



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVE
NEW ORLEANS, LA 70114-1500

5830
CMD
11 Jul 17

From: Commanding General, 4th Marine Aircraft Wing
To: Lieutenant Colonel (b) (6) (b) (6) /7557 USMCR
Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017
Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. In accordance with the reference, you are appointed to conduct an investigation, as soon as practical, into the circumstances surrounding the Class A aviation mishap within Marine Aerial Refueler Transport Squadron 452 (VMGR-452) on 10 July 2017 in compliance with 10 U.S.C. § 2255.
2. You are to inquire into all facts and circumstances surrounding the mishap mentioned above. You must investigate fault or neglect of anyone involved. You will determine the cause and responsibility for the mishap, describe all damage to property, and make a line of duty determination for all Marines casualties. Refer to paragraphs 0212 - 0232 of reference (a) for specific requirements in line of duty and death investigations. Report your findings of fact, opinions, and recommendations no later than 11 August 2017.
3. During the course of this investigation, you must consult with a member of the armed forces or an officer or employee of the Department of Defense who possesses knowledge and expertise relevant to aviation mishap investigations.
4. You are to ensure that military personnel are fully identified, i.e., grade, full name, Department of Defense Identification Number, and unit, the first time they are mentioned in the inquiry. Civilians will be identified by their name and mailing address.
5. This inquiry becomes your primary duty until all of the requirements in paragraphs 2 to 4 are met.
6. This investigation will be conducted concurrent to a safety investigation into the same subject. Review Appendix N of Chapter 2 of reference (a) to understand the distinction and the boundaries between the two investigations.
7. Report to the Wing Command Judge Advocate and Adjutant for a brief on the investigation process and the preparation of the report as you commence your investigation.


B. S. JAMES



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVE
NEW ORLEANS, LA 70114-1500

5000-19
CMD
15 Feb 18

From: Commander, 4th Marine Aircraft Wing

To: Lieutenant Colonel (b) (6) [REDACTED] (b) (6) [REDACTED] /7557 USMCR

Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017

Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. You have requested an extension of the deadline to complete your report on the subject investigation due to the complex nature of investigating the Class A aviation mishap. In accordance with the reference, I am granting you an extension until 1 June 2018 to submit your report.

(b) (6)



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
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NEW ORLEANS, LA 70114-1500

5830

CMD

NOV 28 2017

From: Commander, 4th Marine Aircraft Wing

To: Lieutenant Colonel (b) (6) [REDACTED] (b) (6) [REDACTED] /7557 USMCR

Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017

Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. You have requested an extension of the deadline to complete your report on the subject investigation due to the complex nature of investigating the Class A aviation mishap. In accordance with the reference, I am granting you an extension until 15 December 2017 to submit your report.

(b) (6)



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVE
NEW ORLEANS, LA 70114-1500

5000-19

CMD

DEC 15 2017

From: Commander, 4th Marine Aircraft Wing

To: Lieutenant Colonel (b) (6) (b) (6) /7557 USMCR

Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017

Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. You have requested an extension of the deadline to complete your report on the subject investigation due to the complex nature of investigating the Class A aviation mishap. In accordance with the reference, I am granting you an extension until 15 February 2018 to submit your report.

(b) (6)



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
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NEW ORLEANS, LA 70114-1500

5830

CMD

AUG 09 2017

From: Commander, 4th Marine Aircraft Wing

To: Lieutenant Colonel (b) (6) (b) (6) /7557 USMCR

Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017

Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. You have requested an extension of the deadline to complete your report on the subject investigation due to the complex nature of investigating the Class A aviation mishap. In accordance with the reference, I am granting you an extension until 15 October 2017 to submit your report.

(b) (6)



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVE
NEW ORLEANS, LA 70114-1500

5830
CMD

SEP 27 2017

From: Commanding General, 4th Marine Aircraft Wing
To: Lieutenant Colonel (b) (6) (b) (6) /4402 USMC
Subj: COMMAND INVESTIGATION INTO THE CLASS A AVIATION MISHAP WITHIN MARINE
AERIAL REFUELER TRANSPORT SQUADRON 452 ON 10 JULY 2017
Ref: (a) JAG Instruction 5800.7F (JAGMAN)

1. You are appointed to serve on the subject investigation team as an assistant and as a legal advisor. Lieutenant Colonel (b) (6) is the Investigating Officer. Please review his appointing letter of 11 July 2017 to understand the scope and requirements of this investigation.
2. This investigation will be conducted concurrent to a safety investigation into the same subject. Review Appendix N of Chapter 2 of reference (a) to understand the distinction and the boundaries between the two investigations.
3. Coordinate with LtCol (b) (6) to determine when travel is necessary. The 4th MAW G-1 and G-4 will coordinate your orders, funding, and logistics.

(b) (6)

(b) (6)

From: (b) (6) LtCol (b) (6)
Sent: Friday, August 11, 2017 8:53 AM
To: (b) (6)
Subject: FW: Multiple Member Investigation
Signed By: (b) (6) (b) (6)

(b) (6)

Please make sure that this email is included as an enclosure for our written portion.

Semper Fi

(b) (6) (b) (6)

-----Original Message-----

From: James BGen Bradley S
Sent: Friday, August 11, 2017 8:06 AM
To: (b) (6)
Cc: (b) (6)

Subject: Re: Multiple Member Investigation

(b) (6)

I approve the list for the JAG? Investigation.

SF,

CG

Sent from my BlackBerry 10 smartphone.

Original Message
From: (b) (6)
Sent: Thursday, August 10, 2017 11:13 AM
To: James BGen Bradley S
Cc: (b) (6)
Subject: Multiple Member Investigation

Sir,

The JAGMAN provides for a multiple member investigation team for Class A mishaps. Please respond with your approval of the team members listed below.

(b) (6)
Investigation Officer

(b) (6) JAGMAN

(b) (6)
Investigation Advisor

(b) (6)

(b) (6) KC-130T AMO SME

Ma**(b) (6)** **(b) (6)** KC-130T
Natops Instructor and Model Manager, SME

Capt**(b) (6)** **(b) (6)** MARSOC
Embarkation SME

1stLt**(b) (6)** **(b) (6)** 4th
MAW Continuity Officer and Evidence Database Manager

MGySgt**(b) (6)** **(b) (6)** Maintenance Admin
SME

MSgt**(b) (6)** **(b) (6)** KC-130T
Maintenance Admin SME until 6 Oct, 2017

Very Respectfully,

Colonel**(b) (6)**

(b) (6)

Cell**(b) (6)**

(b) (6)

Please make sure that this email is included as an enclosure for our written portion.

Semper Fi

LtCol (b) (6)

-----Original Message-----

From: James BGen Bradley S

Sent: Friday, August 11, 2017 8:06 AM

To: (b) (6)

Cc: (b) (6)

Subject: Re: Multiple Member Investigation

(b) (6),

I approve the list for the JAG Investigation.

SF,

CG

Sent from my BlackBerry 10 smartphone.

Original Message

From: (b) (6)

Sent: Thursday, August 10, 2017 11:13 AM

To: James BGen Bradley S

Cc: (b) (6)

Subject: Multiple Member Investigation

Sir,

The JAGMAN provides for a multiple member investigation team for Class A mishaps. Please respond with your approval of the team members listed below.

LtCo (b) (6)
Investigation Officer

JAGMAN

LtCol (b) (6)
Investigation Advisor

Maj (b) (6)

KC-130T AMO SME

Maj (b) (6)

KC-130T

Natops Instructor and Model Manager, SME

Capt (b) (6) [REDACTED] MARSOC
Embarkation SME

1stLt (b) (6) [REDACTED] 4th
MAW Continuity Officer and Evidence Database Manager

MGySgt (b) (6) [REDACTED] Maintenance Admin
SME

MSgt (b) (6) [REDACTED] KC-130T
Maintenance Admin SME until 6 Oct, 2017

Very Respectfully,

Colone (b) (6) [REDACTED]

(b) (6) [REDACTED]

Cell (b) (6) [REDACTED]

Monday, July 10, 2017 (17191)

DUTIES		LPDQ: 1930		SBTP	
FDO: SS (b) (6)	HDS: SS (b) (6)	MASTER		SCHEDULED	JUL
5g1 (b) (6)	TTO: LCP (b) (6)	KC-130T	7	22.5	382 / 14.5
LCP (b) (6)		Total	7	22.5	FCST / ACT
D/O: LCP (b) (6)					QTR 968 / 24.5
					FCST / ACT
					FY 3706 / 2318.5
					FCST / ACT

BRVT:0416	SR / SS:0532/2031	MR / MS:2130/0654	ILLUM:99.3%	EENT:2147	ALL:NONE	HLL:2147-0417*
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FLIGHTS

EVENT	TMS	C/S	BRF/ETD/ETA	ICAO	CREW	T&R	TMR	SBTP	NOTES	
1	KC-130T	YANKY 72	0830/1000/1930	KSWF/KNKT/KNYL	PIC@* CP FE@ FE TSO@ TSO@ CM@ CM@ CM	(b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6)	2151,2251,2261,2400,4400,4410,4411,6302 2151,2251,2261,2400,4400,6300X,6301X,6302X 2151,2250,2260,2300,2400,4400,4410 2151,2250,2260X,2300X,2400X,4400X,4410X 2151,2250,2261,2401,4400,4410 2151,2250,2261,2401,4400,4410 2151,2250,2261,2401,4400,4410 2250,2400,3510,3512,3513,4410X,4411X 2250,2400,3510,3511,3512,3513,4410,4411X,5152X 1150X,1151X,1200X	2M2 1A1	3/9.5	FN 1
2	KC-130T	YANKY 62	0830/1000/1930	KSWF/KNKT/KNYL	PIC@ CP FE@ FE TSO TSO CM@ CM@ CM	Maj Goyette, C Capt Elliott, S Sgt Snowden, I Sgt Lennon, O (b) (6) Gysgt Hopkins, M Gysgt Johnson, B Sgt Kevanne, I LCol Baldessare, D	2151,2251,2261,2400,4400,4411,5151X,5152X,5153X,6302 2151X,2251X,2261X,2300,2400,4400X 2151,2250,2260,2300,2400,4400,4410 2151,2250,2260,2300,2400,4400,4410X 2151,2250,2261,2401,4400X,4410X 2151,2250,2261,2401,4400,4410 2150,2250,2400,3510,3511,3512,3513,4410,4411X 2150,2250,2400,3510,3511,3512,3513,4410X,4411X,6110X 1150X,1151X,1200X	2M2 1A1 214	3/9.5	FN 1,2
3	KC-130T	YANKY 99	1000/1100/1530	KSWF/CYTT	PIC@ CP CP FE TSO CM@ CM@ CM	(b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6) (b) (6)	2160 2160 1160X 2160 2160 2162,3510,3511,3512 2162,3510,3511,3512	2M2	1/3.5	FN 1

EVENT DETAILS

EVENT	Show	Fuel	EQUIP	MSN	AMR Mission #	FISO	RTB	TFT
1	0700	36K	NESA/RADALT/RVD/FLARES/NVYS	LOG RUN/TAC TRNR	5M1719101	MARSOC/VNMR-452	14 JUL	26.0
2	0700	36K	NESA/RADALT/RVD/CHAFF/NVYS	LOG RUN/TAC TRNR	5M1719102	MARSOC/VNMR-452	14 JUL	26.0
3	0830	42K	OVERWATER	LOG RUN	5M1719103	NAVENLOG	15 JUL	24.5

RIGHT NOTES:

1 - *** MSN CMDR ** DIV LEAD * SEC LEAD @ INSTRUCTOR # RAC \$ FCF ESSENTIAL X INITIAL CODE
2 - CWO3 (b) (6) WILL JOIN CREW IN KNYL ON 10 JULY 2017.

