (b)(6), (b)(7)c		
	(b)(6), (b)(7)c		
1052	(b)(6), (b)(7)c and (b)(6), (b)(7)c agreed on no NOTAM request right now.		
1110	CF (b)(6), (b)(7)c Homeland Security Air Marine Ops. Passed to (b)(6), (b)(7)c		
1140	NCIS: SA (b)(6), (b)(7)c		
8. Prepared by: Name (b)(6), (b)(7)c Position/Title: EOC Manager Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

1. Incident Name: F35 Incident		2. Operational Period: Date From: 09/18/23 Time From: 0615		Date To: 09/18/23 Time To:
7. Activity Log (continuation):				
Date/Time		Notable Activities		
1340		Had (b)(6), (b)(7)c provide a briefing of the current situation, as well as went around the room for unit updates.		
1415		Addressing report in Palmetto EOC about a slick seen on the ocean about 102 nmi. from CHS this morning around 0115. Called USCG Sector Charleston (b)(6), (b)(7)c (EM) for possible USCG assist. Spoke with (b)(6), (b)(7)c along with Lockheed tech rep and USMC (b)(6), (b)(7)c (b)(6), (b)(7)c Decided that because the aircraft would be underwater and only pings in the khz range, tha the USCG cannot help. They do not have sonar. All agreed.		
1515		Creating CAT briefing		
1530		8 USMC augmentees are leaving here and heading back to MCAS Beaufort.		
1630		Initial report of plane found. IC is confirming. USMC IC was headed to site to take over prior to the call.		
1740		Planning to stay open in the EOC until the IC and EOC handoff is complete.		
1645		NDA established, per (b)(6), (b)(7)c EOC Director)		
1815		IC requesting 5 Lite-alls for the ICP/search area. NRSE has these assets. No need to provide from JB Charleston.		
1825		Press release issued.		
1835		NRSE/DHS requests BEE respond to site by 0800 for rad monitoring and CBRN. We are planning t have CEX CBRN respond with them. (b)(6), (b)(7)c would go. (b)(6), (b)(7)c wants to get buy-in from (b)(6), (b)(7)c		
1910		(b)(6), (b)(7)c USMC PMO (Provost MAashall's Office) leaving for the night. (b)(6), (b)(7)c		
1949		Expect completed handoff by 2200 tonight.		
1945		USMC will handle CBRN/Rad monitoring response tomorrow. No CEX or BEE required.		
2045		Released all but FES, CES, Mgr, Director. Awaiting handover from USAF to USMC.		
2135		USAF IC has handed off to USMC IC		
2145		Calling MCAS Beaufort for handover. (b)(6), (b)(7)c USMC, has command at site. Marine IC requests our people check with them when they leave the scene permanently.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____				
ICS 214, Page 2		Date/Time: _____		

ICS 214

Activity Log

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2	Operational Period <ul style="list-style-type: none"> • Date and Time From • Date and Time To 	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	Name	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period: Date From: 18 Sept Time From: 1430		Date To: 18 Sept Time To: 2100
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF 5		5. Home Agency (and Unit): 628 CES/CEX
6. Resources Assigned:				
Name		ICS Position		Home Agency (and Unit)
7. Activity Log:				
Date/Time		Notable Activities		
18 Sept/1430		Signed is as ESF 5 report received from EOC Manager		
1500		Report from NRC about oil sheen in the Atlantic forwarded to EOC director		
1545		Update phone call with State EMD. Resources and IC set up in Lake City, SC		
1653		Reports of debris found in Boggy Swamp, SC		
1731		Report given to SCEMD of debris location		
1742		Around the room conducted		
1820		Request to ESF 5 for state DHEC on scene: Request forwarded to SCEMD and Naval Region SE		
1900		Request for CBRN and Bio radiation monitoring capabilities on scene at 0900, 19 September		
2013		Information received from EOC manager to stand down CBRN and Bio response		
2100		Signed out as ESF 5		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____				
ICS 214, Page 1		Date/Time: _____		

ACTIVITY LOG (ICS 214)

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ICS 214

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ACTIVITY LOG (ICS 214)

1. Incident Name: Marine - F35 Mishap		2. Operational Period: Date From: 18 SEP 23 Date To: 18 SEP 23 Time From: 0700 Time To: 2200	
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF 3/10/12/14 CES	
		5. Home Agency (and Unit): 628 CES	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time	Notable Activities		
18 SEP/0700	Activate EOC		
0740	No aircraft located		
0800	Continue running Aircraft Off Base Incident Checklist		
0840	US Navy Region SE reported for responsible party		
0910	Florence Co. Law Enforcement starting grid search. Land and air assets. Civil Air Patrol included.		
1015	Ejection seat located on Joint Base Charleston runway field		
1630	Aircraft reported located by JBC Fire Dept personnel		
1730	UCC sent home but notified to standby for support		
2140	(b)(6), (b)(7)c completes IC handoff on scene to Marine (b)(6), (b)(7)c		
2150	JBC EOC conducted handoff to Marine EOC in Beaufort over the phone		
2200	JBC EOC closed for day to resume operations at 0700/19 SEP		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: ESF 3/10/12/14 CES Signature: (b)(6), (b)(7)c			
ICS 214, Page 1 Date/Time: _____			

ACTIVITY LOG (ICS 214)

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ICS 214

Activity Log

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period: Date From: 18 Sep 23 Date To: 18 Sep 23 Time From: 0950 Time To: 2038	
3. Name: (b)(6), (b)(7)c		4. ICS Position: ESF 3/10/12/14 CES	
		5. Home Agency (and Unit): 628 CES	
6. Resources Assigned:			
Name		ICS Position	
7. Activity Log:			
Date/Time	Notable Activities		
18 SEP/0950	Arrive to assist ESF-3		
18 SEP/1015	Ejection Seat located - coordination between EOD, Muns Facility Manager, SF and Navy to locate		
18 SEP/1320	Took over as ESF-3, notated position in C2IMERA		
18 SEP/1640	Debris field reported found by Fire, assumed to be aircraft wreckage		
18 SEP/1645	UCC released for standby only		
18 SEP/1817	(b)(6), (b)(7)c depart for dinner, expected to return to take over at 2030		
18 SEP/1818	IC requested light carts, toilets		
18 SEP/1818	CONS working plan in case existing light carts unavailable		
18 SEP/1820	MXS notifies they will be able to send their light carts		
18 SEP/1829	Navy Contractor confirms sending light carts and toilets, MXS and CONS avenue not needed		
18 SEP/1854	CBRN response support requested for morning; (b)(6), (b)(7)c notified		
18 SEP/1946	Notified Marine CBRN will be responding, AF CBRN & BEE on standby		
18 SEP/2037	(b)(6), (b)(7)c arrived to take over ESF 3/ signed out of C2IMERA		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: ESF 3/10/12/14 CES Signature: (b)(6), (b)(7)c			
ICS 214, Page 1 Date/Time: _____			

ACTIVITY LOG (ICS 214)

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period: Date From: 17 Sep 23 Date To: 18 Sep 23 Time From: 1423 Time To: 1200	
3. Name: (b)(6), (b)(7)c	4. ICS Position: ESF2	5. Home Agency (and Unit): JB Charleston/628 CS	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
(b)(6), (b)(7)c	ESF2	628CS	
	ESF2	628CS	
	ESF2	628CS	
7. Activity Log:			
Date/Time	Notable Activities		
18 Sep 23/0700	EOC activated.		
18 Sep/0745	ISB's phones INOP (b)(6), (b)(7)c sent out to remedy		
18 Sep/1330	SITREP; NSTR still searching for a/c		
18 Sep/1430	(b)(6), (b)(7)c eplaced (b)(6), (b)(7)c		
18 Sep/1700	Initial reports of potential discovery of a/c debris		
18 Sep/2100	ESF2-CS released for the evening		
19 Sep/0700	(b)(6), (b)(7)c in EOC		
19 Sep/1200	EOC skinned down. CS members in warm standby status.		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: 628 CS/EOC Rep Signature: _____			
ICS 214, Page 1		Date/Time: _____	

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ACTIVITY LOG (ICS 214)

1. Incident Name: F-35 Mishap		2. Operational Period: Date From: 9/18/23 Date To: 2055 Time From: 1530 Time To:	
3. Name: <div>(b)(5), (b)(7)c</div>		4. ICS Position: EOC Rep	
		5. Home Agency (and Unit): 628 CONS	
6. Resources Assigned:			
Name	ICS Position		Home Agency (and Unit)
<div>(b)(6), (b)(7)c</div>	EOC Rep		628 CONS
	EOC Rep		628 CONS
	EOC Rep		628 CONS
7. Activity Log:			
Date/Time	Notable Activities		
18 Sep 23/1530	(b)(6), (b)(7)c arrived to replace (b)(6), (b)(7)c		
18 Sep 23/1816	Request from CEF for Outdoor Lighting, Checking with CES and SFS for inventory prior to contract		
18 Sep 23/1841	The light tower requirement will be handled by the Navy. All future requirements are to be routed and		
18 Sep 23/2055	CONS no longer needed.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

[illegible]

ICS 214

Activity Log

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Block Number	Block Title	Instructions
1	Incident Name	Enter the name assigned to the incident.
2	Operational Period <ul style="list-style-type: none"> • Date and Time From • Date and Time To 	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	Name	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: RW F35 Mishap		2. Operational Period: Date From: 18 sept Time From: 0658		Date To: 18 sept Time To: 1900
3. Name: <div>(b)(6), (b)(7)c</div>		4. ICS Position: Finance		5. Home Agency (and Unit): 628 CPTS
6. Resources Assigned:				
Name		ICS Position		Home Agency (and Unit)
7. Activity Log:				
Date/Time		Notable Activities		
18 Sep 23/0658		Reported to the EOC.		
18 Sep 23/0715		Logged into C2IMERA and updated C2 Nodes w/updated OPR information.		
18 Sep 23/0900		CAT Activated.		
18 Sep 23/1752		EOC brief occurred and hours were extended past 1900 so issue can be handed over to Marines.		
18 Sep 23/1752		I spoke with <div>(b)(6), (b)(7)c</div> and was able to be on phone standby for the remainder of the shift.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: <div>(b)(6), (b)(7)c</div>				
ICS 214, Page 1		Date/Time: _____		

ACTIVITY LOG (ICS 214)

[illegible]

ICS 214

Activity Log

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3	Name	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: F35 Mishap		2. Operational Period: Date From: 18 Sep Date To: Time From: 0815 Time To:	
3. Name: (b)(6), (b)(7)c	4. ICS Position: ESF 1-7	5. Home Agency (and Unit): 628 LRS	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
18 Sep/0815	Relieved (b)(6), (b)(7)c due to him not having C2IMERA		
18 Sep/0820	Logged into C2IMERA and updated C2 Nodes		
18 Sep/0912	(b)(6), (b)(7)c suggested to plan for a second shift and morning shift		
18 Sep/0913	Reach out to (b)(6), (b)(7)c to relay plan		
18 Sep/1030	Received EPC Plan from (b)(6), (b)(7)c		
18 Sep/1032	(b)(6), (b)(7)c (USMC) requested assistance on obtaining instructions on refueling their GOVs on station		
18 Sep/1035	Reached out to (b)(6), (b)(7)c to relay request		
18 Sep/1044	Received requested info via email from (b)(6), (b)(7)c and forwarded info to (b)(6), (b)(7)c		
18 Sep/1100	(b)(6), (b)(7)c briefed members can grab lunch and if you leave, please provide contact info		
18 Sep/1644	CEF ESF briefed the EOC that they found debris at Boggy Swamp		
18 Sep/1745	EOC briefed the EOC will work through late tonight and plan to send a ESF at 0700		
18 Sep/1750	Relayed update to Flight Leaders		
18 Sep/1800	(b)(6), (b)(7)c arrived for turnover		
18 Sep/1809	Request for 5 light-alls to be transported to scene of incident. Asked for logistical support at location		
//	currently to download light-alls. Nothing at location. We have the capability to upload and download		
//	light-alls with large box truck with lift gate. Request on hold now. Navy has a support package and		
//	will try to support before utilizing our capabilities...HD		
18 Sept/1948	Update... Waiting on Marine Corps to arrive on the scene of incident to start change over from AF.		
//	Safety, Incident CC and EOC reps are the primary wait right now until the EOC will be AF released.		
//	Approximate 2030 the Marine incident CC will arrive on the scene then allow about an hour for turn		
//	over...HD		
18 Sept/2115	Per EOC Director, I am relieved for the night and to have a EOC Rep in place tomorrow morning at		
	0700. I notified (b)(6), (b)(7)c as the rep for tomorrow morning...HD		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