QUESTION OF THE DAY:

NATOPS QUESTION OF THE DAY

Q: WHEN OPERATING THE _____ WITH LESS THAN 7,000 POUNDS OF FUEL IN THE NO. 2 MAIN TANK, TURN THAT FUEL BOOST PUMP ON TO MAINTAIN SURGE BOX FUEL LEVEL
A: APU

Aircraft Enroute:

CALLSIGN: YANKY 67 MISSION: ITX 4-17 LOCATION: KPSR ETR: 8 JUL BUONO: 164180
CREWMEMBERS: LTCD (b) (6), CAPT (b) (6), GYSGT (b) (6), E, SSGT (b) (6), 1, CPL (b) (6)
CALLSIGN: YANKY 72 MISSION: FERRY FLIGHT LOCATION: KNQX ETR: 8 JUL BUONO: 163352
CREWMEMBERS: MAJ (b) (6), MAJ (b) (6), SGT SNOWDEN, WO (b) (6), GYSGT (b) (6), SSGT (b) (6), CPL (b) (6)
CALLSIGN: YANKY 83 MISSION: AD'S LOGS LOCATION: KNKT ETR: 11 JUL BUONO: 165353
CREWMEMBERS: LTCD (b) (6), MAJ (b) (6), SSGT (b) (6), MSST (b) (6), CPL (b) (6), CPL (b) (6)

(b) (6)

CO (b) (6)
LTCD (b) (6)

Enclosure ()

MCTFS BASIC INDIVIDUAL RECORD

09/26/2017

EDIPI: (b) (6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEP: 20141009 DOD TRNGRP: SA TRAINING GRP:
AFADB: 00000000 PEBD: 20070723 MANDATORY DRILL START: 20070723 END: 20130722
DATE OF ORIG ENTRY: 20060707 DATE OF BASIC ELIG: 20141009MDE EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: 2Y RESERVE OPTIONAL ENL
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: OVERP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: BBCA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E6 DOR: 20161001 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 1MR
BILLET DESCRIPTION:
ANNIVERSARY DATE: 20150707

PEN: 1120036M FAPRUC: 00000 RESERVE MCC:
DCTH: 20140107 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20150501 IND LOC CODE:
DATE JOINED SMCR: 20070723

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 20111209 OVERSEAS CONTROL DATE: 20120922
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20130107
RESERVE UNIT JOIN DATE: 20120311 PHA DATE: 20140109
LAST SEP/DISCH DATE: 20141009
REASON: 9211 DEATH INSIDE US, NONHOSTILE

PMOS: 0372 ADMOS1: 0571 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: 8024 ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 000000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 12 12TH GRADE
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20070723 HIV-TESTED: 201401

GOOD CONDUCT MEDAL DATE: 20161231 SMCR MEDAL DATE: 20130723
ARMED FORCES RESERVE MEDAL DATE: 20070723

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 000

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20151020

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: (b) (6)

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20161107 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20161107

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 000 DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 20110318

REL SEX
CD CD DOB DEPN NAME GAIN DATE LOCATION
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE: M2162600193
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600091

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20070723
STR CAT: 1/TAD (INCLUDES CONVERSION/TRANSITION TRNG
STR CAT ED: 20160828
COMBAT CAS:

RETIREMENT INFORMATION

CG/CO/OIC INFORMATION

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

09/26/2017

EDIPI: (b) (6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

UNIT TRAINING

EST/EST DATE:	201009	GAS MASK SIZE:	C MEDIUM
PERFORMED:	150	GAS MASK TYPE:	N M40AL
ATTEMPTED:	156	HELMET SIZE:	C MEDIUM
SCORE:	48	JOINT QUAL LEVEL:	0
		JOINT QUAL APPR DT:	00000000
		JOINT PME LEVEL:	0
		JOINT EXPERIENCE PT:	000.0

WATER SURVIVAL CODE: D WATER SURVIVAL ADVANCED
WATER SURV REQUL DATE: 201701

WEIGHT CONTROL STATUS:		HEIGHT: 69
WEIGHT CONTROL DATE:	00000000	WEIGHT: 165
MIL APPEARANCE STATUS:		BODY FAT: 00 %
MIL APPEARANCE DATE:	00000000	HT/WT/BF/EFF/DATE: 20170601
WT CNTL QY: 00	MILAP QY: 00	WITHIN HT/WT STANDARDS FLAG: Y

UNIT TRAINING

INCUR OBLIG SERV DATE: 00000000
INCUR OBLIG SERV CODE: INTELLIGENCE TRAINING HOURS: 00

SERVICE TRAINING

CODE	TRAINING DESCRIPTION	DATE
BT	BRS ELECTION TRAINING (LECTURE METHOD)	20170622
BS	BRS NOTIFICATION TRAINING	20170224
AS	ANNUAL HAZING PREVENTION TRAINING	20170101
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170104
AO	ANNUAL OPSEC TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AK	RISK MANAGEMENT	20170104
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20170104
TP	COMBATING TRAFFICKING IN PERSONS	20161017
PI	PERSONAL IDENTIFIABLE INFORMATION	20161017
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20161017
VB	VIOLENCE PREVENTION RECOGNITION COURSE	20161017
VA	VIOLENCE PREVENTION AWARENESS COURSE	20161017
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20161017
AG	GAS CHAMBER	20151123
SB	TAKE A STAND (SEXUAL ASSAULT NCO CRS)	20151117
EB	MARINE CORPS AMPHIBIOUS EGRESS TRAINING (QUAL)	20150507
AJ	SECURITY LECTURE	20141124
AU	SUICIDE AWARENESS TRAINING (SF)	20141124

AD	ARMS/AMMO/EXPLOSIVE SCREENED	20140311
ET	ETHICS TRAINING	20130104
PS	NCO II SUICIDE PREVENTION COURSE	20130104
MA	MARSOC ASSESSMENT AND SELECTION SELECTED	20130522
BK	HYPERTENSION EDUCATION AND CONTROL TRAINING (SF)	20130104
BE	PHYSICAL FITNESS TRAINING (SF)	20130104
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20130104
AR	ANNUAL SEXUAL HARASSMENT TRAINING	20130104
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20130309
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20130104
BF	INJURY PREVENTION TRAINING (SF)	20130104
AF	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20130104
AP	SERE LEVEL A TRAINING	20130104
BG	NUTRITION TRAINING (SF)	20130104
AM	ANNUAL LEADERSHIP TRAINING	20130104
ER	OQR/SRB SCAN TO E-RECORD COMPLETED	20121205
O1	OSCAR TEAM MEMBER	20121108
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20120508
TA	TRANSITION READINESS SEMINAR (TRS)	20120213
D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20110325
UV	UNIFORMED VICTIMS ADVOCATE	20101106
AL	BASIC ANNUAL LEADERSHIP TRAINING	20071019

----- SERVICE SCHOOLS/SPECIAL SKILLS -----

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
L6H	USMC COMBATANT DIVER	PA 2016	T3W	SERGEANTS COURSE DEP	PA 2016
YJP	NPC FOR STATIC LINE	PA 2015	R5A	BASIC LANGUAGE COURSE - MO	PA 2015
M47	SERE FULL SPECTRUM LEVEL C	PA 2014	KZ4	INDIVIDUAL TRAINING - MSOS	PA 2014
CFF	RESERVE SERGEANTS	PA 2013	T5P	SNCO CAREER COURSE DEP	PA 2013
T3W	SERGEANTS COURSE DEP	PA 2011	T8J	LEADING MARINES DEP	PA 2009
25U	TACTICAL TRANSMISSION OPER	PA 2008	M92	MARINE COMBAT TRAINING	PA 2008
BNL	TRANSMISSION CHIEF	A 2007	M92	MARINE COMBAT TRAINING	PA 2007
808	RECRUIT TRAINING, MALE	PA 2007			

----- TEST SCORES -----

CLAS/ASGN TEST-TYPE: ASVAB 03E DATE: 20060705 GT/GCT: 118
 SCORES: GT -118 MM -109 CL -119 EL -121

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 AFQT FORM #: 03E AFQT - 83
 ELEC/DP TEST- SCORE: 000 DATE: 00000000
 DIAB - SCORE: 123 DATE: 20131125

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST	TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST	DATE	DATE	SKILL	LEVEL
ARB	ARABIC (MODERN S	B		OPIDLI	20161221	20180101	SPEAK	1+
ARB	ARABIC (MODERN S	B		OPIDLI	20161221	20180101	LISTEN	1+

----- MARTIAL ARTS TRAINING -----

CODE	COMPL DATE	INSTR	DESC	REASON	REVOKE
		EXP		REVOKED	EFF DATE
MMD	20111105	00000000	GREEN BELT	0	00000000
MMC	20111004	00000000	GRAY BELT	0	00000000
MMB	20070928	00000000	TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
283		20170601	1	1	23		115	20:43	
290		20160304	1	1	20		100	19:35	

----- COMBAT FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	MOVEMENT	AMMO	MANEUVER
					TO CONTACT	LIFT	UNDER FIRE
295		20160921	2	1	03:03	100	02:25
300		20151020	2	1	02:31	101	02:14

----- MARKSMANSHIP -----

SERVICE RIFLE
 CURRENT QUAL DATE: 20151211 SCORE: 310 CLASS CD: E
 COURSE OF FIRE: ART
 SCORES TABLE 1/1A: 210 TABLE 2: 100
 EXPERT QUALIFICATIONS: 04
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

SERVICE PISTOL
 CURRENT QUAL DATE: 201705 SCORE: 382 CLASS CD: E
 COURSE OF FIRE: CPP
 EXPERT QUALIFICATIONS: 03
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

**** MCTFS RECORD OF SERVICE ****

09/26/2017

EDIPI: (b) (6) NAME: COX, ROBERT H
 RUC: 00000 COMPANY CODE: M PRES-GRADE: E6 RECSTAT: E COMP CODE:
 PLT CODE: 1 TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20161001 AFABDD: 00000000 MCC: PEBD: 20070723
 PROFICIENCY/CONDUCT

OCC	PRO	CON	EFF DATE	OCC	PRO	CON	EFF DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***							
			PRO				CON
AVERAGE MARKS IN GRADE:			0.0				0.0
AVERAGE MARKS IN SERVICE:			4.5				4.5
AVERAGE MARKS IN ENLISTMENT:			0.0				0.0
SPECIAL DUTY BONUS POINTS:			0	SPECIAL DUTY BONUS DATE: 00000000			
COMMAND RECR BONUS POINTS:			0				
REENLISTMENT BONUS POINTS:			0				

COMPOSITE SCORE

COMP DATE	SCORE	COMP DATE	SCORE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

*** MCTFS RECORD OF EMERGENCY DATA ***

09/25/2017

EDIFI: (b) (6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS
NONE SINGLE

CHILD NAME/DOB/ADDRESS
NONE

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS
NONE

PARENTS NAME/RELATION/ADDRESS

(b) (6) (b) (6)

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS
1 NONE
NONE

MIA NOTIFY NAME/RELATIONSHIP
SEE NOK INFORMATION

MIA ADDRESS/DIRECTIONS
SEE NOK INFORMATION

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT
01 (b) (6) F0 100%

ADDR1 (b) (6)

ADDR2 (b) (6)

TELE (b) (6)

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS
1 (b) (6) F0 100% SAME AS ABOVE
PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP
NAME/RELATIONSHIP (b) (6) F0

ADDR1 (b) (6)

ADDR2 (b) (6)

TELE (b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 1 OF 2

*** MCTFS RECORD OF EMERGENCY DATA ***

09/25/2017

EDIFI: (b) (6) NAME: (b) (6)
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

INSURANCE COMPANIES NR/NAME/POLICY NUMBER
NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP
(b) (6) F0

PRIMARY NEXT OF KIN DIRECTIONS
(b) (6)

DATE OF CERTIFICATION 20161107

SGLI MEMBER ELECTION
SGLI MEMBER BENEFICIARY
SGLI MEMBER PAY DESIGNATION
SGLI MEMBER VA CERTIFY DATE
SGLI SPOUSE ELECTION

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON JD NUMBER _____
WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 2 OF 2

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b)(6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: B6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:
DOR: 20161001 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
EDUCATION LEVEL: 12 12TH GRADE EDUCATION CERTIFICATE: L HS DIPL
PME COMPLETE FLAG: RCLF COMPLETE FLAG:
PME COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE:
RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
L6H	USMC COMBATANT DIVER	PA 2016	T3W	SERGEANTS COURSE DEP	PA 2016
YJP	NPC FOR STATIC LINE	PA 2015	R5A	BASIC LANGUAGE COURSE - MO	PA 2015
M47	SERE FULL SPECTRUM LEVEL C	PA 2014	K24	INDIVIDUAL TRAINING - MSOS	PA 2014
CFP	RESERVE SERGRANTS	PA 2013	T5P	SNCO CAREER COURSE DEP	PA 2013
T3W	SERGEANTS COURSE DEP	PA 2011	T8J	LEADING MARINES DEP	PA 2009
25U	TACTICAL TRANSMISSION OPER	PA 2008	M92	MARINE COMBAT TRAINING	PA 2008
BNL	TRANSMISSION CHIEF	A 2007	M92	MARINE COMBAT TRAINING	PA 2007
808	RECRUIT TRAINING, MALE	PA 2007			

MCI COURSES

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
8100ZZ	SNCCODEP	20130202	Z	A
8103AZ	WRFTG TECH	20130128	Z	A
8101AZ	LDRSHPAADMIN	20130202	Z	A
8102AZ	MILITARY STUDIES	20130123	Z	A
8105AZ	SNCODEPLC	20130202	Z	A
8104AZ	SNCODEPTDM	20130129	Z	A
8015BZ	WARFIGHTING TACTICS	20110825	Z	A
8014BZ	WARFIGHTING	20110822	Z	A
8017BZ	WEAPONS	20110815	Z	A
8016BZ	WARFIGHTING TECH	20110822	Z	A
8013BZ	MILITARY STUDIES	20110822	Z	A
8012BZ	LEADERSHIP	20110815	Z	A
8011BZ	BASIC GRAMMAR	20110816	Z	A
8010ZZ	SGTS PROGRAM	20110825	Z	A
4133ZZ	SEMPER FIT	20110822	Z	A
0336ZZ	SCOUT AND PATROL	20090916	Z	A
0321BZ	M240G	20090901	Z	A
0210CZ	TERRA AWARE	20090825	Z	A
2526BZ	INTRO ELECTRONIC WRF	20090729	Z	A
3420FZ	PERSONAL FINANCE	20090730	Z	A
0037ZZ	LEADING MARINES	20090723	Z	A
2515HZ	ANTENNA CONST & PROP	20090602	Z	A

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b)(6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: B6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

OFF DUTY EDUCATION

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
------	--------------	---------------------	--------	-------

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPT ***

EDUCATION BONUS POINTS CURRENT GRADE: 000

****ACADEMIC TESTS****

DATE COURSE TITLE COURSE LOCATION CREDIT GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPT ***

****LOCAL SCHOOLS****

DATE SCHOOL DESCRIPTION SCHOOL LOCATION
20130522 MAREOC ASSESSMENT AND SELECTION CAMP LEJEUNE NC

****MARINET COURSES****

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
RTAMRSCCAA	RANGE SAFETY	20170708	N	Z	A
TACP00CURI	TACTICAL AIR CONTROL	20160814	Y	Z	A
EPME5000AA	SERGEANTS COURSE DEP	20160618	Y	Z	A
35IMVOHV00	IMVOC HMMWV CURRICUL	20150910	Y	Z	A
JTACPC0000	JTAC PRIMER CURRICUL	20120628	Y	Z	A
CYBERM0000	USMC CYBER AWARENESS	20120312	Y	Z	A
3509AO0000	IMVOC HMMWV STRP MAP	20110331	Y	Z	A
3505AO0000	IMVOC HMMWV OPRFORM	20110329	Y	Z	A
3503AO0000	IMVOC HMMWV PMCS	20110329	Y	Z	A
3504AO0000	IMVOC HMMWV USUAL CD	20110328	Y	Z	A
3507AO0000	IMVOC HMMWV TECH PUB	20110325	Y	Z	A
3506AO0000	IMVOC HMMWV UNUSUAL	20110324	Y	Z	A
3508AO0000	IMVOC HMMWV OPRMAINT	20110322	Y	Z	A
CYBERM0000	USMC CYBER AWARENESS	20110317	Y	Z	A

CAREER RETIREMENT CREDIT RECORD

09/26/2017

EDIPT: (b) (6) NAME: COX, ROBERT H
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNCRP: R-RECSTAT: RCOMP-CODE:

ANNV: 20150707 PEBD: 20070723 DOB: (b) (6) MAND: 00000000 CERTDATE: 201309

ANNIVERSARY YEAR	INACDU	MBR-	TOTAL	INACDU	ACDU	TOTAL					
INCLUSIVE DATES	PD	NPD	COR	PHD	PNTS	PNTS	CRED	PD	NPD	CRED	SAT
20140707-20141008	000	000	000	000	04	0004	004	086	000	090	PAR
20130707-20140706	024	000	000	000	15	0039	039	188	000	227	YES
20120707-20130706	046	000	038	001	15	0100	100	092	000	192	YES
20110707-20120706	019	000	006	000	15	0040	040	248	000	288	YES
20100707-20110706	091	000	000	000	15	0106	106	169	000	275	YES
20090707-20100706	025	000	000	000	15	0040	040	204	000	244	YES
20080707-20090706	059	000	000	000	15	0074	074	232	000	306	YES
20070707-20080706	018	000	000	000	15	0033	033	208	000	241	YES
20060707-20070706	000	000	000	000	15	0015	015	000	000	015	NO

COMPLETED

I CERTIFY THAT I HAVE BEEN INFORMED ABOUT THE MOBILIZATION DELAYS/EXEMPTION PROGRAM AND ASSOCIATED POLICIES. I FURTHER CERTIFY THAT MY RETIREMENT OR DISABILITY PENSION STATUS HAS NOT CHANGED. IF MY STATUS HAS CHANGED, I HAVE COMPLETED THE NECESSARY FORMS.

CRCR CERTIFICATION SIGNATURE REQUIRED FOR ALL RESERVE MARINES:

INITIAL: MARINE: DATE: AUDITOR:
UD NUM: CAREER TOTALS

INACTIVE DUTY POINTS CORRES.....	0044	ACTIVE DUTY POINTS PAID.....	01427
INACTIVE DUTY POINTS PAID.....	0282	ACTIVE DUTY POINTS NON-PAID...	00000
INACTIVE DUTY POINTS NON-PAID...	0000	TOTAL ACTIVE DUTY POINTS.....	01427
FUNERAL HONORS DUTY POINTS.....	0001	TOTAL POINTS CREDIT.....	01878
MEMBERSHIP POINTS.....	124	TOTAL SATISFACTORY YEARS.....	07
TOTAL INACTIVE DUTY POINTS.....	0451	TOTAL QUALIFYING SERVICE... 07-03-02	
INACTIVE DUTY POINTS CREDIT.....	0451		

CERTIFICATION:

AUDIT DATE: _____ MEMBER: _____ UNIT: _____

MCTFS BASIC INDIVIDUAL RECORD

09/26/2017

EDIPI (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710	COMPONENT CODE:
EOS: 00000000	RESERVE COMPONENT CODE:
RESERVE ECC: 00000000	DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20140731	DOD TRNGRP: TRAINING GRP:
AFADE: 00000000 PEBD: 20100913	MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20100909	DATE OF BASIC ELIG: 20141009MDP EXT MO: 00
LENGTH CURR ENL: 5 YRS	PEF: B7 ELECTRONIC/DATA
LENGTH CURR ENL: 02 MOS	BONUS PEF:
LENGTH CURR EXT: 00 MONTHS	COLLEGE FUND PEF:
NO EXT CURR ENL: 00	MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS	ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000	
MONTHS LAST ENL EXT: 00	

TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OHL START: 00000000
SOURCE OF ENTRY: BBCA OCAN CODE: OCAN EFF DATE: 00000000
POST 911 GIBILL ELIG BEGIN DT: 20110208 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20141001 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 20130612
PME COMPLETE FLAG: ITAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 1MR
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000
PEN: 1120036M FAPRUC: 00000 RESERVE MCC:
DCTB: 20140819 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20151024 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: AG RCLF REGION ASSIGN DATE: 20160516
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
COMBAT SERV CODE: ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20051201
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NCNHOSTILE

PMOS: 0372 ADMOS1: 2841 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 00000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 12 12TH GRADE
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20100913 HIV-TESTED: 000000

GOOD CONDUCT MEDAL DATE: 20151213 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: (b) (6)

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)
(b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20151029

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20170526

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170214 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170214

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE DATE DEPN LOC BEGAN: 20161229
DEPN GEO LOC CODE: 285 CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX
CD CD DOB DEPN NAME GAIN DATE LOCATION
SP F (b) (6) (b) (6) 37132330

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE:
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600044

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20100913
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN
STR CAT ED: 20161107
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE: _____ DATE: _____ DEP. ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

MCTFS BASIC TRAINING RECORD

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PREG-GRADE: E5 RECSTAT: R COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- UNIT TRAINING -----

BST/EST DATE: 201012	GAS MASK SIZE: C MEDIUM
PERFORMED: 050	GAS MASK TYPE: N M40A1
ATTEMPTED: 050	HELMET SIZE: C MEDIUM
SCORE: 50	JOINT QUAL LEVEL: 0
	JOINT QUAL APPR DT: 00000000
	JOINT PME LEVEL: 0
	JOINT EXPERIENCE PT: 000.0
WATER SURVIVAL CODE: D WATER SURVIVAL ADVANCED	
WATER SURV REQUAL DATE: 201708	
WEIGHT CONTROL STATUS:	HEIGHT: 74
WEIGHT CONTROL DATE: 00000000	WEIGHT: 205
MIL APPEARANCE STATUS:	BODY FAT: 00 %
MIL APPEARANCE DATE: 00000000	HT/WT/BF/BFF/DATE: 20170413
WT CNTL QY: 00	MILAP QY: 00
	WITHIN HT/WT STANDARDS FLAG: Y

----- UNIT TRAINING -----

INCUR OBLIG SERV DATE: 00000000
INCUR OBLIG SERV CODE: INTELLIGENCE TRAINING HOURS: 00

----- SERVICE TRAINING -----

CODE	TRAINING DESCRIPTION	DATE
BT	BRS ELECTION TRAINING (LECTURE METHOD)	20170622

AR	ANNUAL SEXUAL HARASSMENT TRAINING	20170110
BS	BRS NOTIFICATION TRAINING	20170224
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20170104
AS	ANNUAL HAZING PREVENTION TRAINING	20170104
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170104
AO	ANNUAL OPSEC TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AK	RISK MANAGEMENT	20170104
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20161215
TP	COMBATING TRAFFICKING IN PERSONS	20161215
PI	PERSONAL IDENTIFIABLE INFORMATION	20161214
VB	VIOLENCE PREVENTION RECOGNITION COURSE	20161213
VA	VIOLENCE PREVENTION AWARENESS COURSE	20161213
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20161213
A4	ATV RIDERS COURSE	20151116
MF	MARSOC CSO-A CERTIFIED	20151023
AP	SERE LEVEL A TRAINING	20151014
B9	UMAPIT	20150630
PS	NCO II SUICIDE PREVENTION COURSE	20140318
AU	SUICIDE AWARENESS TRAINING (SF)	20140318
AG	GAS CHAMBER	20140312
BK	HYPERTENSION EDUCATION AND CONTROL TRAINING (SF)	20140108
BG	NUTRITION TRAINING (SF)	20140108
BF	INJURY PREVENTION TRAINING (SF)	20140108
BE	PHYSICAL FITNESS TRAINING (SF)	20140108
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20140108
AF	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20140108
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20130522
PW	JUNIOR MARINE SUICIDE PREVENTION COURSE	20130417
D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20130107
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20130107
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20121017
BH	STRESS MANAGEMENT TRAINING (SF)	20120820
ET	ETHICS TRAINING	20120807
ER	QCR/SRB SCAN TO E-RECORD COMPLETED	20120223
AL	BASIC ANNUAL LEADERSHIP TRAINING	20101209
AJ	SECURITY LECTURE	20101209
AH	DRUG LECTURE	20101209