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ICS 214

Activity Log

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4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
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	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

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ACTIVITY LOG (ICS 214)

1. Incident Name: F35 Mishap		2. Operational Period: Date From: 18 SEP 23 Date To: 18 SEP 23 Time From: 0700 Time To:	
3. Name: <div>(b)(6), (b)(7)c</div>	4. ICS Position: Admin		5. Home Agency (and Unit): 628 MSG
6. Resources Assigned:			
Name	ICS Position		Home Agency (and Unit)
7. Activity Log:			
Date/Time	Notable Activities		
18 SEP/0812	Established ICS form.		
18 SEP/0909	Collected lodging accountability roster for USMC members TDY to JBC.		
18 SEP/1205	Created significant events log Power Point.		
18 SEP/1817	Notified that NDA was established at 1645.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

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	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
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8	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: F 35 Mishap		2. Operational Period: Date From: 19 Sept 23 Date To:	
		Time From: 1600 Time To:	
3. Name: (b)(6), (b)(7)c		4. ICS Position: EOC Manager	5. Home Agency (and Unit): 628 CES/CEX
6. Resources Assigned:			
Name		ICS Position	Home Agency (and Unit)
7. Activity Log:			
Date/Time	Notable Activities		
1600	Signed is as EOC Manager		
1630	EOC director attending joint EOC conference call		
1707	EOC standing down and moving into warm status		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

[illegible]

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ACTIVITY LOG (ICS 214)

1. Incident Name: F35 Mishap		2. Operational Period: Date From: 09/19/23 Date To: 09/19/23 Time From: 0700 Time To:	
3. Name: (b)(6), (b)(7)c	4. ICS Position: EOC Manager	5. Home Agency (and Unit): 628 CES/CEX	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
0630	Opened EOC for dayshift		
0730	CF: AFRCC. Closing the info loop. Confirming the debris found yesterday was the missing F35. I		
	confirmed with them.		
0735	Briefed EOC to continue to look at Aircraft off-base Incident checklist (only active checklist) and the		
	NDA checklist (not activated) for reference. Continue to log actions and to do other associated		
	paperwork. Unknown at this time how late we will be activated.		
0805	FSS confirmed there are no remaining Marines at Lodging. All checked out this morning. FSS is		
	ready to support any further lodging needs.		
0830	CAT/EOC briefing. Concerns over drone activity at crash site. Considering c-UAS actions. Will		
	check with USMC.		
0900	USMC scene commander and EOC requests EOD support (continued) at the site. Researching any		
	formal request requirements. CPTS researching local are/per diem rules. EOC, (b)(6), (b)(7)c		
	ensuring there are no internal rules against this.		
1020	I have found no restrictions to our ability to support the EOD request. CPTS has found that the EOD		
	personnel will not be authorized per diem, as the location is considered local area. AFMAN 10-2504		
	describes RFF procedures, but this response does not appear to fall under RFF. We should be able		
	to provide support directly under the approval of the installation commander or designee.		
1120	(b)(6), (b)(7)c 628 ABW/CC, visited and thanked the team		
1140	Around the room, and release of unneeded positions. Remaining are PA, CPTS, CES, LRS, FES,		
	SFS, EOD, and BEE.		
1300	FES leadership returned and briefed the EOC.		
1530	Awaiting return of EOC personnel to make EOC shut down decision		
1530	USMC possible request to provide rad monitoring by BEE for our personnel. Awaiting decision to		
	return as JB CHS personnel to the Joint Base.		
8. Prepared by: Name: (b)(6), (b)(7)c Position/Title: EOC Manager Signature: _____			
ICS 214, Page 1		Date/Time: _____	

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4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
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ACTIVITY LOG (ICS 214)

1. Incident Name: USMC F-35 Mishap		2. Operational Period: Date From: 19 Sep 23 Date To: 19 Sep 23 Time From: 0655 Time To:	
3. Name: (b)(6), (b)(7)c	4. ICS Position: LRS	5. Home Agency (and Unit): 628 LRS	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
19 Sep 23/0656	LRS EOC on shift up and running. CST		
0757	SFS EOC rep asked if there is a time for POL to refuel the Chinese aircraft. Contacted (b)(6), (b)(7)c (b)(6), (b)(7)c he said whenever they request fuel. info passed to SFS EOC Rep. CST		
1205	LRS EOC standing down if needed we will be contacted. CST		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

[illegible]

ICS 214

Activity Log

Purpose. The Activity Log (ICS 214) records details of notable activities at any ICS level, including single resources, equipment, Task Forces, etc. These logs provide basic incident activity documentation, and a reference for any after-action report.

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Notes:

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- Use additional copies as continuation sheets as needed, and indicate pagination as used.

Block Number	Block Title	Instructions
1	Incident Name	Enter the name assigned to the incident.
2	Operational Period <ul style="list-style-type: none"> • Date and Time From • Date and Time To 	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	Name	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4	ICS Position	Enter the name and ICS position of the individual in charge of the Unit.
5	Home Agency (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	Resources Assigned	Enter the following information for resources assigned:
	<ul style="list-style-type: none"> • Name 	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	<ul style="list-style-type: none"> • ICS Position 	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ACTIVITY LOG (ICS 214)

1. Incident Name: F-35B Mishap		2. Operational Period: Date From: 18 Sep 23 Date To: 19 Sep 23 Time From: 0700 Time To:	
3. Name: 628 BEE	4. ICS Position: ESF 8/11	5. Home Agency (and Unit): 628 MDG/OMRS	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
(b)(6), (b)(7)c			
7. Activity Log:			
Date/Time	Notable Activities		
0700	(b)(6), (b)(7)c arrives		
0800	Verified Aero Repair is RP trained and fit tested (89% fit tested)		
0900	Coord w/EM f/jt response is needed - advised particulate hazards/means to sample/BE capes		
1300	(b)(6), (b)(7)c relieves (b)(6), (b)(7)c		
1333	Update from EOC Director		
1527	no updates; 10-2 checklist completed as much as possible		
1650	Update regarding the possible location of the plane		
1700	Aircraft was located; Current plan is to man EOC until turnover with the Marines can occur later tonight		
1740	EOC director brief reagrding updated situation. Maintain EOC ops until later tonight until a full handover		
1851	EOC Director requested BE/CEX support out on the scene tomorrow morning by 0900.		
1947	EOC Director briefed that the USMC on-scene commander will arrive aprox 2030 to begin handover		
2004	(b)(6), (b)(7)c relieved by (b)(6), (b)(7)c		
2100	EOC set to warm status		
18 Sept 23/ 0724	(b)(6), (b)(7)c relieves (b)(6), (b)(7)c		
0800	(b)(6), (b)(7)c relieves (b)(6), (b)(7)c		
1000	EOD & Fire asking BE how their personnel on site will have exposures documented.		
1115	BE/Fire confirmed w/Beaufort EOC that their environmental team has been there and will provide the		
	data to BE upon JBC EOC request (BE will requested JBC EOC to coord w/Beaufort EOC)		
1145	(b)(6), (b)(7)c contacted (b)(6), (b)(7)c @Beaufort EOC to request any sample/monitor data. What		
	sampling if any was unknown at this time. It was mentioned that the impression was that BE was		
	responding to sample. I informed her that we were told that we were not being requested at this time		
	(b)(6), (b)(7)c will inquire about sampling data and send that t (b)(6), (b)(7)c		
1213	Results provided by (b)(6), (b)(7)c @Beaufort EOC: "22 microREM over 2 hours is what EOD had		
	on their personal detectors.		
8. Prepared by: Name: _____ Position/Title: _____ Signature: _____			
ICS 214, Page 1		Date/Time: _____	

ACTIVITY LOG (ICS 214)

1. Incident Name:		2. Operational Period: Date From: 18 Sep 23 Date To: 19 Sep 23 Time From: 0700 Time To:	
7. Activity Log (continuation):			
Date/Time	Notable Activities		
19 Sept 23/ 1228	(b)(6), (b)(7)c relieves (b)(6), (b)(7)c (b)(6), (b)(7)c and (b)(6), (b)(7)c of fire department came in to brief the EOC on F-35 recovery. Reported Fire Dept and 3 EOD AD AF personnel were involved in locating & condoning crash scene.		
1710	EOC set in warm status. No Physical presence required.		
20 Sept / 0730	Virtual EOC on C2Imera and continued phone communication with IC. IC (b)(6), (b)(7)c.....) requested assistance by phone to locate Americium 241 source believed to be buried in a swampy ditch, possible air sampling and health risk analysis on site. The IC was informed a written request to EOC will be needed to activate a response team.		
1015 1313	(b)(6), (b)(7)c and (b)(6), (b)(7)c informed Emergency Management of the IC request for Support. Approval to deploy support unit to Crash site given by (b)(6), (b)(7)c		
21 Sept / 0700	A team comprising of 7 Bioenvironmental Engineering (BEE) AD and 3 Emergency management personnel departed Joint base Charleston for Boggy Swamp (Crash location). These team included: BEE - (b)(6), (b)(7)c and (b)(6), (b)(7)c and (b)(6), (b)(7)c		
0920	The BEE-EM joint response team arrived at Crash location at about 0920. IC provided her Objective which is to locate Isotope source Americium in the impacted swampy hole. Entry team members, Equipment Checks were accomplished. (b)(6), (b)(7)c and (b)(6), (b)(7)c suited up, Team made entry with 451P, ADM 300(X-ray probe) and GR- 135.		
1043			
1112	Team exited Scene with no significant changes in background reading of 100cpm.		
1126	Water was pumped out of the hole and team made a second entry. reading ranged between backgroud and 150cpm on the ADM 300. No identification or elevated reading from GR-135.		
1154	Entry team exited scene at 1154.		
1244	The BEE-EM response team left location enroute to JBC after giving a verbal report to IC. No radioactive substance detected at IC point of interest.		
1444	Response Team arrives JBC and debriefed at the EM training/equipment area.		
8. Prepared by: Name: _____		Position/Title: _____ Signature: _____	
ICS 214, Page 2		Date/Time: _____	

ICS 214

Activity Log

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7	<ul style="list-style-type: none"> • Home Agency (and Unit) 	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
	Activity Log <ul style="list-style-type: none"> • Date/Time • Notable Activities 	<ul style="list-style-type: none"> • Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
	Prepared by <ul style="list-style-type: none"> • Name • Position/Title • Signature • Date/Time 	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

Checklist:

10-2 Aircraft Off Base Incident (Respond) (17 Sep 23 // 1447)

Reviewed By:

Date Reviewed:

Executed By: (b)(6), (b)(7)c

Executed Time: 17 Sep 23 // 1447

Updated Time: 17 Sep 23 // 1447

Completed By: (b)(6), (b)(7)c

Completed Time: 03 Oct 23 // 0501

Progress: 40 %

Number of Tasks: 79

Completion Remarks: F-35 Mishap

Step	Description	Progress	Unit	X	O	N	P	S
1	Notify all response agencies (i.e. primary/secondary crash nets/911/843-963-3600) as needed	0 %						
			AFM					
			ATC					
2	Notify the JBC, 437 AW/CC, 437 MXG/CC, 437 OG/CC 628 MSG/CC and 628 MDG/CC	100 %						
	Changed by : (b)(6), (b)(7)c n 18 Sep 23 // 1507		CP	X				
3	Advise taxiing and airborne aircraft of appropriate information and instruct to divert or hold position as required	0 %						
			AFM					
			ATC					
4	Consider activation of the EOC and CAT	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0633 REMARKS: CAT AND EOC WERE ACTIVATE ON 9/17/23 BY ATHOC AT 1421.*		CAT	X				
5	Hydrazine Response	100 %						
6	Notify affected Counties' EMD and SCEMD for extremely hazardous materials or CERCLA hazardous substances that exceed reportable quantities Place immediate phone call Follow-up with written documentation NOTE: Hydrazine reportable quantities are one pint or more	66 %						