----- SERVICE SCHOOLS/SPECIAL SKILLS -----

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
M7N	MARSOC TECHNICAL SURVEILLANCE	PA 2016	29V	MARSOC HELIBORNE INSERTION	PA 2016
T4M	SERGEANTS	PA 2016	M85	COMBAT MARKSMANSHIP COACH	PA 2016
CHR	MARSOC NETWORK OPERATOR (M)	PA 2016	QCC	AIRBORNE	PA 2015
R5A	BASIC LANGUAGE COURSE - MO	PA 2015	T3W	SERGEANTS COURSE DEP	PA 2015
M47	SERE FULL SPECTRUM LEVEL C	PA 2014	KZ4	INDIVIDUAL TRAINING - MSOS	PA 2015
T3W	SERGEANTS COURSE DEP	PA 2012	L9Q	CORPORALS COURSE DEP	PA 2012
T8J	LEADING MARINES DEP	PA 2011	E3K	GROUND RADIO REPAIR	PA 2011
272	BASIC ELECTRONICS	PA 2011	M92	MARINE COMBAT TRAINING	PA 2011
808	RECRUIT TRAINING, MALE	PA 2010			

----- TEST SCORES -----

CLAS/ASGN TEST-TYPE: ASVAB 06E DATE: 20090626 GT/GCT: 111
 SCORES: GT -111 MM -105 CL -122 EL -117

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 AFQT FORM #: 06E AFQT - 74
 ELBC/DP TEST- SCORE: 000 DATE: 00000000
 DLAB - SCORE: 088 DATE: 20140728

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST DATE	DATE	SKILL	LEVEL
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***							

----- MARTIAL ARTS TRAINING -----

CODE	COMPL DATE	INSTR	EXPIRE DATE	DESC	REASON REVOKED	REVOKE EFF DATE
MMF	20130829	00000000		BROWN BELT	0	00000000
MMD	20130214	00000000		GREEN BELT	0	00000000
MMC	20111024	00000000		GRAY BELT	0	00000000
MMB	20101117	00000000		TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF DATE	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
293	20170413	1	1	23		115	19:10	
292	20160107	1	1	19		100	18:26	

----- COMBAT FITNESS TEST -----

SCORE	EFF DATE	CODE	CLASS	MOVEMENT TO CONTACT	AMMO LIFT	MANEUVER UNDER FIRE
300	20161216	2	1	02:28	100	01:52
300	20150814	2	1	02:27	100	01:52

----- MARKSMANSHIP -----

SERVICE RIFLE
 CURRENT QUAL DATE: 20170526 SCORE: 331 CLASS CD: E
 COURSE OF FIRE: ART
 SCORES TABLE 1/1A: 233 TABLE 2: 098
 EXPERT QUALIFICATIONS: 05
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

SERVICE PISTOL
 CURRENT QUAL DATE: 201702 SCORE: 378 CLASS CD: E
 COURSE OF FIRE: CPP

EXPERT QUALIFICATIONS: 02
EXCEPTION:
DISTINGUISHED DATE: 000000

EXCEPTION EXPIRE DATE: 00000000

**** MCTFS RECORD OF SERVICE ****

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: M PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: 0001 TRNGRP: R-RECSTAT: RCOMP-CODE:
DOR: 20141001 AFADBD: 00000000 MCC: PEBD: 20100913
PROFICIENCY/CONDUCT

OCC	PRO	CON	EFF DATE	OCC	PRO	CON	EFF DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***							

	PRO	CON
AVERAGE MARKS IN GRADE:	0.0	0.0
AVERAGE MARKS IN SERVICE:	4.5	4.5
AVERAGE MARKS IN ENLISTMENT:	0.0	0.0

SPECIAL DUTY BONUS POINTS: 0 SPECIAL DUTY BONUS DATE: 00000000
COMMAND RECR BONUS POINTS: 0
REENLISTMENT BONUS POINTS: 0

COMPOSITE SCORE

COMP DATE	SCORE	COMP DATE	SCORE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS

(b) (6)

(b) (6)

CHILD NAME/DOR/ADDRESS

NONE

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS

NONE

PARENTS NAME/RELATION/ADDRESS

(b) (6)

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS

NOT NOTIFY 1 NOT GIVEN

NOT NOTIFY 2 NOT GIVEN

MIA NOTIFY NAME/RELATIONSHIP

SEE NOK INFORMATION

MIA ADDRESS/DIRECTIONS

SEE NOK INFORMATION

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT

(b) (6)

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS

(b) (6)

PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP

NAME/RELATIONSHIP

(b) (6)

MEMBER CERTIFICATION

REPORT ON UD NUMBER

WITNESS CERTIFICATION

DATE CERTIFIED

PAGE 1 OF 2

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

INSURANCE COMPANIES NR/NAME/POLICY NUMBER

NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP

(b) (6)

F0

PRIMARY NEXT OF KIN DIRECTIONS

NONE

DATE OF CERTIFICATION 20170214

SGLI MEMBER ELECTION

(b) (6)

SGLI MEMBER BENEFICIARY
SGLI MEMBER PAY DESIGNATION
SGLI MEMBER VA CERTIFY DATE
SGLI SPOUSE ELECTION



MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____
WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 2 OF 2

*** MCTPS EDUCATION RECORD ***

09/26/2017

EDIPI: (b)(6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:
DOR: 20141001 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
EDUCATION LEVEL: 12 12TH GRADE EDUCATION CERTIFICATE: L HS DIPL
PME COMPLETE FLAG: RCLF COMPLETE FLAG: N
PME COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE: AG
RCLF REGION ASSIGN DATE: 20160516
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
M7N	MARSOF TECHNICAL SURVEILLIA	PA 2016	29V	MARSOF HELIBORNE INSERTION	PA 2016
T4M	SERGEANTS	PA 2016	M85	COMBAT MARKSMANSHIP COACH	PA 2016
CHR	MARSOC NETWORK OPERATOR (M	PA 2016	OCG	AIRBORNE	PA 2015
R5A	BASIC LANGUAGE COURSE - MO	PA 2015	T3W	SERGEANTS COURSE DEP	PA 2015
M47	SERE FULL SPECTRUM LEVEL C	PA 2014	K24	INDIVIDUAL TRAINING - MSOS	PA 2015
T3W	SERGEANTS COURSE DEP	PA 2012	L9Q	CORPORALS COURSE DEP	PA 2012
T8J	LEADING MARINES DEP	PA 2011	E3K	GROUND RADIO REPAIR	PA 2011
272	BASIC ELECTRONICS	PA 2011	M92	MARINE COMBAT TRAINING	PA 2011
808	RECRUIT TRAINING, MALE	PA 2010			

MCI COURSES

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
0380BZ	ISL/CBT LDR	20140326	Z	A
1141BZ	MARINE ELECTRICIAN	20140326	Z	A
3422CZ	BASIC PAY AND ALLOW	20140225	Z	A
4133AZ	SEMPER FIT BAS	20140207	Z	A
2552DZ	PLD SWTCHBRDS-INSTAL	20140207	Z	A
2551DZ	PLD WIRE EQPT & PROC	20140117	Z	A
0131KZ	CORRESPONDENCE PROCS	20140117	Z	A
0326Z2	SASO	20130809	Z	A
0336ZZ	SCOUT AND PATROL	20130809	Z	A
0327ZZ	SERE	20130809	Z	A
0354BZ	DESERT OPS	20130611	Z	A
0366BZ	MIL OPS ON URBAN TER	20130611	Z	A
0370BZ	MAR RFLMN CBT SKILLS	20130611	Z	A
0120ZZ	BASIC GRAMMAR	20130603	Z	A
0614ZZ	DSE OP CRS	20130410	Z	A
0090AZ	PISTOL MARKSMANSHIP	20130410	Z	A
0018ZZ	PRIN INSTR FOR NCO	20130410	Z	A
8012BZ	LEADERSHIP	20121102	Z	A
8017BZ	WEAPONS	20121128	Z	A
8015BZ	WARFIGHTING TACTICS	20121106	Z	A
8014BZ	WARFIGHTING	20121106	Z	A
8010ZZ	SGTS PROGRAM	20121128	Z	A
8011BZ	BASIC GRAMMAR	20121031	Z	A
8016BZ	WARFIGHTING TECH	20121105	Z	A
8013BZ	MILITARY STUDIES	20121106	Z	A
0112DZ	COUNSELING MARINES	20121024	Z	A

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

*** MCI COURSES CONTINUED ***

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
2538AZ	SINGARS	20120712	Z	A
2820ZZ	ELEC MATH	20120722	Z	A
286GZZ	FUNDS DIGITAL LOGIC	20120722	Z	A
2526BZ	INTRO ELECTRONIC WRF	20120720	Z	A
2540ZZ	MC COMM CENTER	20120720	Z	A
2525BZ	COMM SECURITY	20120720	Z	A
0632ZZ	HF/UHF FLD RAD EQUIP	20120713	Z	A
0410CZ	MIMMS	20120712	Z	A
2515H2	ANTENNA CONST & PROP	20111229	Z	A
287AZZ	INT TO TEST EQ	20111229	Z	A
0119H2	PUNCTUATION	20111227	Z	A
1334H2	MATH FOR MARINES	20111229	Z	A
0118KZ	SPELLING	20111228	Z	A
3420FZ	PERSONAL FINANCE	20111227	Z	A
0210CZ	TERR AWARE	20111222	Z	A

OFF DUTY EDUCATION

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
20130722	HIST-1301	CTC	003	A
20130718	SPCH-1315	CTC	003	A
20130506	HIST-1302	CTC	003	A
20130307	ITSC-1409	CTC	004	A

EDUCATION BONUS POINTS CURRENT GRADE: 000

ACADEMIC TESTS

DATE	COURSE TITLE	COURSE LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

LOCAL SCHOOLS

DATE	SCHOOL DESCRIPTION	SCHOOL LOCATION
20120914	SECURITY PLUS	CAMP PENDLETON
20120724	ANGER MGMT COURSE	CAMP PENDLETON

MARINET COURSES

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
CLRCULT01A	RCLE CULTURE 101	20160504	Y	Z	A
EPME5000AA	SERGEANTS COURSE DEP	20151016	Y	Z	A
UT03A00000	UTM PLATOON LEVEL	20151013	Y	Z	A
EPME4000AA	CORPORALS COURSE	20121121	Y	Z	A
35IMWOHV00	INVOC HMMWV CURRICUL	20120515	Y	Z	A

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: JENSON, CHAD E
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

*** MARINET COURSES CONTINUED ***

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
3505A00000	INVOC HMMWV OPERFORM	20120323	Y	Z	A
3507A00000	INVOC HMMWV TECH PUB	20120322	Y	Z	A
3504A00000	INVOC HMMWV USUAL CD	20120322	Y	Z	A
3506A00000	INVOC HMMWV UNUSUAL	20120320	Y	Z	A
3508A00000	INVOC HMMWV OPRMAINT	20120319	Y	Z	A
3503A00000	INVOC HMMWV PMCS	20120319	Y	Z	A
3509A00000	INVOC HMMWV STRP MAP	20120224	Y	Z	A
EPME3000AA	LEADING MARINES DIST	20111214	Y	Z	A
CYBERM0000	USMC CYBER AWARENESS	20111205	Y	Z	A

MCTES BASIC INDIVIDUAL RECORD

09/26/2017

EDIPI: (b) (6) NAME: LEACH, TALON R
RUC: 000000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACEPT: 20130725 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20100105 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20090501 DATE OF BASIC ELIG: 20141009MDP EXT MO: 00
LENGTH CURR ENL: 5 YRS PEF: UJ CERN
LENGTH CURR ENL: 06 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: BBCA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20100518 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20130901 ACDU RUC: 000000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 000000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 000000 MCC:
WORK STATION: 1MR
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000
PEN: 1120036M FAPRUC: 000000 RESERVE MCC:
DCTB: 20140107 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20150501 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: SH RCLF REGION ASSIGN DATE: 20130909
RCLF REGION DESCRIPTION: SAHEL
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
COMBAT SERV CODE: ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20050122
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 0372 ADMOS1: 0933 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: 5711 ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: 8023 ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 00000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC

RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20100105 HIV-TESTED: 000000

GOOD CONDUCT MEDAL DATE: 20160105 SMC MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 000

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20150504

PERSONAL EMAIL:

PERSONAL EMAIL DATE:

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS;
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20160719 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20160719

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 284 DATE DEPN LOC BEGAN: 20140109
CUSTODY STATUS CODE:
SERVICE SPOUSE CODE: NONE FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
SP	F	(b) (6)	(b) (6)	(b) (6)	(b) (6)	(b) (6)	371412023

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE:
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600041

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20100105
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN
STR CAT ED: 20161113
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE: DATE: DEPN ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: DATE: AUDITOR: UD NUM:

MCTFS BASIC TRAINING RECORD

09/26/2017

EDIPI: (b) (6) NAME: LEACH, TALON R
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

UNIT TRAINING

BST/BST DATE: 201101 GAS MASK SIZE: C MEDIUM
PERFORMED: 143 GAS MASK TYPE: N M40A1
ATTEMPTED: 156 HELMET SIZE: C MEDIUM
SCORE: 46 JOINT QUAL LEVEL: 0
JOINT QUAL APPR DT: 00000000
JOINT PME LEVEL: 0
JOINT EXPERIENCE PT: 000.0
WATER SURVIVAL CODE: C WATER SURVIVAL BASIC
WATER SURV REQAL DATE: 201707
WEIGHT CONTROL STATUS: HEIGHT: 69
WEIGHT CONTROL DATE: 000000000 WEIGHT: 185
MIL APPEARANCE STATUS: BODY FAT: 00 %
MIL APPEARANCE DATE: 000000000 HT/WT/BF/EFF/DATE: 20170413
WT CNTL QY: 00 MILAP QY: 00 WITHIN HT/WT STANDARDS FLAG: Y

UNIT TRAINING

INCUR OBLIG SERV DATE: 00000000
INCUR OBLIG SERV CODE: INTELLIGENCE TRAINING HOURS: 00

SERVICE TRAINING

CODE	TRAINING DESCRIPTION	DATE
BT	BRS ELECTION TRAINING (LECTURE METHOD)	20170622
AR	ANNUAL SEXUAL HARASSMENT TRAINING	20170110
BS	BRS NOTIFICATION TRAINING	20170224
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20170104
AS	ANNUAL HAZING PREVENTION TRAINING	20170104
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170104
AO	ANNUAL OPSEC TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20151214
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20151211
AG	GAS CHAMBER	20251123
SB	TAKE A STAND (SEXUAL ASSAULT NCO CRS)	20151117
PI	PERSONAL IDENTIFIABLE INFORMATION	20151014
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20151014
TP	COMBATING TRAFFICKING IN PERSONS	20150925
EB	MARINE CORPS AMPHIBIOUS EGRESS TRAINING (QUAL)	20150507
AJ	SECURITY LECTURE	20141124
AU	SUICIDE AWARENESS TRAINING (SF)	20141124
A7	BREATHLYZER SCREENING	20130724
PS	NCO II SUICIDE PREVENTION COURSE	20130514
MA	MARSOC ASSESSMENT AND SELECTION SELECTED	20130227
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20130103
AK	RISK MANAGEMENT	20130103
ER	QOR/SRB SCAN TO E-RECORD COMPLETED	20121219
BG	NUTRITION TRAINING (SF)	20121203
SV	SAPR ALL HANDS TRAINING PARTIAL (MARINE NET)	20121031
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20121031
BR	DEVELOPING ETHICAL LEADERS	20120720
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20111007
D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20110322
AF	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20110106
AL	BASIC ANNUAL LEADERSHIP TRAINING	20100402
RS	RUNNING SUIT ISSUE	20100312

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
KLD	MULTI-MISSION PARACHUTE	PA 2016	YLD	MARSOC ADVANCED SNIPER (MA	PA 2016
YJF	NPC FOR STATIC LINE	PA 2015	R5A	BASIC LANGUAGE COURSE - MO	PA 2015
KZ4	INDIVIDUAL TRAINING - MSOS	PA 2014	M47	SERE FULL SPECTRUM LEVEL C	PA 2014
T4M	SERGEANTS	PA 2013	T3W	SERGEANTS COURSE DEP	PA 2013
811	TECHNICAL ESCORT	PA 2012	578	NUCLEAR WEAPONS EMERGENCY	PA 2012
M85	COMBAT MARKSMANSHIP COACH	PA 2011	T8J	LEADING MARINES DEP	PA 2011
T3B	CBRN SPECIALIST BASIC	PA 2010	35X	BASIC MOTOR VEHICLE OPERAT	A 2010
M92	MARINE COMBAT TRAINING	PA 2010	808	RECRUIT TRAINING, MALE	PA 2010

TEST SCORES

CLAS/ASGN TEST-TYPE: ASVAB 06E DATE: 20090427 GT/GCT: 115

SCORES: GT -115 MM -111 CL -111 EL -107

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 AFQT FORM #: 06E AFQT - 69
ELEC/DP TEST- SCORE: 000 DATE: 00000000
DLAB - SCORE: 099 DATE: 20130624

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST	TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST	DATE	DATE	SKILL	LEVEL

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- MARTIAL ARTS TRAINING -----

CODE	COMPL DATE	INSTR	EXPIRE DATE	DESC	REASON	REVOKE
					REVOKED	EFF DATE
MMH	20150703	00000000		BLACK BELT 1ST DEGREE	0	00000000
MMF	20150605	00000000		BROWN BELT	0	00000000
MMD	20120831	00000000		GREEN BELT	0	00000000
MMC	20110511	00000000		GRAY BELT	0	00000000
MMB	20100310	00000000		TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
290		20170413	1	1	23		115	19:31	
294		20160101	1	9	00		000	00:00	

----- COMBAT FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	MOVEMENT	AMMO	MANEUVER
					TO CONTACT	LIFT	UNDER FIRE
300		20161223	2	1	02:26	120	02:01
300		20151202	2	1	02:33	100	01:42

----- MARKSMANSHIP -----

SERVICE RIFLE
CURRENT QUAL DATE: 20170526 SCORE: 334 CLASS CD: E
COURSE OF FIRE: ART
SCORES TABLE 1/1A: 236 TABLE 2: 098
EXPERT QUALIFICATIONS: 05
EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
DISTINGUISHED DATE: 000000

SERVICE PISTOL
CURRENT QUAL DATE: 201702 SCORE: 378 CLASS CD: E
COURSE OF FIRE: CPP
EXPERT QUALIFICATIONS: 01
EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
DISTINGUISHED DATE: 000000

**** MCTFS RECORD OF SERVICE ****

09/26/2017

EDIPI: (b) (6) NAME: LEACH, TALON R
 RUC: 00000 COMPANY CODE: M PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: 1 TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20130901 AFABD: 00000000 MCC: PEBD: 20100105
 PROFICIENCY/CONDUCT

OCC PRO CON EFF DATE OCC PRO CON EFF DATE
 *** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

	PRO	CON
AVERAGE MARKS IN GRADE:	0.0	0.0
AVERAGE MARKS IN SERVICE:	4.5	4.4
AVERAGE MARKS IN ENLISTMENT:	4.8	4.8

SPECIAL DUTY BONUS POINTS: 0 SPECIAL DUTY BONUS DATE: 00000000
 COMMAND RECR BONUS POINTS: 0
 REENLISTMENT BONUS POINTS: 0

COMPOSITE SCORE

COMP DATE SCORE COMP DATE SCORE
 *** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: LEACH, TALON R
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS

(b) (6)
 (b) (6) (b) (6) (b) (6)

CHILD NAME/DOB/ADDRESS
 NONE

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS
 NONE

PARENTS NAME/RELATION/ADDRESS

(b) (6) (b) (6)
 (b) (6)

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS
 NOT NOTIFY 1 NOT GIVEN
 NOT NOTIFY 2 NOT GIVEN

MIA NOTIFY NAME/RELATIONSHIP
SEE NOK INFORMATION

MIA ADDRESS/DIRECTIONS
SEE NOK INFORMATION

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT

01 (b) (6)

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS

1(b) (6) SP 100% SAME AS ABOVE

PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 1 OF 2

*** MCIFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: LEACH, TALON R
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

INSURANCE COMPANIES NR/NAME/POLICY NUMBER
NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP
(b) (6) FO

PRIMARY NEXT OF KIN DIRECTIONS
NONE

DATE OF CERTIFICATION 20160719

SGLI MEMBER ELECTION
SGLI MEMBER BENEFICIARY
SGLI MEMBER PAY DESIGNATION
SGLI MEMBER VA CERTIFY DATE
SGLI SPOUSE ELECTION

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 2 OF 2

EDIPI: (b) (6) NAME: LEACH, TALON R
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20130901 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
 EDUCATION LEVEL: 12 12TH GRADE EDUCATION CERTIFICATE: L HS DIPL
 PME COMPLETE FLAG: RCLF COMPLETE FLAG: N
 PME COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE: SH
 RCLF REGION ASSIGN DATE: 20130909
 RCLF REGION DESCRIPTION: SAHEL

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
KLD	MULTI-MISSION PARACHUTE	PA 2016	YLD	MARSOF ADVANCED SNIPER (MA	PA 2016
YJP	NPC FOR STATIC LINE	PA 2015	RSA	BASIC LANGUAGE COURSE - MO	PA 2015
K24	INDIVIDUAL TRAINING - MSOS	PA 2014	M47	SERE FULL SPECTRUM LEVEL C	PA 2014
T4M	SERGEANTS	PA 2013	TJW	SERGEANTS COURSE DEP	PA 2013
811	TECHNICAL ESCORT	PA 2012	578	NUCLEAR WEAPONS EMERGENCY	PA 2012
M85	COMBAT MARKSMANSHIP COACH	PA 2011	T8J	LEADING MARINES DEP	PA 2011
T3B	CBRN SPECIALIST BASIC	PA 2010	35X	BASIC MOTOR VEHICLE OPERAT	A 2010
M92	MARINE COMBAT TRAINING	PA 2010	808	RECRUIT TRAINING, MALE	PA 2010

MCI COURSES

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
8010ZZ	SGTS PROGRAM	20130613	Z	A
8011BZ	BASIC GRAMMAR	20130613	Z	A
8013BZ	MILITARY STUDIES	20130613	Z	A
8014BZ	WARFIGHTING	20130613	Z	A
8015BZ	WARFIGHTING TACTICS	20130613	Z	A
8016BZ	WARFIGHTING TECH	20130613	Z	A
8017BZ	WEAPONS	20130613	Z	A
8012BZ	LEADERSHIP	20120814	Z	A
2526BZ	INTRO ELECTRONIC WRF	20110913	Z	A
571AZZ	NBC-IND SURV MEAS	20110819	Z	A
0210CZ	TERR AWARE	20110817	Z	A
5714AZ	NBCD RECON AND AVOID	20110817	Z	A
0370BZ	MAR REFIN CBT SKILLS	20110818	Z	A
0118KZ	SPELLING	20110720	Z	A
0112CZ	COUNSELING FOR MARINES	20110728	Z	A
0037ZZ	LEADING MARINES	20110719	Z	A

OFF DUTY EDUCATION

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

EDUCATION BONUS POINTS CURRENT GRADE: 000

EDIPI: (b) (6) NAME: LEACH, TALON R
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

ACADEMIC TESTS

DATE	COURSE TITLE	COURSE LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

LOCAL SCHOOLS

DATE	SCHOOL DESCRIPTION	SCHOOL LOCATION
20101103	M-GATOR OPERATOR LICENSE	CBIRF STUMPNECK MD
20101103	CBIRF BASIC OPERATIONS COURSE (CBOC)	CBIRF STUMPNECK MD

MARINET COURSES

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
M00PFM0000	PERS FIN MGT (WEB)	20100525	Y	Z	A

MCTFS BASIC INDIVIDUAL RECORD

09/26/2017

BDIPI: (b) (6) NAME: SCHMIEMAN, DIETRICH A
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20140423 DOD TRNGRP: TRAINING GRP:
AFADR: 00000000 PEED: 20100920 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20100701 DATE OF BASIC ELIG: 20141009MDF EXT MO: 00
LENGTH CURR ENL: 5 YRS PEF: CC SUPPLY, ACCOUNTING A
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MER SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: BSCA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20110215 POST 911 GIBILL TR EDU BENK CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20140101 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MCB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 1MR
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000
PEN: 1120036M FAPRUC: 00000 RESERVE MCC:
DCTB: 20140820 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20151024 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: AG RCLF REGION ASSIGN DATE: 20160516
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA
GEO LOC CODE: RCLF COMPLETE FLAG: Y
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20051201
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 0372 ADMOS1: 8023 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: 3043 ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 00000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 14 COLLEGE-2
SEX: M CERT: D ASSOC DEG MAJOR: AA R.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20100920 RIV-TESTED: 000000