Step	Description	Progress	Unit	X	O	N	P	S
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 1213		CP			X		
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0801		ESF-3/10/12/14 CES			X		
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1808		ESF-5/CEX		X			
7	For any/all suspected hydrazine leaks: Evacuate and isolate affected area. Report estimated size of release (Puddle) Deny entry until Fire & Emergency Services personnel arrive	100 %						
	Changed by (b)(6), (b)(7)c n 17 Sep 23 // 1809		315 WOC			X		
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1809		437 MXG UCC			X		
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1809		437 OG UCC			X		
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1809		628 SFS UCC			X		
8	Brief the IC/UC on the spill classification for hydrazine spills (U- 2 / F-16 Aircraft) Minor – One pint or less Major – More than one pint	100 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1627		ESF-4/9 CEF			X		
9	Hydrazine spills: Contact the Shaw AFB Hydrazine Response Team. Maintenance Operations Center (MOC) at DSN 965-1696.	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1809		CP			X		
10	END Hydrazine Response	100 %						
11	Notify affected Counties' EMD and SCEMD of the situation. Recommend closure/evacuation of civilian areas/functions, as needed	100 %						
	Changed by : (b)(6), (b)(7)c on 18 Sep 23 // 1507		CP				X	
12	Coordinate with JB CHS SE to initiate JB CHS MRP	16 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0709		CAT	X				
			EOC Dir					
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1628		ESF-4/9 CEF		X			
	Changed by (b)(6), (b)(7)c on 18 Sep 23 // 0759 REMARKS: 437th MXS CDAR unit readied and standing by for further direction.*		MXG Liaison		X			
			OG Liaison					
			ROC					
13	Request affected Counties' EMD liaison to report to the IC/UC	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0635 REMARKS: ACTION COMPLETED BY EOC*		CAT	X				
	Changed by : Uppling.Christopher on 18 Sep 23 // 1507		CP				X	
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1606 REMARKS: Berkeley County Emergency Management on-scene at IC: N Berkeley FD Station #1*		ESF-5/CEX	X				
14	Notify SFS of emergency personnel responding from local community	100 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0710		CAT	X				

Step	Description	Progress	Unit	X	O	N	P	S
15	Submit OPREP-3 messages as required Ensure OPREPs on HAZMAT releases include the following: Date and approximate time of release Location of release Chemical description or common name of released HAZMAT Approximate amount released Primary, situation-specific reason for notifying HQ AMC or HQ supply, or media coverage anticipated	100 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 1214		CP	X				
16	Activate control centers and specialized teams as needed Determine if EFAC needs activation	0 %						
			315 AW					
			437 AW					
			628 ABW					
			EOC Dir					
17	Immediately respond to the site from an upwind direction using a safe route. Coordinate central rallying point and convoy out to the site if possible	100 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0927 REMARKS: Performed by on scene IC, (b)(6), (b)(7)c		First Responders	X				
18	Suggest forming an Unified Command (UC)	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0803 REMARKS: No unified command was established by (b)(6), (b)(7)c		628 CEF			X		
19	Assess the health and electrical safety hazards of composite fibers from broken or burnt aircraft parts. IEMP 10-2, Advanced Aerospace Materials (Composites) Checklist JB CHARLESTON SPLAN 91-204 MISHAP RESPONSE PLAN (MRP)	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1809 REMARKS: Health hazards for F-35B are primarily composite fibers. Members coming in contact with the aircraft should wear tyvek suites, gloves and Fullface respirators with P100 filters.*		628 BEE	X				
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0927 REMARKS: Response crews on scene did not touch any of the composite fibers. They were briefed prior to coordon set up.*		628 CEF	X				
20	If IC is assumed, establish command	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0609 REMARKS: IC was (b)(6), (b)(7)c		628 CEF				X	
21	Obtain situational awareness upon arrival before entering the site. If ICS is established report to the IC/UC prior to zone entry	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0927 REMARKS: Performed by on scene IC (b)(6), (b)(7)c*		First Responders	X				
22	Perform lifesaving, rescue, suppression, containment, and evacuation	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0928		First Responders	X				
23	Coordinate with local authorities on security issues for the site and essential operations. Establish a cordon including Hot, Warm, and Cold Zones as needed Clearly mark the boundaries between the zones Clearly identify ingress/egress points after the zones are established NOTE: See Figure 2, Typical Incident Site Setup	66 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0928		628 CEF	X				
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0732		628 SFS			X		
			Unit CC					

Step	Description	Progress	Unit	X	O	N	P	S
24	Establish objectives Ensure rescue/life safety/responder safety Determine presence/absence of contamination Identify boundaries of contamination Stabilize the incident Conserve property & the environment	50 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0928		628 CEF	X				
			Unit CC					
25	Working with local officials, develop an IAP Identify problems Examine conditions surrounding the problems Develop possible solutions Evaluate the alternatives Choose best option Implement the plan Monitor and evaluate results	40 %						
	REMARKS: N/A However, BEE is prepared if needed. (b)(6), (b)(7)c		628 BEE					
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0928 REMARKS: IC on scene (b)(6), (b)(7)c performed this during IC assumption by the Marine Corps (b)(6), (b)(7)c		628 CEF	X				
			628 CEX					
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0936 REMARKS: N/A*		628 MDG			X		
			Unit CC					
26	Establish and maintain communications with EOC	50 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0929 REMARKS: (b)(6), (b)(7)c (b)(6), (b)(7)c was EOC rep for IC on 18 Sept 0700 to 2200 (b)(6), (b)(7)c was EOC rep 19 Sept from 0700 to ???*		628 CEF				X	
			Unit CC					
27	Prepare initial news release within one hour of accident notification and coordinate with JBC or MSG/CC on new releases as needed	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1649		PA	X				
28	Establish a joint information center if needed	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1517		PA			X		
29	Determine if the JB CHS Facebook Site and Straight Talk Center message should be changed to reflect the current situation	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1649		PA	X				
30	Set-up and establish a staging area NOTE: If local first responders are on-scene consider integrating into their established command structure	50 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0929 REMARKS: Initial Staging (b)(6), (b)(7)c Bonneau ScSecondary staging areaWhen aircraft was found, staging location was (b)(6), (b)(7)c (b)(6), (b)(7)c 18 Sept 2023*		628 CEF				X	
			Unit CC					
31	Coordinate public protective actions with local authorities to protect the general population from hazardous material by using: Shelter-In-Place Evacuation	50 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0929 REMARKS: Incident was at a cotton field and wooded area. no residents in location, when found there was no fire or hazardous plums.*		628 CEF				X	
			Unit CC					
32	Coordinate with local authorities announcing public protective actions using available resources	66 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0821 REMARKS: completed*		628 CEF				X	

Step	Description	Progress	Unit	X	O	N	P	S
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0718		628 SFS			X		
			Unit CC					
33	Coordinate access to the cordon with local authorities and ensure appropriate PPE is worn	50 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0821 REMARKS: Completed*		628 CEF				X	
			Unit CC					
34	Establish and set up a CCP if one has not been established; integrate into and support any existing medical triage function	100 %						
	Changed by (b)(5), (b)(7)c on 19 Sep 23 // 0821		628 CEF			X		
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1817		628 MDG			X		
35	Locate and establish condition of aircrew, report status back to EOC	100 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1817 REMARKS: Aircrew Member transported to MUSC stable condition.*		628 CEF	X				
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1828 REMARKS: Pilot is alert, awake and oriented. He is at MUSC and is cooperating with the investigation to locate the aircraft.*		628 MDG	X				
36	Determine the need for using additional checklists. Consider the following: Hazardous Materials (HAZMAT) Response Checklist • Advanced Aerospace Materials (Composites) Checklist • Family Assistance Checklist (EFAC) • National Defense Area (NDA) Checklist	0 %						
			315 AW					
			437 AW					
			628 ABW					
37	Coordinate with local/state authorities to route traffic from hazard area	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0718		628 SFS			X		
38	Brief the EOC on the situation and gather functional area requirements	0 %						
			EOC Dir					
39	Brief EOC Director on: Available personnel and resources Problems/Concerns	0 %						
			EOC Staff					
40	Determine the composition of the EOC needed for the situation and release any members that are not needed	0 %						
			EOC Dir					
41	Evaluate the situation and determine additional personnel/resources needed at the site	33 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0825 REMARKS: (b)(6), (b)(7)c identified at the time. Resources asked for and sent.*		628 CEF	X				
			EOC Dir					
			Unit CC					
42	Establish procedures to obtain urgently needed equipment and supplies	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0726 REMARKS: Vendor list and emergency items list are ready to go, waiting for further action*		628 CONS	X				

Step	Description	Progress	Unit	X	O	N	P	S
	Changed by : (b)(6), (b)(7)c on 20 Sep 23 // 0642 REMARKS: Standing by at EOC for further requests.*		628 CPTS	X				
43	Coordinate route of travel with appropriate law enforcement agencies. Coordinate central rallying point and convoy out to the site if possible	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0804		628 SFS			X		
44	Provide transportation to the accident site as needed NOTE: Recommended assembly areas for transport/convoy are: Primary—Softball field parking lot on Range Road Alternate—AB theater parking lot on Davis Drive	0 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1457 REMARKS: GT standing by for further instruction.*		628 LRS		X			
45	Provide emergency diesel/unleaded refueling fuel support if necessary	0 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1451 REMARKS: POL standing by for further instruction.*		628 LRS		X			
46	Ensure communications during emergency situations Evaluate communications capabilities available to support the incident Determine operating frequencies and oversee frequency management during incident operations Conduct liaison with augmentation elements to coordinate procedures for communications Provide on-site communications support, as necessary oRequest 315 ALCF SPICE Kit, as required oRequest Hammer ACE support, as required	100 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1825 REMARKS: Called 315th; with only 1 full-time member (the boss) and a projected 2 day response time best case scenario with money changing hands, a Spice Kit is not a recommended COA. The 628 CS has capabilities to support on-site comms via Plum kit or hotspot puck for wifi, LMR's for radios, and standby technicians ready to respond.*		628 CS	X				
47	Establish/maintain contact with CAT/EOC	50 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1819		628 CEF	X				
			Unit CC					
48	Establish/maintain contact with UCCs	50 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0712		CAT			X		
			EOC Dir					
49	Evaluate established evacuation cordon distances and provide recommendations to reduce or expand, if necessary	0 %						
			628 CED					
50	Provide weather forecasts to CEX	0 %						
			WX					
51	Set up weather monitoring equipment as close to the site as possible to assist in hazard plotting	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0655 REMARKS: USMC has all site needs covered.		628 CEX	X				
52	Consider an NDA when the scene is on non-federal land. See IEMP 10-2, National Defense Area (NDA) Checklist • Coordinate with JA on NDA legal issues • An NDA should encompass all classified material The NDA is not to cover areas of radioactive contamination	0 %						
			315 AW					
			437 AW					
			628 ABW					

Step	Description	Progress	Unit	X	O	N	P	S
			EOC Dir					
53	Ensure protective measures are taken for personnel working at the incident scene Appropriate training Appropriate level of PPE according to OSHA regulations Work-rest regimens Protective measures against climatic conditions Food and water Sanitary facilities Procedures to monitor "stay times" for entry teams Occupational and environmental surveillance and health risk assessment Personnel exposure levels	33 %						
	REMARKS: Bioenvironmental Engineering (BE) reviewed the hazards associated with this incident, prepared PPE recommendations/stay times, and was prepared to respond offering health risk assessment/occupational exposure data support however BE's support was declined. - (b)(6), (b)(7)c		628 BEE					
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0931		628 CEF	X				
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0702 REMARKS: see BEE response.*		628 MDG	X				
			628 PHEO					
			EOC Dir					
			Unit CC					
54	Determine hazards and appropriate actions Coordinate and conduct S&R operations	50 %						
	REMARKS: Bioenvironmental Engineering (BE) reviewed the hazards associated with this incident, prepared PPE recommendations/stay times, and was prepared to respond offering health risk assessment/occupational exposure data support however BE's support was declined. - (b)(6), (b)(7)c		628 BEE					
			628 CED					
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0932 REMARKS: Completed and scene turned over to (b)(6), (b)(7)c		628 CEF	X				
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0658 REMARKS: USMC has determined they do not need CEX assistance*		628 CEX	X				
			628 PHEO					
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0722		628 SFS			X		
55	Gather information on the event and site Conduct a reconnaissance of the site o Use vehicles and radios in reconnaissance if they do not present an electro-explosive hazard Consider taking photographs and videos of the entire area Work with local Law Enforcement to conduct interviews with people who observed the event NOTE: Don't transmit classified or sensitive information on non-secure communication devices (i.e. radios and cellular phones).	22 %						
			315 AW					
			437 AW					
			628 ABW					
	REMARKS: BE support was not requested at the incident site.*		628 BEE					
			628 CED					
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0934		628 CEF	X				
			628 CEX					
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0723		628 SFS			X		
			SAFETY					

Step	Description	Progress	Unit	X	O	N	P	S
56	Formulate an action plan to implement Render Safe procedures Aircraft ejection system Munitions Aircraft electro-explosive devices	0 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0807 REMARKS: Ejection seat recovered and safed 9/18/2023. Item is currently in possession of 628 SFS. Team is currently assessing debris and will identify/safe explosive components as necessary. -ABF*		628 CED		X			
57	Advise on operational wait times, as required	0 %						
			628 CED					
58	Forward numbers of Dead, Injured or Missing as the information becomes known	0 %						
			628 CEF					
			Unit CC					
59	Relay casualty information to the EOC Forward names of dead and injured to EOC by runner O Do not use cell phones or radios Ensure only medical authorities certify death Caveat reports of injured and dead with "believed to be" when identification cannot be confirmed 100%	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1526 REMARKS: As of 1626 no none casualties; Pilot #1 transferred to MUSC and evaluated; Pilot #2 landed safely and no medical conditions or concerns. Pilots are USMC*		628 FSS	X				
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1840 REMARKS: N/A at 1943, 17 Sep 23. Will adjust posture as necessary.*		628 MDG			X		
60	No remains will be moved or disturbed without the consent of the ISB/SIB Medical Officer or IC. Coordinate handling of deceased personnel • Place S&R Team on stand-by; activate when/if necessary • Request augmentation from manpower pool if required to support S&R operations • DMH Team provide pre-exposure preparation (PEP) brief prior to retrieval/handling of the deceased • Perform mortuary services • Set up a temporary morgue as needed • Contact appropriate County Coroner for release and approval to remove remains of military personnel • Coordinate with medical personnel or military identification team, if required, for help in identifying remains • Coordinate handling contaminated remains • Notify casualty assistance representative of names of identified deceased and seriously injured. NOTE: The above should be accomplished IAW any previously established MOU's i.e., Charleston County Coroner, Orangeburg County Coroner, Shaw AFB, and JB CHS	66 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1530		628 FSS			X		
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1615		628 MDG			X		
			HC					
61	Dispatch personnel and conduct operations as needed Provide ministry and advise senior leadership at the CAT Provide ministry to the on-scene personnel when safe Dispatch a Chaplain to the Medical Facility Activate the Chapel Control Center upon notification from CAT Place the Death/Notification Team on stand-by Prepare chapel facilities for spiritual support as needed	0 %						
			HC					
62	Provide critical stress briefings to responders and affected populace	33 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1535		628 FSS		X			
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0718 REMARKS: N/A*		628 MDG			X		
			HC					
63	Implement support agreements as needed	50 %						
			628 CEF					

Step	Description	Progress	Unit	X	O	N	P	S
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 0937 REMARKS: N/A*		628 MDG			X		
			CAT					
	Changed by : (b)(6), (b)(7)c n 19 Sep 23 // 1214		CP	X				
64	Protect classified material	0 %						
			315 AW					
			437 AW					
			628 ABW					
65	Provide alert photographer/ensure access to the scene when safe	33 %						
			628 CEF					
	Changed by : (b)(6), (b)(7)c on 18 Sep 23 // 0955		PA			X		
			Unit CC					
66	Advise JBC and MSG/CC on legal/jurisdictional issues with local, state, federal agencies and private organizations	100 %						
	Changed by : (b)(6), (b)(7)c on 17 Sep 23 // 1601 REMARKS: NDA discussed at both the CAT and EOC, none is anticipated at this time.*		JA	X				
67	Provide legal assistance to military beneficiaries, claimants, and witnesses as authorized by applicable statutory and regulatory guidance	100 %						
	Changed by (b)(6), (b)(7)c n 17 Sep 23 // 1600 REMARKS: No legal assistance issues or claims issues anticipated.*		JA			X		
68	Provide transportation of S&R team to the accident site	0 %						
	Changed by (b)(6), (b)(7)c on 17 Sep 23 // 1450 REMARKS: GT standing by for further instruction.*		628 LRS		X			
69	Provide follow-up reports by telephone, e-mail, or OPREP-3	100 %						
	Changed by : (b)(6), (b)(7)c on 19 Sep 23 // 1214		CP	X				
70	Coordinate with local law enforcement to locate, sequester, and interview witnesses	100 %						
	Changed by (b)(6), (b)(7)c on 19 Sep 23 // 0722		628 SFS			X		
71	Submit reports as required in Table 1, Reporting Requirements	0 %						
			315 AW					
			437 AW					
			628 ABW					
72	Immediate Withdrawal	100 %						
73	Declare emergency withdrawal "Mayday, Mayday" over radio/public address system Sound vehicle mounted sirens upon completion of firefighting, rescue, and containment actions	0 %						
			628 CEF					
			Unit CC					
74	Withdraw in an upwind/crosswind direction and take immediate cover inside the cordon area no closer than 300 feet from the ECP	0 %						
			315 AW					

Step	Description	Progress	Unit	X	O	N	P	S
			437 AW					
			628 ABW					
75	Inform installation leadership of withdrawal and status of response forces	0 %						
			628 CEF					
			Unit CC					
76	Authorize re-entry when "all clear" is given	0 %						
			628 CEF					
			Unit CC					
77	Planned Withdrawal	100 %						
78	Declare upon completion of firefighting, rescue and containment actions	0 %						
	REMARKS: Aircraft crashed when crews arrived over 24 hours later the fire was out.*		628 CEF					
			Unit CC					
79	Terminate the incident Conduct debriefing Critique incident actions (process/procedures)	50 %						
	Changed by : (b)(6), (b)(7)c n 19 Sep 23 // 1018 REMARKS: The Fire Dept turned over on scene commander responsibilities to Marine Corp (b)(6), (b)(7)c He assumed IC from (b)(5), (b)(7)c the Joint Base Charleston Installation Fire Chief at roughly 1100 hrs. local time.*		628 CEF	X				
			Unit CC					

**SUBJ: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING THE F-35 MISHAP OF
MAG-31, VMFAT-501 ON 17 SEPTEMBER 2023**

The following enclosure has been withheld in its entirety under FOIA Exemption (b)(3) 10 U.S.C. § 130e.

Enclosure (44) NAVAIR Mishap Investigation Support Team (MIST) Report, pages 537-540

**SUBJ: COMMAND INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING THE F-35 MISHAP OF
MAG-31, VMFAT-501 ON 17 SEPTEMBER 2023**

The following enclosures have been withheld in their entirety under FOIA Exemption (b)(6).

The foreseeable harm in releasing 5 U.S.C. § 552(b)(6) information contained in personnel, medical, or similar files to a requestor, other than the actual person in which the information is pertaining to, would constitute a clearly unwarranted invasion of their privacy.

Enclosure (45) MP Discharge Summary from MUSC Hospital, pages 541-548

Enclosure (46) MP 24 October Dermatology Outpatient Note, pages 549-550

MCAS Beaufort Situation Report for SWEDE 11
1730 20230918

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1730 20230918

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c EMERGENCY MANAGER (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Locate missing F-35 aircraft.
- 1.A.2. Transition Command and Control from JB Charleston to MCAS Beaufort.
- 1.A.3. Prepare for prolonged support, sustainment, and accountability of response personnel.
- 1.A.4. Security of the mishap site (once located).
- 1.A.5. Support to MAG-31 flight operations.

1.B. PAST EVENTS:

- 1.B.1. Pilot ejected o/a 1330, 17 Sep 2023.
- 1.B.2. Pilot recovered and transported to Medical Univ of South Carolina.
- 1.B.3. Pilot admitted for observation but otherwise uninjured.
- 1.B.4. Biological specimens collected from pilot.
- 1.B.5. Wingman landed uneventfully.
- 1.B.6. Two other F-35 aircraft hangered aboard JB Charleston.
- 1.B.7. Ejection seat located, safeties applied, and all pilot's equipment transported to 628 Security Forces Squadron, JB Charleston.
- 1.B.8. Recreation of post-ejection flight path conducted.
- 1.B.9. Multiple radar information overlaid to form a search focus point
- 1.B.10. Search pattern expanded around the focus point.
- 1.B.11. Wreckage located at 1645 EDT, 18 Sep 2023.
- 1.B.12. National Defense Area declared by (b)(6), (b)(7)c at 1750 EDT, 18 Sep 2023.

1.C. ENDURING ACTIONS:

- 1.C.1. Incident Command, PMO, EOD, CommStrat, Mishap Investigation, and Medical Support are all flowing towards the mishap site at this time.
- 1.C.2. National Defense Area has been declared. Signs depicting the same are enroute, and MCAS Beaufort PMO personnel will begin to enforce the NDA immediately. This will allow reclamation and recovery personnel to work without interruption.
- 1.C.3. Aviation Safety teams are enroute. Mishap investigation has already started.
- 1.C.4. Initial investigation will begin immediately, followed by reclamation and recovery of aircraft wreckage. Wreckage will be brought to MCAS Beaufort for storage and to be available for safety investigation as required.
- 1.C.5. MCAS Beaufort has assumed command of both the Incident Command and the overall mishap effort at this time.

1.D. TASK ORGANIZATION:

- 1.D.1. MCAS Beaufort is in command of the overall mishap effort.
- 1.D.2. MAG-31 and VMFAT-501 are the supported commands.
- 1.D.3. Commander, Navy Region Southeast is in support.

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.2. MAG-31 CO (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Incident Commander (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL:

- 1.F.1. MO: (b)(2) ME: (b)(2) NO: NE: JB Charleston, SC.
- 1.F.2. MO: ME: (b)(2) NO: NE: Williamsburg County, SC.
- 1.F.3. MO: (b)(2) ME: (b)(2) NO: NE: (b)(2) Enroute to mishap site.
- 1.F.4. TOTAL: MO: (b)(2) ME: (b)(2) NO: NE: (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: N/A.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT, 18 Sep 2023

3.B. FUTURE OPERATIONS:

- 3.B.1. Future Operations/Exercises (next 7 days): Continue recovery operations.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None Identified.

MCAS Beaufort Situation Report for SWEDE 11
0900 20230919

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 0900 20230919

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c EMERGENCY MANAGER/ (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

1.A.1. Continue preparations for prolonged support, sustainment, and accountability of response personnel.

1.A.2. Security of the mishap site

1.A.3. Support to MAG-31 flight operations.

1.B. PAST EVENTS:

1.B.1. Wreckage located at 1645 EDT, 18 Sep 2023.