GOOD CONDUCT MEDAL DATE: 20160920 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER:
WORK DSN PHONE NUMBER PREFIX: 000

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:
PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20151029
PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20110531
SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20151022 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20151022

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 000 DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE:
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 20140821

REL SEX
CD CD DOB DEPN NAME GAIN DATE LOCATION
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE:
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600054

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20100920
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN
STR CAT ED: 20161026
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING
HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE: DATE: DEPN ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: DATE: AUDITOR: UD NUM:

MCTFS BASIC TRAINING RECORD

09/26/2017

EDIP1: (b) (6) NAME: SCHMIEMAN, DIETRICH A
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

UNIT TRAINING

BST/BST DATE: 201012 GAS MASK SIZE: C MEDIUM
 PERFORMED: 050 GAS MASK TYPE: N M40A1
 ATTEMPTED: 050 HELMET SIZE: C MEDIUM
 SCORE: 50 JOINT QUAL LEVEL: 0
 JOINT QUAL APPR DT: 00000000
 JOINT PME LEVEL: 0
 JOINT EXPERIENCE PT: 000.0

WATER SURVIVAL CODE: D WATER SURVIVAL ADVANCED
 WATER SURV REQUL DATE: 201901

WEIGHT CONTROL STATUS: HEIGHT: 74
 WEIGHT CONTROL DATE: 00000000 WEIGHT: 190
 MIL APPEARANCE STATUS: BODY FAT: 00 %
 MIL APPEARANCE DATE: 00000000 HT/WT/BF/EFF/DATE: 20170619
 WT CNTL QY: 00 MILAP QY: 00 WITHIN HT/WT STANDARDS FLAG: Y

UNIT TRAINING

INCUR OBLIG SERV DATE: 00000000
 INCUR OBLIG SERV CODE: INTELLIGENCE TRAINING HOURS: 00

SERVICE TRAINING

CODE	TRAINING DESCRIPTION	DATE
BT	BRS ELECTION TRAINING (LECTURE METHOD)	20170622
AR	ANNUAL SEXUAL HARASSMENT TRAINING	20170110
BS	BRS NOTIFICATION TRAINING	20170224
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20170104
AS	ANNUAL HAZING PREVENTION TRAINING	20170104
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170104
AO	ANNUAL OPSEC TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AK	RISK MANAGEMENT	20170104
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20161006
PI	PERSONAL IDENTIFIABLE INFORMATION	20161005
TP	COMBATING TRAFFICKING IN PERSONS	20160812
VR	VIOLENCE PREVENTION RECOGNITION COURSE	20160428
VA	VIOLENCE PREVENTION AWARENESS COURSE	20160428
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20160428
A4	ATV RIDERS COURSE	20151116
ME	MARSOC CSO-A CERTIFIED	20151023
AP	SERE LEVEL A TRAINING	20151015
B9	UMAPIT	20150630
BK	HYPERTENSION EDUCATION AND CONTROL TRAINING (SF)	20140313
BE	PHYSICAL FITNESS TRAINING (SF)	20140312
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20140312
AF	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20140312
MA	MARSOC ASSESSMENT AND SELECTION SELECTED	20140228
BF	INJURY PREVENTION TRAINING (SF)	20130617
AG	GAS CHAMBER	20131127
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20131126
PS	NCO II SUICIDE PREVENTION COURSE	20131114
O3	OSCAR TRAINER	20121128
O1	OSCAR TEAM MEMBER	20121128
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20121030
SB	TAKE A STAND (SEXUAL ASSAULT NCO CRS)	20121025
BR	DEVELOPING ETHICAL LEADERS	20120821
D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20120819
BG	NUTRITION TRAINING (SF)	20120815
PX	NCO REFRESHER SUICIDE PREVENTION COURSE	20120802
UV	UNIFORMED VICTIMS ADVOCATE	20120213
FV	OFFICER SUICIDE PREVENTION COURSE	20120213
FU	SNCO SUICIDE PREVENTION COURSE	20120213
AJ	SECURITY LECTURE	20120213
ER	QOR/SKB SCAN TO E-RECORD COMPLETED	20120210
PW	JUNIOR MARINE SUICIDE PREVENTION COURSE	20111115
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20110830
AH	DRUG LECTURE	20110811
AU	SUICIDE AWARENESS TRAINING (SF)	20101216
AL	BASIC ANNUAL LEADERSHIP TRAINING	20101216

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
KLB	JOINT FIRES OBSERVER (JFOC)	PA 2016	CHR	MARSOC NETWORK OPERATOR (M	PA 2016
T4M	SERGEANTS	PA 2016	KLD	MULTI-MISSION PARACHUTE	PA 2016
M7N	MARSOC TECHNICAL SURVEILLA	PA 2016	R5A	BASIC LANGUAGE COURSE - MO	PA 2015
T3W	SERGEANTS COURSE DEP	PA 2015	M47	SERE FULL SPECTRUM LEVEL C	PA 2014
KZ4	INDIVIDUAL TRAINING - MSOS	PA 2015	L9Q	CORPORALS COURSE DEP	PA 2013
OCG	AIRBORNE	PA 2013	30G	ENLISTED SUPPLY INTERMEDIA	PA 2012
T3W	SERGEANTS COURSE DEP	PA 2012	T8J	LEADING MARINES DEP	PA 2012
30V	ENLISTED SUPPLY BASIC COUR	PA 2011	M92	MARINE COMBAT TRAINING	PA 2011

----- TEST SCORES -----

CLAS/ASGN TEST-TYPE: ASVAB 25F DATE: 20100524 GT/GCT: 132
 SCORES: GT -132 MM -131 CL -132 EL -138

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 AFQT FORM #: 25F AFQT - 97
 ELEC/DP TEST- SCORE: 000 DATE: 00000000
 DLAB - SCORE: 116 DATE: 20100809

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST	TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST	DATE	DATE	SKILL	LEVEL
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***								

----- MARTIAL ARTS TRAINING -----

CODE	COMPL DATE	INSTR	DESC	REASON	REVOKE
		EXPIRE DATE		REVOKED	EFF DATE
MMH	20151009	00000000	BLACK BELT 1ST DEGREE	0	00000000
MMF	20150718	00000000	BROWN BELT	0	00000000
MMD	20110603	00000000	GREEN BELT	0	00000000
MMB	20101123	00000000	TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
	DATE							
281	20170619	1	1	23		122	21:05	
282	20160630	1	1	20		100	20:56	

----- COMBAT FITNESS TEST -----

SCORE	EFF	CODE	CLASS	MOVEMENT	AMMO	MANEUVER
	DATE			TO CONTACT	LIFT	UNDER FIRE
300	20160711	2	1	02:28	100	02:05
300	20150918	2	1	02:39	100	01:54

----- MARKSMANSHIP -----

SERVICE RIFLE
 CURRENT QUAL DATE: 20161202 SCORE: 326 CLASS CD: E
 COURSE OF FIRE: ART
 SCORES TABLE 1/1A: 227 TABLE 2: 099
 EXPERT QUALIFICATIONS: 06
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

SERVICE PISTOL
 CURRENT QUAL DATE: 201705 SCORE: 374 CLASS CD: E
 COURSE OF FIRE: CPP
 EXPERT QUALIFICATIONS: 01
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

**** MCTFS RECORD OF SERVICE ****

09/26/2017

EDIPI: (b) (6) NAME: SCHMIDMAN, DIETRICH A
 RUC: 00000 COMPANY CODE: M PRES-GRADE: B5 RECSTAT: E COMP CODE:
 PLT CODE: 0001 TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20140101 AFABED: 00000000 MCC: FEBD: 20100920
 PROFICIENCY/CONDUCT

OCC PRO CON EFF DATE OCC PRO CON EFF DATE
 *** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

AVERAGE MARKS IN GRADE: PRO CON
 0.0 0.0
 AVERAGE MARKS IN SERVICE: 4.6 4.6
 AVERAGE MARKS IN ENLISTMENT: 0.0 0.0

SPECIAL DUTY BONUS POINTS: 0 SPECIAL DUTY BONUS DATE: 00000000
 COMMAND RECR BONUS POINTS: 0
 REENLISTMENT BONUS POINTS: 0

COMPOSITE SCORE

COMP DATE SCORE COMP DATE SCORE
 *** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: SCHMIDMAN, DIETRICH A
 RUC: 00000 COMPANY CODE: PRES-GRADE: B5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS
 NONE SINGLE

CHILD NAME/DOB/ADDRESS
 NONE

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS
 NONE

PARENTS NAME/RELATION/ADDRESS

(b) (6) (b) (6)

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS
 NOT NOTIFY 1 NOT GIVEN
 NOT NOTIFY 2 NOT GIVEN

MIA NOTIFY NAME/RELATIONSHIP
 SEE NOK INFORMATION

MIA ADDRESS/DIRECTIONS
 SEE NOK INFORMATION

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT
 01 (b) (6) (b) (6) (b) (6)

ADDR1
ADDR2
TELE

(b) (6)

(b)

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS

1 (b) (6) (b) (6) SAME AS ABOVE
PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP

NAME/RELATIONSHIP (b) (6) M0

ADDR1

ADDR2

TELE

M0

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 1 OF 2

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: SCHMIEMAN, DIETRICH A
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

INSURANCE COMPANIES NR/NAME/POLICY NUMBER
NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP
(b) (6) M0

PRIMARY NEXT OF KIN DIRECTIONS
NONE

DATE OF CERTIFICATION 20161024

SGLI MEMBER ELECTION
SGLI MEMBER BENEFICIARY
SGLI MEMBER PAY DESIGNATION
SGLI MEMBER VA CERTIFY DATE
SGLI SPOUSE ELECTION

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

PAGE 2 OF 2

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: SCHMIEMAN, DIETRICH A
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

DOR: 20140101 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
EDUCATION LEVEL: 14 COLLEGE-2 EDUCATION CERTIFICATE: D ASSOC DEG
PME COMPLETE FLAG: RCLF COMPLETE FLAG: Y

PNE COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE: AG
RCLF REGION ASSIGN DATE: 20160516
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA

****SERVICE SCHOOLS/SPECIAL SKILLS****

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
KLB	JOINT FIRES OBSERVER (JFOC	PA 2016	CHR	MARSOC NETWORK OPERATOR (M	PA 2016
T4M	SERGEANTS	PA 2016	KLD	MULTI-MISSION PARACHUTE	PA 2016
M7N	MARSOC TECHNICAL SURVEILLA	PA 2016	R5A	BASIC LANGUAGE COURSE - MO	PA 2015
T3W	SERGEANTS COURSE DEP	PA 2015	M47	SERE FULL SPECTRUM LEVEL C	PA 2014
KZ4	INDIVIDUAL TRAINING - MSOS	PA 2015	L9Q	CORPORALS COURSE DEP	PA 2013
OCG	AIRBORNE	PA 2013	30G	ENLISTED SUPPLY INTERMEDIA	PA 2012
T3W	SERGEANTS COURSE DEP	PA 2012	T8J	LEADING MARINES DEP	PA 2012
30V	ENLISTED SUPPLY BASIC COUR	PA 2011	M92	MARINE COMBAT TRAINING	PA 2011
808	RECRUIT TRAINING, MALE	PA 2010			

****MCI COURSES****

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
0335DZ	INFANTRY PATROLLING	20140622	Z	A
0336ZZ	SCOUT AND PATROL	20140622	Z	A
8011BZ	BASIC GRAMMAR	20120814	Z	A
8013BZ	MILITARY STUDIES	20120912	Z	A
8014BZ	WARFIGHTING	20120912	Z	A
8010ZZ	SGTS PROGRAM	20121001	Z	A
8012BZ	LEADERSHIP	20120814	Z	A
8017BZ	WEAPONS	20121001	Z	A
8016BZ	WARFIGHTING TECH	20120925	Z	A
8015BZ	WARFIGHTING TACTICS	20120930	Z	A
0119BZ	PUNCTUATION	20120223	Z	A
0118KZ	SPELLING	20120223	Z	A
0381DZ	LAND NAVIGATION	20120114	Z	A
1334BZ	MATH FOR MARINES	20120114	Z	A
0112CZ	CNSLING FOR MARINES	20111201	Z	A
0210CZ	TERR AWARE	20110829	Z	A
001AZZ	PRIN INSTR FOR NCO	20111004	Z	A

****OFF DUTY EDUCATION****

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

EDUCATION BONUS POINTS CURRENT GRADE: 000

***** MCTFS EDUCATION RECORD *****

09/26/2017

EDIPI: (b) (6) NAME: SCHMIDMAN, DIETRICH A
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

****ACADEMIC TESTS****

DATE	COURSE TITLE	COURSE LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

****LOCAL SCHOOLS****

DATE	SCHOOL DESCRIPTION	SCHOOL LOCATION
20130724	MC-7 TRANSITION COURSE	OKINAWA, JAPAN

****MARINET COURSES****

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
TACPO0CURI	TACTICAL AIR CONTROL	20161031	Y	Z	A
CLRE3AG00A	RCLF ARABIAN GULF EN	20161005	Y	Z	A
CLRCULT01A	RCLF CULTURE 101	20160504	Y	Z	A
35IMV0HV00	INVOC HMMWV CURRICUL	20151022	Y	Z	A
EPME5000AA	SERGEANTS COURSE DEP	20151020	Y	Z	A
UT03A00000	UTM PLATOON LEVEL	20151008	Y	Z	A
3532A00000	M1123 VADS DIAG PROC	20151008	Y	Z	A
EPME4000AA	CORPORALS COURSE	20131016	Y	Z	A
EPME3000AA	LEADING MARINES DIST	20120323	Y	Z	A
CYBERM0000	USMC CYBER AWARENESS	20110923	Y	Z	A

MCTPS BASIC INDIVIDUAL RECORD

09/26/2017

EDIPI: (b) (6) NAME: KUNDRAT, WILLIAM J
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20140516 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20020730 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20020315 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: UH INFANTRY
LENGTH CURR ENL: 03 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVERBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 5 YEAR OBL START: 00000000
SOURCE OF ENTRY: 48CA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E6 DOR: 20110101 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 1MS
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000

PEN: 1120036M FAPRUC: 00000 RESERVE MCC:
DCTB: 20080818 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20150509 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: U ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 20160604 OVERSEAS CONTROL DATE: 20160604
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PRA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 0372 ADMOS1: 8023 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 00000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 12 12TH GRADE
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 00000000 HIV-TESTED: 000000

GOOD CONDUCT MEDAL DATE: 20140730 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 000

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL DATE: 20130829
PERSONAL EMAIL:

PERSONAL EMAIL DATE:
SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20151130 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20151130

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 03
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 284 DATE DEPN LOC BEGAN: 20120130
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
		(b) (6)			(b) (6)	371332220
		(b) (6)				371332220
		(b) (6)				371332220

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE:
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600040

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20140207
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20160604
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RBT (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE DESC FROM TO
DATE DATE DATE

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING
HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE: DATE: DEP/ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: DATE: AUDITOR: UD NUM:

MCTFS BASIC TRAINING RECORD

09/26/2017

EDIPI: (b) (6) NAME: KUNDRAT, WILLIAM J
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- UNIT TRAINING -----

BST/EST DATE: 200804 GAS MASK SIZE: C MEDIUM
PERFORMED: 121 GAS MASK TYPE: S M53
ATTEMPTED: 156 HELMET SIZE: C MEDIUM
SCORE: 39 JOINT QUAL LEVEL: 0
JOINT QUAL APPR DT: 00000000
JOINT PME LEVEL: 0
JOINT EXPERIENCE PT: 000.0

WATER SURVIVAL CODE: D WATER SURVIVAL ADVANCED
WATER SURV REQUAL DATE: 201704

WEIGHT CONTROL STATUS: HEIGHT: 70
WEIGHT CONTROL DATE: 00000000 WEIGHT: 190
MIL APPEARANCE STATUS: BODY FAT: 00 %
MIL APPEARANCE DATE: 00000000 HT/WT/BF/BFF/DATE: 20170413
WT CNTL QY: 00 MILAP QY: 00 WITHIN HT/WT STANDARDS FLAG: Y

----- UNIT TRAINING -----

INCUR OBLIG SERV DATE: 00000000
INCUR OBLIG SERV CODE: INTELLIGENCE TRAINING HOURS: 00

----- SERVICE TRAINING -----

CODE	TRAINING DESCRIPTION	DATE
AR	ANNUAL SEXUAL HARASSMENT TRAINING	20170110
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20170104
AS	ANNUAL HAZING PREVENTION TRAINING	20170104
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170104
AO	ANNUAL OPSEC TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20170104
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20161004
PI	PERSONAL IDENTIFIABLE INFORMATION	20161003
TP	COMBATING TRAFFICKING IN PERSONS	20161003
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20151212
AG	GAS CHAMBER	20151016
AJ	SECURITY LECTURE	20141015
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20131212
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20131212
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20130620
AP	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20131016
PU	SNCO SUICIDE PREVENTION COURSE	20130802
ER	OQR/SRB SCAN TO E-RECORD COMPLETED	20120404

D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20110328
AK	RISK MANAGEMENT	20101214
AU	SUICIDE AWARENESS TRAINING (SF)	20101214
MF	MARSOC CSO-A CERTIFIED	20100429
AP	SERE LEVEL A TRAINING	20100109
AL	BASIC ANNUAL LEADERSHIP TRAINING	20081219
AH	DRUG LECTURE	20081219
BH	STRESS MANAGEMENT TRAINING (SF)	20080410
AM	ANNUAL LEADERSHIP TRAINING	20080711

----- SERVICE SCHOOLS/SPECIAL SKILLS -----

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
M7F	MARSOC CLOSE QUARTERS BATT	PA 2017	M7G	MARSOC MASTER BREACHER	PA 2017
KYC	FOREIGN WEAPONS INSTRUCTOR	PA 2016	MMM	HORSEMANSHIP AND ANIMAL	PA 2016
71M	STATIC LINE JUMPMASER (US	PA 2015	KLD	MULTI-MISSION PARACHUTE	PA 2014
MDA	MARSOC FAST ROPE MASTER (M	PA 2012	T6A	SNCO CAREER	PA 2012
T5F	SNCO CAREER COURSE DEP	PA 2012	XRG	BASIC INSTRUCTOR COURSE (B	PA 2011
OCG	AIRBORNE	PA 2007	T3W	SERGEANTS COURSE DEP	PA 2005
H3A	INFANTRY SQUAD LEADER	PA 2004	H6A	ADVANCED MACHINEGUN	PA 2004
Q33	INFANTRY MACHINEGUNNER	PA 2003	808	RECRUIT TRAINING, MALE	PA 2002

----- TEST SCORES -----

CLAS/ASGN TEST-TYPE: ASVAB 19G DATE: 20001113 GT/GCT: 103
 SCORES: GT -103 MM -097 CL -000 EL -107

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 APQT FORM #: 19G APQT - 58
 ELEC/DP TEST- SCORE: 000 DATE: 00000000
 DLAB - SCORE: 000 DATE: 00000000

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST	TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST	DATE	DATE	SKILL	LEVEL

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- MARTIAL ARTS TRAINING -----

CODE	COMPL DATE	EXPIRE DATE	DESC	REASON	REVOKE
				REVOKED	EFF DATE
MMH	20161031	00000000	BLACK BELT 1ST DEGREE	0	00000000
MMF	20071217	00000000	BROWN BELT	0	00000000
MMD	20040709	00000000	GREEN BELT	0	00000000
MMC	20040220	00000000	GRAY BELT	0	00000000
MMB	20021007	00000000	TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF DATE	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
285	20170413	1	1	23		115	20:34	
269	20160101	1	9	00		000	00:00	

----- COMBAT FITNESS TEST -----

SCORE	EFF DATE	CODE	CLASS	MOVEMENT	AMMO	MANEUVER
				TO CONTACT	LIFT	UNDER FIRE
283	20161223	2	1	03:14	120	02:49
300	20151202	2	1	02:40	100	02:20

----- MARKSMANSHIP -----

SERVICE RIFLE
 CURRENT QUAL DATE: 20161202 SCORE: 338 CLASS CD: E
 COURSE OF FIRE: ART
 SCORES TABLE 1/1A: 240 TABLE 2: 098
 EXPERT QUALIFICATIONS: 10
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

SERVICE PISTOL
 CURRENT QUAL DATE: 201702 SCORE: 386 CLASS CD: E
 COURSE OF FIRE: CPP
 EXPERT QUALIFICATIONS: 09
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

**** MCTFS RECORD OF SERVICE **** 09/26/2017

EDIPI: (b) (6) NAME: KUNDRAT, WILLIAM J
 RUC: 00000 COMPANY CODE: M PRES-GRADE: E6 RECSTAT: E COMP CODE:
 PLT CODE: 1 TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20110101 AFABDD: 00000000 MCC: PEBD: 20020730
 PROFICIENCY/CONDUCT

OCC	PRO	CON	EFF DATE	OCC	PRO	CON	EFF DATE
-----	-----	-----	----------	-----	-----	-----	----------

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

	PRO	CON
AVERAGE MARKS IN GRADE:	0.0	0.0
AVERAGE MARKS IN SERVICE:	4.5	4.4
AVERAGE MARKS IN ENLISTMENT:	0.0	0.0

SPECIAL DUTY BONUS POINTS: 0 SPECIAL DUTY BONUS DATE: 00000000
 COMMAND RECR BONUS POINTS: 0
 REENLISTMENT BONUS POINTS: 0

----- **COMPOSITE SCORE** -----

COMP DATE	SCORE	COMP DATE	SCORE
-----------	-------	-----------	-------

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

*** NCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: KUNDRAT, WILLIAM J
 RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRE: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS

(b) (6) [REDACTED] [REDACTED]
 [REDACTED] [REDACTED]

CHILD NAME/DOB/ADDRESS

(b) (6) [REDACTED] [REDACTED]
 [REDACTED] [REDACTED]

CHILD NAME/DOB/ADDRESS

(b) (6) [REDACTED] [REDACTED]
 [REDACTED] [REDACTED]

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS
 NONE

PARENTS NAME/RELATION/ADDRESS

[REDACTED] [REDACTED] (b) (6) [REDACTED]
 [REDACTED] [REDACTED]

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS

1 NONE
 NONE

MIA NOTIFY NAME/RELATIONSHIP

(b) (6) [REDACTED] SP
 TELEPHONE1 (b) (6)
 TELEPHONE2 (b) (6)

MIA ADDRESS/DIRECTIONS
 A

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT

(b) (6) [REDACTED] [REDACTED] SP
 [REDACTED] [REDACTED]

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIFI: (b) (6) NAME: KUNDRAT, WILLIAM J
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS

1 (b) (6) (b) (6) (b) (6)

PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP

NAME/RELATIONSHIP (b) (6)

INSURANCE COMPANIES NR/NAME/POLICY NUMBER

NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP

(b) (6) (b) (6)

PRIMARY NEXT OF KIN DIRECTIONS

NONE

DATE OF CERTIFICATION 20161219

SGLI MEMBER ELECTION
SGLI MEMBER BENEFICIARY
SGLI MEMBER PAY DESIGNATION
SGLI MEMBER VA CERTIFY DATE
SGLI SPOUSE ELECTION

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

3E 2 2

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIFI: (b) (6) NAME: KUNDRAT, WILLIAM J
RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

DOR: 20110101 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
EDUCATION LEVEL: 12 12TH GRADE EDUCATION CERTIFICATE: L HS DIPL
PME COMPLETE FLAG: RCLF COMPLETE FLAG:
PME COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE:
RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
M7F	MARSOF CLOSE QUARTERS BATT	PA 2017	M7G	MARSOF MASTER BREACHER	PA 2017
KYC	FOREIGN WEAPONS INSTRUCTOR	PA 2016	MMH	HORSEMANSHIP AND ANIMAL	PA 2016
71M	STATIC LINE JUMPMASER (US	PA 2015	KLD	MULTI-MISSION PARACHUTE	PA 2014
MDA	MARSOF FAST ROPE MASTER (M	PA 2012	T8A	SNCO CAREER	PA 2012
T5P	SNCO CAREER COURSE DEP	PA 2012	AKG	BASIC INSTRUCTOR COURSE (B	PA 2011
OCG	AIRBORNE	PA 2007	T3W	SERGEANTS COURSE DEP	PA 2005
H3A	INFANTRY SQUAD LEADER	PA 2004	H6A	ADVANCED MACHINEGUN	PA 2004
033	INFANTRY MACHINEGUNNER	PA 2003	808	RECRUIT TRAINING, MALE	PA 2002