1.B.2. National Defense Area declared by (b)(6), (b)(7)c at 1645 EDT, 18 Sep 2023.

1.B.3. National Defense Signs placed around site.

1.B.4. Command and Control transferred to MCAS Beaufort.

1.B.5. Temporary Flight Restriction Established, 3NM from site up to 5k ft MSL.

1.C. ENDURING ACTIONS:

1.C.1. Incident Command, PMO, EOD, CommStrat, Mishap Investigation, and Medical Support continue flowing towards the mishap site.

1.C.2. MCAS Beaufort PMO personnel will continue enforcing the NDA. This will allow reclamation and recovery personnel to work without interruption.

1.C.3. Aviation Safety teams are enroute. Mishap investigation has already started.

1.C.4. Initial investigation will begin immediately, followed by reclamation and recovery of aircraft wreckage. Wreckage will be brought to MCAS Beaufort for storage and to be available for safety investigation as required.

1.C.5. MCAS Beaufort has assumed command of both the Incident Command and the overall mishap effort at this time.

1.D. TASK ORGANIZATION:

1.D.1. MCAS Beaufort is in command of the overall mishap effort.

1.D.2. MAG-31 and VMFAT-501 are the supported commands.

1.D.3. Commander, Navy Region Southeast is in support.

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.2. MAG-31 CO (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Incident Commander (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL:

1.F.1. MO (b)(2) ME (b)(2) O: NE: JB Charleston, SC.

1.F.2. MO (b)(2) ME (b)(2) NO: NE (b)(2) mishap site.

1.F.4. TOTAL: MO (b)(2) ME (b)(2) NO: NE (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: N/A.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT, 18 Sep 2023

3.A.2. National Defense Area established 1758 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.B. FUTURE OPERATIONS:

3.B.1. Future Operations/Exercises (next 7 days): Continue recovery operations.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None Identified.

MCAS Beaufort Situation Report for SWEDE 11
1730EDT 20230920

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1730EDT 20230920

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate 2D MAW Star Link communications.
- 1.A.5. Coordinate FBI (b)(7)e operations and reporting at mishap site.
- 1.A.6. Coordinate soil and water sampling team arriving on 21 Sep 23.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645EDT, 18 Sep 2023.
- 1.B.2. National Defense Area established.
- 1.B.3. Command and Control transferred from JB Charleston to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered pending AMB inspection and disposition instructions.
- 1.A.5. MCAS Beaufort C-12 transported two VMFAT-501 pilots to JB Charleston to retrograde the remaining aircraft.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete. MCAS Beaufort has Incident Command and MAG-31 has command of the Mishap Investigation.
- 1.C.2. Provide access control and enforcement of the NDA.
- 1.C.3. Temporary Flight Restriction (TFR) established over the mishap site, 6NM diameter from surface to 10,000ft MSL.
- 1.C.4. Continue mishap investigation.
- 1.C.5. Coordinate and supervise logistics personnel and life support missions in support of AMB and Incident Commander (IC).
- 1.C.6. Plan for recovery of MAC and mishap site restoration.
- 1.C.7.a. MCAS Beaufort C-12 Operational Support Aircraft (OSA) acting as primary support aircraft.
- 1.C.7.b. MAG-26, MCAS New River, MV-22's acting as secondary support aircraft.
- 1.C.7.c. (b)(2) Marines and (b)(2) Corpsman from VMFAT-501 at mishap site to support recovery operations.

1.D. TASK ORGANIZATION:.

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. 2d MAW, G-2X.
 - 1.D.1.e. Det. DC P&R, Program Security.
 - 1.D.1.f. Det. 2d MAW G-6, Star Link team.

1.D.2. Supporting: MCAS Beaufort

1.D.2.a. Det. MCAS Beaufort Provost Marshal Office (b)(6), (b)(7)c

1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c TAD to MCB Camp Lejeune.

1.E.2. MAG-31 C (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730L, 20 SEP 23:

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.b. Det. 2d MAW, G-2X/6: MO (b)(2) ME (b)(2) NO:0 NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.c. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO:0 NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO:2 NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.e. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: N/A.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT, 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reports two flight data recording boxes located.

3.A.7. Located additional debris field within the NDA, approximately 650 meters to the southeast. Expanded search area now includes new debris field.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.B. FUTURE OPERATIONS:

3.B.1. Future Operations (next 7 days): Continue recovery operations.

3.B.2. Sustained operations battle rhythm beginning 21 Sep 23.

3.B.2.a. MCAS Beaufort EOC sync meeting will occur at 0800 and 1630 daily.

3.B.2.b. MCAS Beaufort SITREPS will be distributed at 1800 daily.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None identified.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230921

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230921

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS/ (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate 2D MAW Star Link communications.
- 1.A.5. Coordinate FBI (b)(7)e detection operations and reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area established.
- 1.B.3. Command and Control transferred from JB Charleston to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and currently stored in EOD secure Magazine pending AMB inspection and disposition instructions.
- 1.A.5. MCAS Beaufort C-12 transported (b)(2) VMFAT-501 pilots to JB Charleston to retrograde the remaining aircraft.
- 1.A.6. JBC Environmental sampling team arrived on scene, Team was released and returned to JBC.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete. MCAS Beaufort has Incident Command and MAG-31 has command of the Mishap Investigation.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Temporary Flight Restriction (TFR) established over the mishap site, 6NM diameter from surface to 10,000ft MSL.
- 1.C.4. Continue mishap investigation.
- 1.C.5. Coordinate and supervise logistics personnel and life support missions in support of AMB and Incident Commander (IC).
- 1.C.6. Plan for recovery of MAC and mishap site restoration.
- 1.C.7. Plan and coordinate for Operational support Aircraft tasking.
- 1.C.7.a. MCAS Beaufort C-12 Operational Support Aircraft (OSA) acting as primary support aircraft.
- 1.C.7.b. MAG-26, MCAS New River, MV-22's acting as secondary support aircraft.

1.D. TASK ORGANIZATION:.

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.

- 1.D.1.d. Det. 2d MAW, G-2X.
- 1.D.1.e. Det. DC P&R, Program Security.
- 1.D.1.f. Det. 2d MAW G-6, Star Link team.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

- 1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

- 1.D.4. Supporting FBI: (b)(7)e

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Mishap Site IC (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 21 SEP 23:

1.F.1 Mishap Site:

- 1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.b. Det. 2d MAW, G-2X/6: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.c. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.d. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.e. Det. FBI (b)(7)e : MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.f. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: N/A.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
- 3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
- 3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
- 3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
- 3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.
- 3.A.6. IC reports two flight data recording boxes located.
- 3.A.7. Located additional debris field within the NDA, approximately 650 meters to the southeast. Expanded search area now includes new debris field.
- 3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
- 3.A.9. AMB actions on scene complete Team has retrograded to MCAS Beaufort.
- 3.A.10. Incident Command transferred to (b)(6), (b)(7)c
- 3.A.11. ARFF and PMO are rotating personnel internally.
- 3.A.12. COMMSRAT has retrograded to MCAS Beaufort.
- 3.A.13. FBI (b)(7)e on site.

3.B. FUTURE OPERATIONS:

- 3.B.1. Future Operations (next 7 days): Continue recovery operations.
- 3.B.2. MCAS Beaufort provide VMFAT-501 Reclamation Team with manpower.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None identified.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230922

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230922

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate FBI (b)(7)e reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. MCAS Beaufort C-12 transported (b)(2) VMFAT-501 pilots to JB Charleston to retrograde the remaining aircraft.
- 1.B.6. JBC Environmental sampling team arrived on scene, team was released and returned to JBC.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Temporary Flight Restriction (TFR) established over the mishap site, 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics personnel and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed late October.
- 1.C.7. Plan and coordinate for Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. MCAS Beaufort C-12 OSA acting as primary support aircraft.
 - 1.C.7.b. MAG-26, MCAS New River, MV-22's acting as secondary support aircraft.
- 1.C.8. Support 2D MAW Star Link communications at MAC site.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. 2d MAW, G-2X.
 - 1.D.1.e. Det. DC P&R, Program Security.
 - 1.D.1.f. Det. 2d MAW G-6, Star Link team.

1.D.2. Supporting: MCAS Beaufort
1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)
1.D.3.a. Federal On-Scene Coordinator (FOSC) team (b)(6), (b)(7)c

1.D.4. Supporting FBI: (b)(7)e

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
1.E.2. MAG-31 CO (b)(6), (b)(7)c MCAS Beaufort.
1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.
1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c
(1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 22 SEP 23: 112

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR (b)(2)
1.F.1.b. Det. 2d MAW, G-2X/6: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)S (b)(2)CTR (b)(2)
1.F.1.c. Det. MCAS Beaufort: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR (b)(2)
1.F.1.d. Det. CNRSE FOSC Team: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR (b)(2)
1.F.1.e. Det. FBI (b)(7)e : MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR (b)(2)
1.F.1.f. Total: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: No (b)(7)e etections during the reporting period.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
3.A.5. TFR updated effective 1600EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.
3.A.6. IC reports two flight data recording boxes located on 21 Sep 23.
3.A.7. Located additional debris field within the NDA, approximately 650 meters to the southeast. Expanded search area now includes new debris field.
3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
3.A.9. AMB actions on scene complete. Team has retrograded to MCAS Beaufort.
3.A.10. Incident Command transferred to (b)(6), (b)(7)c
3.A.11. ARFF and PMO are rotating personnel internally.
3.A.12. COMMSRAT has retrograded to MCAS Beaufort.
3.A.13. FBI (b)(7)e on site.

3.B. FUTURE OPERATIONS:

3.B.1. Future Operations (next 7 days): Continue recovery operations.
3.B.2. Plan for surface shipment of aircraft components as soon as 27 Sep 23 (Wednesday).
3.B.3. MCAS Beaufort support VMFAT-501 Reclamation Team with manpower.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11

1800 EDT 20230923

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/CMD COMMAND SPECIAL SITREP FOR 1800 EDT 20230923

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate FBI (b)(7)e reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. MCAS Beaufort C-12 transported (b)(2) VMFAT-501 pilots to JB Charleston to retrograde the remaining aircraft.
- 1.B.6. JBC Environmental sampling team arrived on scene, team was released and returned to JBC.
- 1.B.7. Supported site visit by CG 2D MAW and retrograde to MCAS Cherry Point.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Temporary Flight Restriction (TFR) established over the mishap site, 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics personnel and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed late October.
- 1.C.7. Plan and coordinate for Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. MCAS Beaufort C-12 OSA acting as primary support aircraft.
 - 1.C.7.b. MAG-26, MCAS New River, MV-22's acting as secondary support aircraft.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.
 - 1.D.1.e. Det. 2d MAW G-6, Star Link team.

- 1.D.2. Supporting: MCAS Beaufort
- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

- 1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

- 1.D.4. Supporting FBI: (b)(7)e

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c (1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 22 SEP 23: 112

1.F.1 Mishap Site:

- 1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.b. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) E (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.d. Det. FBI (b)(7)e MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.e. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: No (b)(7)e detections during the reporting period.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
- 3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
- 3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
- 3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
- 3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.
- 3.A.6. IC reports two flight data recording boxes located on 21 Sep 23.
- 3.A.7. Located additional debris field within the NDA, approximately 650 meters to the southeast. Expanded search area now includes new debris field.
- 3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
- 3.A.9. AMB actions on scene complete. Team has retrograded to MCAS Beaufort.
- 3.A.10. Incident Command transferred to (b)(6), (b)(7)c
- 3.A.11. ARFF and PMO are rotating personnel internally.
- 3.A.12. COMMSRAT has retrograded to MCAS Beaufort.
- 3.A.13. FBI (b)(7)e on site.
- 3.A.14. 2D MAW G6 personnel that provided Star Link communications capability have retrograded to MCAS Cherry Point.

3.B. FUTURE OPERATIONS:

- 3.B.1. Future Operations (next 7 days): Continue recovery operations.
- 3.B.2. Plan for surface shipment of aircraft components as soon as 27 Sep 23 (Wednesday).
- 3.B.3. MCAS Beaufort support VMFAT-501 Reclamation Team with manpower.
- 3.B.4. Coordinate RIP of (b)(2) person recovery support detachment on Monday 25 September. New detachment will be sourced from VMFAT-501, MALS-31, and H&HS.
- 3.B.5. Plan for site restoration to be complete no earlier than 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230924

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230924

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate FBI (b)(7)e reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. Supported site visit by CG 2D MAW and return to MCAS Cherry Point.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed late October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. MCAS Beaufort C-12 OSA acting as primary support aircraft.
 - 1.C.7.b. MAG-26, MCAS New River, MV-22's acting as secondary support aircraft.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.D.4. Supporting FBI: (b)(7)e

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c
(1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 24 SEP 23: 107

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.b. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Det. FBI (b)(7)e : MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.e. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: No (b)(7)e etections during the reporting period.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.

3.A.7. Located additional debris field within the NDA, approximately 650 meters to the southeast. Expanded search area now includes new debris field.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.9. AMB actions on scene complete. Team has retrograded to MCAS Beaufort.

3.A.10. ARFF and PMO are rotating personnel internally.

3.A.11. All COMMSRAT personnel have retrograded to MCAS Beaufort.

3.A.12. FBI (b)(7)e on site.

3.A.13. 2D MAW G6 personnel that provided Star Link communications capability have retrograded to MCAS Cherry Point.

3.A.14. MCAS Chaplain provides religious services at mishap site on 24 Sep 2023.

3.B. FUTURE OPERATIONS:

3.B.1. Future Operations (next 7 days): Continue recovery operations.

3.B.2. Plan for surface shipment of aircraft components as soon as 27 Sep 23.

3.B.3. MCAS Beaufort support VMFAT-501 Reclamation Team with manpower.

3.B.4. Coordinate RIP of (b)(2) person recovery support detachment on Monday 25 September. New detachment will be sourced from VMFAT-501, MALS-31, and H&HS.

3.B.5. Plan for site restoration to be complete no earlier than 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230925

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230925

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate FBI (b)(7)e reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed late October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. OSA Support MCAS Beaufort, C-12.
 - 1.C.7.b. Assault Support MAG-26, MV-22.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team (b)(6), (b)(7)c

1.D.4. Supporting FBI: FBI (b)(7)e .

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c I&L Washington DC.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) / (b)(6), (b)(7)c
(1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 24 SEP 23: 111

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2)

1.F.1.b. Det. MCAS Beaufort: MO (b)(2)ME: (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2)

1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2)

1.F.1.d. Det. FBI (b)(7)e : MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2), (b)(3)

1.F.1.e. Det. MAL5-31: MO (b)(2)ME (b)(2)NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2)

1.F.1.f. Total: MO (b)(2)ME (b)(2) NO (b)(2)NE (b)(2)GS (b)(2)CTR: (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: No (b)(7)e detections during the reporting period.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.

3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.9. AMB actions on scene complete.

3.A.10. ARFF and PMO personnel support rotation established.

3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.

3.A.12. FBI (b)(7)e on site.

3.A.13. Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.

3.A.14. 25 Sep 23, 2d MAWG-2 G-2 provided security and intelligence brief to all personnel at ACM site.

3.B. FUTURE OPERATIONS:

3.B.1. Continue recovery operations.

3.B.2. Plan for surface shipment of aircraft components as soon as 27 Sep 23; expecting to be complete with recovery by 29 Sep 23.

3.B.3. FOSC main effort for site restoration to be complete no earlier than 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230926

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230926

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.
- 1.A.4. Coordinate FBI (b)(7)e reporting at mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed late October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. OSA Support MCAS Beaufort, C-12.
 - 1.C.7.b. Assault Support MAG-26, MV-22.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.D.4. Supporting FBI: FBI (b)(7)e

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c Washington DC.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c
(1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 24 SEP 23: 109

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2) E (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.b. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Det. FBI (b)(7)e MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.e. Det. MALS-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) TR (b)(2)

1.F.1.f. Det. MAG-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) TR (b)(2)

1.F.1.g. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: No (b)(7)e detections during the reporting period.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.

3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.9. AMB actions on scene complete.

3.A.10. ARFF and PMO personnel support rotation established.

3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.

3.A.12. FBI (b)(7)e on site.

3.A.13. 25 Sep 23, Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.

3.A.14. 25 Sep 23, 2d MAW G-2 provided security and intelligence brief to all personnel at ACM site.

3.A.15. 25 Sep 23, MAG-31 break down of tents and equipment at ACM site and retrograde to MCAS Beaufort.

3.A.16. Coordinating demobilization plan for reclamation team.

3.B. FUTURE OPERATIONS:

3.B.1. Continue recovery operations.

3.B.2. Plan for surface shipment of aircraft components as soon as 27 Sep 23; expecting to be complete with recovery by 29 Sep 23.

3.B.3. FOSC main effort for site restoration to be complete no earlier than 13 October 2023.

3.B.4. Coordinate delivery and storage of aircraft debris.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230927

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230927

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Recover aircraft wreckage.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. 26 Sep 23, FBI (b)(7)e departed ACM site.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed mid-October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. OSA Support, MCAS Beaufort, C-12.
 - 1.C.7.b. Assault Support, MAG-26, MV-22.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

- 1.D.3.a. Federal On-Scene Coordinator (FOSC) team (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c Washington DC.
- 1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c (1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1630 EDT 27 SEP 23: 110

1.F.1 Mishap Site:

- 1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.b. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) S (b)(2) CTR (b)(2)
- 1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.d. Det. MALS-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.e. Det. MAG-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
- 1.F.1.f. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
- 3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
- 3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
- 3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
- 3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.
- 3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.
- 3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.
- 3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
- 3.A.9. 25 Sep 23, AMB actions on scene complete.
- 3.A.10. ARFF and PMO personnel support rotation established.
- 3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.
- 3.A.12. 25 Sep 23, Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.
- 3.A.13. 25 Sep 23, 2d MAW G-2 provided security and intelligence brief to all personnel at ACM site.
- 3.A.14. 25 Sep 23, MAG-31 break down of tents and equipment at ACM site and retrograde to MCAS Beaufort.
- 3.A.15. Coordinating demobilization plan for reclamation team.
- 3.A.16. 27 Sep 23, incident command, RIP completed.

3.B. FUTURE OPERATIONS:

- 3.B.1. Continue recovery operations.
- 3.B.2. Plan for surface shipment of aircraft components as soon as 28 Sep 23; expecting to be complete with recovery by 29 Sep 23.
- 3.B.3. FOSC main effort for site restoration to be complete no earlier than 13 October 2023.
- 3.B.4. Coordinate delivery and storage of aircraft debris.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230928

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230928

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC/ (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.
- 1.A.3. Retrograde aircraft wreckage.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. 26 Sep 23, FBI (b)(7)e ACM site.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain Incident Command at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Plan for recovery of aircraft and mishap site restoration. Site restoration estimated to be completed mid-October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
 - 1.C.7.a. OSA Support, MCAS Beaufort, C-12.
 - 1.C.7.b. Assault Support, MAG-26, MV-22.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. VMFAT-501, Reclamation Team.
 - 1.D.1.d. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.
- 1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c Washington DC.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c (2359-1200) (b)(6), (b)(7)c (1200-2359), Williamsburg County, SC.

1.F. PERSONNEL as of 1630 EDT 28 SEP 23: 105

1.F.1 Mishap Site:

1.F.1.a. Det. VMFAT-501: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.b. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.c. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Det. MALS-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.e. Det. MAG-31: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.f. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: IC reports Helicopter, tail number N524HG violated TFR and flies over ACM Site at approximately 800 Ft. EOC contacted Myrtle Approach and NCIS to report the incursion.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.

3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.9. 25 Sep 23, AMB actions on scene complete.

3.A.10. ARFF and PMO personnel support rotation established.

3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.

3.A.12. 25 Sep 23, Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.

3.A.13. 25 Sep 23, 2d MAW G-2 provided security and intelligence brief to all personnel at ACM site.

3.A.14. 25 Sep 23, MAG-31 break down of tents and equipment at ACM site and retrograde to MCAS Beaufort.

3.A.15. Coordinating demobilization plan for reclamation team.

3.A.16. 27 Sep 23, incident command, RIP completed.

3.A.17. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.

3.B. FUTURE OPERATIONS:

3.B.1. Continue recovery operations.

3.B.2. Plan for final shipment of aircraft components on 29 Sep 23.

3.B.3. FOSC main effort for site restoration to be complete no earlier than 13 October 2023.

3.B.4. Coordinate delivery and storage of aircraft debris.

3.B.5. Coordinate retrograde of personnel at ACM site.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230929

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CG 2DMAW, Commander MCIEAST

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230929

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c /DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

1.A.1. Support Aviation Mishap Board (AMB).

1.A.2. Maintain security of the mishap site.

1.B. PAST EVENTS:

1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.

1.B.2. National Defense Area (NDA) established.

1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.

1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.

1.B.5. 26 Sep 23, FBI (b)(7)e departed ACM site.

1.B.6. 27 Sep 23, incident command, RIP completed.

1.B.7. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.

1.B.8. 29 Sep 23, Final convoy of aircraft debris conducted.

1.C. ENDURING ACTIONS:

1.C.1. Maintain Incident Command at the mishap site until mission complete.

1.C.2. Coordinate access control and enforcement of the NDA.

1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.

1.C.4. Continue supporting mishap investigation.

1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.

1.C.6. Plan for mishap site restoration. Site restoration estimated to be completed mid-October.

1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.

1.C.7.a. OSA Support, MCAS Beaufort, C-12.

1.D. TASK ORGANIZATION:

1.D.1 Supported: MAG-31

1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.

1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.

1.D.1.c. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.2.b. Det. MCAS Beaufort Aircraft Rescue Firefighting.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c Washington DC.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1800 EDT 29 SEP 23: 36

1.F.1 Mishap Site:

1.F.1.a. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.b. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Total: MO (b)(2) ME (b)(2) NO (b)(2) E (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.

3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.

3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.

3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.9. 25 Sep 23, AMB actions on scene complete.

3.A.10. ARFF and PMO personnel support rotation established.

3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.

3.A.12. 25 Sep 23, Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.

3.A.13. 25 Sep 23, 2d MAW G-2 provided security and intelligence brief to all personnel at ACM site.

3.A.14. 25 Sep 23, MAG-31 break down of tents and equipment at ACM site and retrograde to MCAS Beaufort.

3.A.15. 29 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.

3.A.16. 29 Sep 23, Conduct retrogrades of reclamation team to MCAS Beaufort.

3.A.17. 29 Sep 23, All working party personnel have returned to MCAS Beaufort.

3.B. FUTURE OPERATIONS:

3.B.1. Conduct security and restoration operations.

3.B.2. FOSC main effort for site restoration to be complete no earlier than 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20230930

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CO MCAS Beaufort

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20230930

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Support Aviation Mishap Board (AMB).
- 1.A.2. Maintain security of the mishap site.

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort, expended and live energetic components recovered, and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. 26 Sep 23, FBI (b)(7)e departed ACM site.
- 1.B.6. 27 Sep 23, incident command, RIP completed.
- 1.B.7. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
- 1.B.8. 29 Sep 23, Final convoy of aircraft debris conducted.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain security at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site; 6NM diameter from surface to 10,000ft MSL. MCAS Beaufort EOC maintains approval authority for access to TFR airspace.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of AMB and Incident Commander.
- 1.C.6. Support site restoration. Site restoration estimated to be completed mid-October.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking.
- 1.C.7.a. OSA Support, H&HS, MCAS Beaufort, UC-12.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort
1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)
1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
1.E.3. MCAS Beaufort EOC Senior Watch Officer (b)(6), (b)(7)c MCAS Beaufort.
1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730 EDT 30 SEP 23: 36

1.F.1 Mishap Site:

1.F.1.a. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
1.F.1.b. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)
1.F.1.d. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
3.A.5. TFR updated effective 1600 EDT 6 NM diameter surface to 10,000ft MSL due to TFR incursions by UAS and media.
3.A.6. IC reported two flight data recording boxes located on 21 Sep 23.
3.A.7. Additional debris field located within the NDA, approximately 650 meters to the southeast.
3.A.8. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
3.A.9. 25 Sep 23, AMB actions on scene complete.
3.A.10. ARFF and PMO personnel support rotation established.
3.A.11. All COMMSRAT personnel have returned to MCAS Beaufort.
3.A.12. 25 Sep 23, Conducted RIP of (b)(2) Marines. (b)(2) Marines returned to MCAS Beaufort.
3.A.13. 25 Sep 23, 2d MAW G-2 provided security and intelligence brief to all personnel at ACM site.
3.A.14. 25 Sep 23, MAG-31 break down of tents and equipment at ACM site and retrograde to MCAS Beaufort.
3.A.15. 29 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
3.A.16. 29 Sep 23, Conduct retrograde of reclamation team to MCAS Beaufort.
3.A.17. 29 Sep 23, All working party personnel returned to MCAS Beaufort.
3.A.18. 30 Sep 23, Established new NDA
3.A.19. 30 Sep 23, signage repositioned to reflect new NDA.
3.A.20. 30 Sep 23, (b)(6), (b)(7)c RTB to MCAS Beaufort.

3.B. FUTURE OPERATIONS:

3.B.1. Conduct security and restoration operations.

3.B.2. FOOSC is the main effort for site restoration, expect to be complete by 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20231001

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CO MCAS Beaufort

SUBJ/CMDR SPECIAL SITREP FOR 1800 EDT 20231001

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Maintain security of the mishap site.
- 1.A.2. Support Aviation Mishap Board (AMB).

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established upon location of BF66 wreckage.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. Mishap aircraft (MAC) ejection seat returned to MCAS Beaufort. Expended and live energetic components recovered and stored in EOD Magazine pending AMB inspection and disposition.
- 1.B.5. 26 Sep 23, FBI (b)(7)e departed ACM site.
- 1.B.6. 27 Sep 23, incident command, RIP conducted.
- 1.B.7. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
- 1.B.8. 29 Sep 23, Final convoy of aircraft debris conducted.
- 1.B.9. 30 Sep 23, drawdown of personnel on site continued with the return of one of two Marine officers from the incident command team.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain security at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of Incident Commander.
- 1.C.6. Support site restoration. Site restoration estimated to be completed as early as 7 Oct 23.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking provided by H&HS, MCAS Beaufort, UC-12.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c, AMB senior member.
 - 1.D.1.c. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort
1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)
1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.
1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730 EDT 30 SEP 23: 36

1.F.1 Mishap Site:

1.F.1.a. Det. MCAS Beaufort: MO(b)(2)ME(b)(2)NO(b)(2)NE(b)(2)GS(b)(2)CTR(b)(2)
1.F.1.b. Det. CNRSE FOSC Team: MO(b)(2)ME(b)(2)NO(b)(2)NE(b)(2)GS(b)(2)CTR(b)(2)
1.F.1.d. Total: MO(b)(2)ME(b)(2)NO(b)(2)NE(b)(2)GS(b)(2)CTR(b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
3.A.5. Additional debris field located within the NDA, approximately 650 meters to the southeast.
3.A.6. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
3.A.7. 25 Sep 23, AMB actions at mishap site complete.
3.A.8. 25 Sep 23, MAG-31 equipment at ACM site retrograded to MCAS Beaufort.
3.A.9. 29 Sep 23, Last convoy of aircraft debris arrived for off load at hangar 414.
3.A.10. 29 Sep 23, All working party personnel returned to MCAS Beaufort.
3.A.11. 30 Sep 23, NDA reduced in size to support final recovery efforts.

3.B. FUTURE OPERATIONS:

3.B.1. Conduct security and restoration operations.
3.B.2. FOSC is the main effort for site restoration and expected to be complete by 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20231002

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CO MCAS Beaufort

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20231002

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Maintain security of the mishap site.
- 1.A.2. Support Aviation Mishap Board (AMB).

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established upon location of (b)(2) wreckage.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. 27 Sep 23, incident command, RIP conducted.
- 1.B.5. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
- 1.B.6. 29 Sep 23, Final convoy of aircraft debris conducted.
- 1.B.7. 30 Sep 23, drawdown of personnel on site continued with the return of (b)(2) of (b)(2) Marine officers from the incident command team.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain security at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of Incident Commander.
- 1.C.6. Support site restoration. Site restoration estimated to be completed as early as 7 Oct 23.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking provided by H&HS, MCAS Beaufort, UC-12.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. DC P&R, Program Security.
- 1.D.2. Supporting: MCAS Beaufort
 - 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.

1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.

1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730 EDT 2 Oct 23: 36

1.F.1 Mishap Site:

1.F.1.a. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) E (b)(2) S (b)(2) CTR (b)(2)

1.F.1.b. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(3) NE (b)(2) GS (b)(2) CTR (b)(2)

1.F.1.d. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

3.A.1. Aircraft located: 1645 EDT 18 Sep 2023

3.A.2. National Defense Area established 1645 EDT 18 Sep 2023

3.A.3. Incident command and control established 2135 EDT 18 Sep 2023

3.A.4. Overall command and control established 2235 EDT 18 Sep 2023

3.A.5. Additional debris field located within the NDA, approximately 650 meters to the southeast.

3.A.6. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.

3.A.7. 25 Sep 23, AMB actions at mishap site complete.

3.A.8. 25 Sep 23, MAG-31 equipment at ACM site retrograded to MCAS Beaufort.

3.A.9. 29 Sep 23, Last convoy of aircraft debris arrived for off load at hangar 414.

3.A.10. 29 Sep 23, All working party personnel returned to MCAS Beaufort.

3.A.11. 30 Sep 23, NDA reduced in size to support final recovery efforts.

3.A.11. 2 Oct 23, Trucking of dirt to landfill commences.

3.B. FUTURE OPERATIONS:

3.B.1. Conduct security and restoration operations.

3.B.2. FOSC is the main effort for site restoration and expected to be complete by 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20231003

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CO MCAS Beaufort

SUBJ/COMMAND SPECIAL SITREP FOR 1800 EDT 20231003

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Maintain security of the mishap site.
- 1.A.2. Support Aviation Mishap Board (AMB).

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established upon location of BF66 wreckage.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
- 1.B.5. 29 Sep 23, Final convoy of aircraft debris conducted.
- 1.B.6. 30 Sep 23, drawdown of personnel on site continued with the return of (b)(2) of (b)(2) Marine officers from the incident command team.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain security at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of Incident Commander.
- 1.C.6. Support site restoration.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking provided by H&HS, MCAS Beaufort, UC-12.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c, AMB senior member.
 - 1.D.1.c. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

- 1.D.3.a. Federal On-Scene Coordinator (FOSC) team, (b)(6), (b)(7)c

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.2. MAG-31 (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730 EDT 3 Oct 23: 36

1.F.1 Mishap Site:

- 1.F.1.a. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) TR (b)(2)
- 1.F.1.b. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.d. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
- 3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
- 3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
- 3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
- 3.A.5. Additional debris field located within the NDA, approximately 650 meters to the southeast of main impact point.
- 3.A.6. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
- 3.A.7. 25 Sep 23, AMB actions at mishap site complete.
- 3.A.8. 25 Sep 23, MAG-31 equipment at ACM site retrograded to MCAS Beaufort.
- 3.A.9. 29 Sep 23, Last convoy of aircraft debris arrived for off load at hangar 414.
- 3.A.10. 29 Sep 23, All working party personnel returned to MCAS Beaufort.
- 3.A.11. 30 Sep 23, NDA reduced in size to support final recovery efforts.
- 3.A.11. 2 Oct 23, Trucking of dirt to landfill commences.

3.B. FUTURE OPERATIONS:

- 3.B.1. Conduct security and restoration operations.
- 3.B.2. FOSC is the main effort for site restoration and expected to be complete by 13 October 2023.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MCAS Beaufort Situation Report for SWEDE 11
1800 EDT 20231004

Originator: MCAS Beaufort Emergency Operations Center

Precedence: PRIORITY

To: CO MCAS Beaufort

SUBJ/CMDR SPECIAL SITREP FOR 1800 EDT 20231004

REF/A/DOC/MCO 3000.2J/01APR2011 SPECIAL COMMANDER'S OPERATIONAL SITUATION REPORT
ICO SWEDE 11 MISHAP

POC (b)(6), (b)(7)c DIRECTOR OF OPERATIONS/ (b)(6), (b)(7)c

REMARKS/1. SITUATION:

1.A. CURRENT PRIORITIES:

- 1.A.1. Maintain security of the mishap site.
- 1.A.2. Support Aviation Mishap Board (AMB).

1.B. PAST EVENTS:

- 1.B.1. Wreckage located at 1645 EDT 18 Sep 2023.
- 1.B.2. National Defense Area (NDA) established upon location of BF66 wreckage.
- 1.B.3. Command and Control transferred from JB Charleston (JBC) to MCAS Beaufort.
- 1.B.4. 28 Sep 23, Convoy containing aircraft debris arrived for off load at hangar 414.
- 1.B.5. 29 Sep 23, Final convoy of aircraft debris conducted.
- 1.B.6. 30 Sep 23, drawdown of personnel on site continued with the return of one of two Marine officers from the incident command team.

1.C. ENDURING ACTIONS:

- 1.C.1. Maintain security at the mishap site until mission complete.
- 1.C.2. Coordinate access control and enforcement of the NDA.
- 1.C.3. Coordinate access through Temporary Flight Restriction (TFR) over the mishap site.
- 1.C.4. Continue supporting mishap investigation.
- 1.C.5. Coordinate and supervise logistics, personnel, and life support missions in support of Incident Commander.
- 1.C.6. Support site restoration.
- 1.C.7. Plan and coordinate Operational Support Aircraft (OSA) tasking provided by H&HS, MCAS Beaufort, UC-12.

1.D. TASK ORGANIZATION:

- 1.D.1 Supported: MAG-31
 - 1.D.1.a. VMFAT-501. (b)(6), (b)(7)c CO.
 - 1.D.1.b. Det. AMB, (b)(6), (b)(7)c AMB senior member.
 - 1.D.1.c. Det. DC P&R, Program Security.

1.D.2. Supporting: MCAS Beaufort

- 1.D.2.a. Det. MCAS Beaufort Provost Marshal Office.

1.D.3. Supporting: Commander Navy Region Southeast (CNRSE)

- 1.D.3.a. Federal On-Scene Coordinator (FOSC) team, Mr. John Baxter.

1.E. NAMES AND LOCATIONS OF COMMANDERS:

- 1.E.1. MCAS CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.2. MAG-31 CO, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.3. MCAS Beaufort EOC Senior Watch Officer, (b)(6), (b)(7)c MCAS Beaufort.
- 1.E.4. Mishap Site IC, (b)(6), (b)(7)c Williamsburg County, SC.

1.F. PERSONNEL as of 1730 EDT 4 Oct 23: 36

1.F.1 Mishap Site:

- 1.F.1.a. Det. MCAS Beaufort: MO (b)(2) ME (b)(2) NO (b)(2) E (b)(2) GS (b)(2) TR (b)(2)
- 1.F.1.b. Det. CNRSE FOSC Team: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR: (b)(2)
- 1.F.1.d. Total: MO (b)(2) ME (b)(2) NO (b)(2) NE (b)(2) GS (b)(2) CTR (b)(2)

1.G. SHORTFALLS:

- 1.G.1. Critical Personnel Shortfalls: None.

2. INTELLIGENCE:

- 2.A. INTELLIGENCE SUMMARY: None.

3. OPERATIONS:

3.A. SIGNIFICANT EVENTS:

- 3.A.1. Aircraft located: 1645 EDT 18 Sep 2023
- 3.A.2. National Defense Area established 1645 EDT 18 Sep 2023
- 3.A.3. Incident command and control established 2135 EDT 18 Sep 2023
- 3.A.4. Overall command and control established 2235 EDT 18 Sep 2023
- 3.A.5. Additional debris field located within the NDA, approximately 650 meters to the southeast of main impact point.
- 3.A.6. MAC ejection seat transferred from JB Charleston to MCAS Beaufort.
- 3.A.7. 25 Sep 23, AMB actions at mishap site complete.
- 3.A.8. 25 Sep 23, MAG-31 equipment at ACM site retrograded to MCAS Beaufort.
- 3.A.9. 29 Sep 23, Last convoy of aircraft debris arrived for off load at hangar 414.
- 3.A.10. 29 Sep 23, All working party personnel returned to MCAS Beaufort.
- 3.A.11. 30 Sep 23, NDA reduced in size to support final recovery efforts.
- 3.A.11. 4 Oct 23, Trucking of dirt to landfill completed.

3.B. FUTURE OPERATIONS:

- 3.B.1. Conduct security of remaining debris.
- 3.B.2. FOSC site restoration expected to be complete by 13 October 2023.
- 3.B.3. Requirement for security, NDA, and TFR expected to end the morning of 5 Oct 23.
- 3.B.4. Retrograde of security element and final container of BF66 remnants planned for 5 Oct 23.

3.C. CRITICAL INFRASTRUCTURE DAMAGE: None.

3.D. ADDITIONAL RESOURCES NEEDED: None.

MEMORANDUM FOR THE RECORD

Subj: SUMMARY OF EMAIL EXCHANGES WITH (b)(6), (b)(7)c

1. This memorandum for the record serves as a summary of email exchanges between the investigating officer (IO) and (b)(6), (b)(7)c (On Scene Coordinator, Navy Region Southeast) between 26 November and 12 December 2023. (b)(6), (b)(7)c was the On Scene Coordinator for the F-35 Mishap of 17 September 2023.

2. (b)(6), (b)(7)c contact information is: (b)(6), (b)(7)c

3. The exchanges focused on the scene of the mishap including its precise location, a description of the terrain, and a complete listing and cost of damaged or destroyed Government and non-Government property. The following information was provided by (b)(6), (b)(7)c during the exchanges:

a. The crash site was a non-populated area in the coastal plain region of South Carolina with a variety of habitats to include agricultural crops, upland wooded forest area, and lowland area with a small freshwater stream running through it.

b. The initial response, recovery, remediation, and restoration process took 17 days and cost approximately \$2.14 Million USD. This was led by the Navy Federal On-Scene Coordinator. Final site restoration is pending tree planting.

c. A site assessment and delineation began immediately upon arrival to scene. Clearing and excavation of impacted soil began within three days and within 10 days the aircraft debris was removed and returned to the installation.

d. Site restoration is pending completion and scheduled to occur in January-February 2024. It will consist of planting trees to the large areas cleared during the response. This will be done in coordination with a local forester and input from property owners. One property owner declined to have trees planted adjacent to his agricultural cropland. This area will naturally revegetate with local native plants.

e. The final metrics of restoration are as follows:

i. Aircraft debris field was scattered across an area of approximately 40 acres of varying rural terrain.

ii. 2,145.24 tons of contaminated soil plus debris (trees, etc.) was disposed.

iii. Some surrounding soy/cotton crops near the impact site were cut for the purposes of ensuring contaminant removal and to provide access to the site. Further details are captured in the Navy On-Scene Coordinator Record.

iv. Site access was controlled to 1.5 square miles temporarily for the time of the response in order to protect classified and sensitive information and maintain safety controls of the response area.

v. The removal of regulated contaminants from the environment was accomplished within 17 days.

Subj: SUMMARY OF EMAIL EXCHANGES WITH MS. SARAH MURTAGH

f. Samples were taken throughout the debris field and analytical results confirmed remediation was accomplished in accordance with federal and state policies.

4. The point of contact for this matter is (b)(6), (b)(7)c at (b)(6), (b)(7)c or (b)(6), (b)(7)c

(b)(6), (b)(7)c



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:

5530

CO

18 SEP 2023

From: Commanding Officer
To: Commandant of the Marine Corps
Via: (1) Commander, Marine Corps Installations East
(2) Commander, Marine Corps Installations Command

Subj: DECLARATION OF NATIONAL DEFENSE AREA IN THE CASE OF AVIATION MISHAP
OF 17 SEPTEMBER 2023

Ref: (a) DoDI 5200.08, Security of DoD Installations and Resources and the DoD Physical Security
Review Board
(b) MCO 5530.14A, Marine Corps Physical Security Manual

Encl: (1) Perimeter of declared NDA

1. At approximately 1350 on 17 September 2023, an F-35B crashed in the vicinity of (b)(6), (b)(7)c SC. The aircraft wreckage and evidence pertinent to the mishap is assessed to be scattered within the land area bounded by the perimeters set forth in enclosure (1). The crash site is on non-Federal jurisdiction land in South Carolina owned by private land owner(s) in Williamburg County, SC.

2. Due to the highly classified nature of the aircraft involved in the mishap and the dangers posed to any civilians that may attempt to approach the area, this constitutes an emergency situation. In accordance with the references, at 1645 on 18 September 2023, I ordered the establishment of a National Defense Area (NDA) set forth in enclosure (1) for the purpose of safeguarding classified defense information and ensuring the safety of civilian populace.

3. Coordination is being made with Joint Base Charleston, 2d Marine Aircraft Wing, affected landowners, as well as local law enforcement. The temporary NDA will be lifted once the danger to national security interests and the civilian population has abated.

(b)(6), (b)(7)c

Copy to:
CO JBC
CG 2D MAW
CO MAG-31
COMMSTRAT
DIR S-3/5/7
SJA

(b)(6), (b)(7)c

512



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:

5530

CO

SEP 30 2023

From: Commanding Officer
To: Commandant of the Marine Corps
Via: (1) Commander, Marine Corps Installations East
(2) Commander, Marine Corps Installations Command

Subj: DECLARATION OF MODIFIED NATIONAL DEFENSE AREA IN THE CASE OF
AVIATION MISHAP OF 17 SEPTEMBER 2023

Ref: (a) DoDI 5200.08, Security of DoD Installations and Resources and the DoD Physical Security
Review Board
(b) MCO 5530.14A, Marine Corps Physical Security Manual
(c) Declaration of National Defense Area ltr 5530 CO of 18 Sep 23

Encl: (1) Perimeter of modified NDA

1. Reference (c) is hereby cancelled and replaced by this letter.
2. At approximately 1350 on 17 September 2023, an F-35B crashed in the vicinity of (b)(6), (b)(7)c SC. Based on ongoing recovery and reclamation efforts, it is assessed that aircraft wreckage remains located within the land area bounded by the perimeter set forth in enclosure (1). The crash site is on non-Federal jurisdiction land in South Carolina owned by private landowner(s) in Williamsburg County, SC.
3. Due to the highly classified nature of the aircraft involved in the mishap and the dangers posed to any civilians that may attempt to approach the area, this remains an emergency situation. In accordance with references (a) and (b), at 0830 on 30 September 2023, I ordered the establishment of a modified national defense area (NDA) set forth in enclosure (1) for the purpose of safeguarding classified defense information and ensuring the safety of civilian bystanders.
4. Coordination will continue to be made with 2d Marine Aircraft Wing, the National On-Scene Coordinator, Navy Region Southeast, affected landowners as well as local law enforcement. This modified NDA will be lifted once the danger to national security interests and the civilian population has abated.

(b)(6), (b)(7)c

Copy to:
NOSC, NRSE
CG 2D MAW
CO MAG-31
COMMSTRAT
DIR S-3/5/7
SJA





UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:

5530

CO

5 OCT 2023

From: Commanding Officer
To: Commandant of the Marine Corps
Via: (1) Commander, Marine Corps Installations East
(2) Commander, Marine Corps Installations Command

Subj: TERMINATION OF MODIFIED NATIONAL DEFENSE AREA IN THE CASE OF AVIATION
MISHAP OF 17 SEPTEMBER 2023

Ref: (a) DoDI 5200.08, Security of DoD Installations and Resources and the DoD Physical Security
Review Board
(b) MCO 5530.14A, Marine Corps Physical Security Manual
(c) Declaration of Modified National Defense Area ltr 5530 CO of 30 Sep 23

1. Reference (c) is hereby cancelled effective 0913 on 5 October 2023.
2. Coordination will continue to be made with 2d Marine Aircraft Wing, the National On-Scene Coordinator, Navy Region Southeast, affected landowners as well as local law enforcement through the duration of remaining reclamation efforts.

(b)(6), (b)(7)d

Copy to:
NOSC, NRSE
CG 2D MAW
CO MAG-31
COMMSTRAT
DIR S-3/5/7
SJA

Acronyms

ACMI	Air Combat Maneuvering Instructor
AGCAS	Automatic Ground Collision Avoidance System
AGL	Above Ground Level
ALIS	Automated Logistics Information System
ATC	Air Traffic Control
ATIS	Automated Terminal Information System
AW	Airlift Wing
BFM	Basic Fighter Maneuvering
BUNO	Bureau Number
CA	Convening Authority
CCX	Cross Country
CNI	Communications, Navigation, and Identification
CSMU	Crash Survivable Memory Unit
CT	Computed Tomography
CTOL	Conventional Takeoff and Landing
DFT	Detachment for Training
DIFOP	Duty Involving Flight Operations
DMC	Display Management Computer
DNR	Department of Natural Resources
DoD	Department of Defense
ED	Emergency Department
EFI	Electronic Flight Instruments
Encl	Enclosure
EOC	Emergency Operations Center
EOD	Explosive Ordnance Disposal
FOD	Foreign Object Debris
FBI	Federal Bureau of Investigation
FLIP	Flight Information Publication
FRS	Fleet Replacement Squadron
GPS	Global Positioning System
HIC	Health Indicator Codes
HMD	Helmet Mounted Display
HUD	Head-Up Display
IC	Incident Command
ICAW	Integrated Caution, Advisory, and Warning
ICC	Inverter Converter Controller
ICP	Integrated Core Processor
IFF	Identification, Friend or Foe
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INS	Inertial Navigation System
IO	Investigating Officer
IPP	Integrated Power Plant
JAGMAN	Manual for the Judge Advocate General
JB	Joint Base

KCAS	Knots Calibrated Airspeed
KGS	Knots Groundspeed
LST	Lightning Support Team
MA	Mishap Aircraft
MAF	Maintenance Action Form
MAG	Marine Aircraft Group
MCAS	Marine Corps Air Station
MFL	Mishap Flight Lead
MIST	Mishap Investigation Support Team
MP	Mishap Pilot
MSL	Mean Sea Level
MUSC	Medical University of South Carolina
MW	Mishap Wingman
NAMP	Naval Aviation Maintenance Program
NATOPS	Naval Aviation Training and Operating Procedures Standardization
NAVAIR	Naval Air Systems Command
NDA	National Defense Area
NGS	National Geodetic Survey
OCF	Out of Controlled Flight
OPREP	Operational Report
PCD	Panoramic Cockpit Display
Ref	Reference
SC	South Carolina
SCEMD	South Carolina Emergency Management Division
SEF	Aviation Safety Division
SFD	Standby Flight Display
SITREP	Situation Report
SLED	State Law Enforcement Division
SOP	Standard Operating Procedures
STOVL	Short Takeoff and Vertical Landing
TACAN	Tactical Air Navigation
TFR	Temporary Flight Restriction
TI	Tactical Intercept
UAS	Unmanned Aerial System
UHF	Ultra High Frequency
USAF	United States Air Force
USMC	United States Marine Corps
VHF	Very High Frequency
VMFAT	Marine Fighter Attack Training Squadron
VORTAC	VHF Omnidirectional Range / TACAN
VT	Training Squadron