MCI COURSES

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
8100ZZ	SNOCODEP	20121018	Z	A
8101AZ	LDRSHPAADMIN	20121018	Z	A
8102AZ	MILITARY STUDIES	20121018	Z	A
8103AZ	WRFTG TECH	20121018	Z	A
8105AZ	SNOCODEPLC	20121017	Z	A
8104AZ	SNOCODEPTDM	20121018	Z	A
8012AZ	LEADERSHIP	20050906	Z	A

8011AZ	BASIC GRAMMER	20050907	Z	A
8013AZ	MILITARY STUDIES	20050907	Z	A
8015AZ	WARFIGHTING TACTICS	20050909	Z	A
8017AZ	WEAPONS	20050907	Z	A
8016AZ	WARFIGHTING TECH	20050906	Z	A
8014AZ	WARFIGHTING	20050906	Z	A
0010ZZ	SGTS PROGRAM	20050909	Z	A
0382ZZ	INF SQD LDR WEAPONS	20050128	Z	A
0381CZ	LAND NAVIGATION	20050128	Z	A
0332GZ	RECON MARINE	20050128	Z	A
0201ZZ	INTEL BRIEF: SW ASIA	20040115	Z	A
0324GZ	OPS AGST GUERR UNITS	20040217	Z	A
0365ZZ	ANTIARMOR OPERATIONS	20040217	Z	A
0321AZ	M240G	20040115	Z	A
0368ZZ	HVY MACHINEGUN CRWMN	20031203	Z	A
0033ZZ	FUNDS OF MC LDRSHP	20030818	Z	A
3420EZ	PERSONAL FINANCE	20030904	Z	A

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: KUNDRAT, WILLIAM J
 RUC: 00000 COMPANY CODE: PRES-GRADE: E6 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

OFF DUTY EDUCATION

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

EDUCATION BONUS POINTS CURRENT GRADE: 000

ACADEMIC TESTS

DATE	COURSE TITLE	COURSE LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

LOCAL SCHOOLS

DATE	SCHOOL DESCRIPTION	SCHOOL LOCATION
20150612	CAST MASTER	ALL LOCATIONS
20150122	STATICLINE JUMPMASTER COURSE	PORT BRAGG, NC
20091105	MARSOC SR-1 COURSE	CAMP LEJEUNE, NC
20080627	TWO DAY TACTICAL CONVOY OPS CRS	CAMP LEJEUNE, NC
20090305	MARSOC BREACHERS COURSE	CAMP LEJEUNE, NC
20090424	ROEMOTE MEDICAL INTL WILDERNESS EMT CRS	LEVAVENWORTH, WA
20090507	EMERGENCY MEDICAL TECHNICIAN	COASTAL CAROLINA
20090109	MSOAG APPLIED DEMOLITIONS CRS	CAMP LEJEUNE, NC
20090306	MARSOC BREACHERS COURSE	CAMP LEJEUNE, NC
20080715	INFORMATION ASSURANCE (IA) AWARENESS	MARINE NET
20061215	MARSOC ADVISOR COURSE	CAMP LEJEUNE, NC
20071116	MARSOC SERE	MARSOC
20071214	ANTI TERRORISM FORCE PROTECTION I	MARINE NET
20070510	RANGE SAFETY COURSE	MARINE NET
20070403	SHARAN AFRICA ORIENTATION COURSE	JSOU

MARINET COURSES

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
CYBERM0000	USMC CYBER AWARENESS	20120119	Y	Z	A
UT01A00000	SYS APPROACH TO TRNG	20110121	Y	Z	A
3508A00000	INVOC HMMWV OPRMAINT	20091116	Y	Z	A
3506A00000	INVOC HMMWV UNUSUAL	20091116	Y	Z	A
3505A00000	INVOC HMMWV OPPERFORM	20091116	Y	Z	A
3504A00000	INVOC HMMWV USUAL CD	20091116	Y	Z	A
3503A00000	INVOC HMMWV PMCS	20091116	Y	Z	A
3532A00000	M1123 VADS DIAG PROC	20090310	Y	Z	A
3509A00000	INVOC HMMWV STRP MAP	20090310	Y	Z	A
3507A00000	INVOC HMMWV TECH PUB	20090310	Y	Z	A
M00MRK0000	THE MAR MARKSMAN(WEB	20080319	Y	Z	A

MCTFS BASIC INDIVIDUAL RECORD

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
RUC: 000000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
FOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20141205 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20090831 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20090601 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 5 YRS PEF:
LENGTH CURR ENL: 09 MOS BONUS PEF: F9 6 YR INFANTRY BONUS
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: BECA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20140801 ACDU RUC: 000000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 000000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 000000 MCC:
WORK STATION: KAT
BILLET DESCRIPTION: ANNIVERSARY DATE: 00000000

FEN: 1120036M FAPRUC: 00000 RESERVE MCC:
DCTB: 20160423 FORMER RUC: 20903 FUTURE RUC:
DATE JOINED PRES UNIT: 20160423 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: CF RCLF REGION ASSIGN DATE: 20140910
RCLF REGION DESCRIPTION: CENTRAL AFRICA
GEO LOC CODE: RCLF COMPLETE FLAG: Y
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 20120724 OVERSEAS CONTROL DATE: 20120727
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 20141202
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

FMOS: 0372 ADMOS1: 0931 ADMOS6: ADMOS11:
BMOS: 0372 ADMOS2: 0331 ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: 8023 ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 00000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 12 12TH GRADE
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: E EUROPEAN/ANGLO
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20110628 HIV-TESTED: 201407

GOOD CONDUCT MEDAL DATE: 20150831 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: 9(b) (6)
WORK DSN PHONE NUMBER PREFIX: 000

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:
PHYSICAL ADDRESS:

WORK EMAIL: (b) (6) 000000000

WORK EMAIL DATE: 20160202
PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20130221
SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20150108 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20160422

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 03
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 264 DATE DEPN LOC BEGAN: 20141230
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 20140110
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
SP			(b) (6)		(b) (6)	371334247
LS			(b) (6)			371334247
LD			(b) (6)			371334247

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE:
FAP BILLET IDENT CODE:
FORMER BILLET IDENT CODE: M2093600042

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20090831
STR CAT: 4/TAD > 30 DAYS NOT AS A STUDENT

----- RETIREMENT INFORMATION -----

----- CG/CO/DIC INFORMATION -----

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

09/26/2017

UNIT TRAINING

UNIT TRAINING

----- SERVICE TRAINING -----

CODE	TRAINING DESCRIPTION	DATE
BT	BRS ELECTION TRAINING (LECTURE METHOD)	20170622
AR	ANNUAL SEXUAL HARASSMENT TRAINING	20170110
BS	BRS NOTIFICATION TRAINING	20170224
BD	TOBACCO PREVENTION AND CESSATION (SF)	20170123
VB	VIOLENCE PREVENTION RECOGNITION COURSE	20170117
VA	VIOLENCE PREVENTION AWARENESS COURSE	20170117
AB	ANTI-TERRORIST ANNUAL TRAINING DATE	20170117
AO	ANNUAL OPSEC TRAINING	20170117
AQ	ANNUAL MILITARY EO TRAINING (MEO)	20170104
AS	ANNUAL HAZING PREVENTION TRAINING	20170104
DA	MC RECORDS MANAGEMENT COURSE	20170104
AK	RISK MANAGEMENT	20170104
AN	INFORMATION ASSURANCE AWARENESS TRAINING	20161209
PI	PERSONAL IDENTIFIABLE INFORMATION	20161205
TP	COMBATING TRAFFICKING IN PERSONS	20161013
MF	MARSOC CSO-A CERTIFIED	20150913
B9	UMAPIT	20150630
MA	MARSOC ASSESSMENT AND SELECTION SELECTED	20140926
PS	NCO II SUICIDE PREVENTION COURSE	20140516

SB	TAKE A STAND (SEXUAL ASSAULT NCO CRS)	20140516
C1	CHILD ABUSE AND DOMESTIC VIOLENCE PREVENTION TRNG	20140210
C2	TRAUMATIC BRAIN INJURY PREVENTION AND AWARENESS	20140207
AV	ALCOHOL AND SUBSTANCE ABUSE PREVENTION AND CONTROL TRNG (SF)	20140113
SV	SAPR ALL HANDS TRAINING PARTIAL (MARINE NET)	20140115
BK	HYPERTENSION EDUCATION AND CONTROL TRAINING (SF)	20140113
BG	NUTRITION TRAINING (SF)	20140113
BF	INJURY PREVENTION TRAINING (SF)	20140113
BE	PHYSICAL FITNESS TRAINING (SF)	20140113
AF	SEXUAL HEALTH (STI/HIV) TRAINING (SF)	20140113
A7	BREATHLYZER SCREENING	20131009
ST	SEXUAL ASSAULT PREVENTION AND RESPONSE (ALL HANDS TRAINING)	20130612
SL	SPPO DISTANCE LEARNING COURSE	20130520
ET	ETHICS TRAINING	20121108
AT	SEXUAL ASSAULT PREVENTION AND RESPONSE ANNUAL TRAINING	20121015
AG	GAS CHAMBER	20121023
AP	SERE LEVEL A TRAINING	20111018
PW	JUNIOR MARINE SUICIDE PREVENTION COURSE	20110823
ER	OQR/SRB SCAN TO E-RECORD COMPLETED	20110825
AU	SUICIDE AWARENESS TRAINING (SF)	20110720
D3	DADT TIER 3 - SERVICE MEMBER TRAINING	20110404
A2	DRIVER AWARENESS (ALIVE AT 25, AAA-DIP, ETC)	20100517
AJ	SECURITY LECTURE	20091125
AL	BASIC ANNUAL LEADERSHIP TRAINING	20091125
AH	DRUG LECTURE	20091123
RS	RUNNING SUIT ISSUE	20091123

----- SERVICE SCHOOLS/SPECIAL SKILLS -----

CODE	SCHOOL/SPECIAL SKILLS	ST	DATE	CODE	SCHOOL/SPECIAL SKILLS	ST	DATE
M7F	MARSOF CLOSE QUARTERS BATT	PA	2016	81Z	SCOUT SNIPER	IA	2016
OCG	AIRBORNE	PA	2016	T4M	SERGEANTS	PA	2016
T3W	SERGEANTS COURSE DEP	PA	2016	R5A	BASIC LANGUAGE COURSE - MO	PA	2016
M47	SERE FULL SPECTRUM LEVEL C	PA	2015	KZ4	INDIVIDUAL TRAINING - MSOS	PA	2015
M81	COMBAT MARKSMANSHIP TRAINEE	PA	2013	L9Q	CORPORALS COURSE DEP	PA	2012
H6A	ADVANCED MACHINEGUN	PA	2011	T8J	LEADING MARINES DEP	PA	2010
033	INFANTRY MACHINEGUNNER	PA	2010	HDG	BASIC INFANTRY MARINE	PA	2010
808	RECRUIT TRAINING, MALE	PA	2009				

----- TEST SCORES -----

CLAS/ASGN TEST-TYPE: ASVAB 06E DATE: 20090511 GT/GCT: 122
 SCORES: GT -122 MM -112 CL -128 EL -121

ARMY RADIO CODE- SCORE: 000 DATE: 00000000 AFQT FORM #: 06E AFQT - 90
 ELEC/DP TEST- SCORE: 000 DATE: 00000000
 DLAB - SCORE: 110 DATE: 20141029

----- FOREIGN LANGUAGE PROFICIENCY -----

LANG	LANGUAGE	SOURCE	TEST	TYPE	TEST	EXP	TYPE	SKILL
CODE	DESCRIPTION	CODE	RANGE	TEST	DATE	DATE	SKILL	LEVEL
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***								

----- MARTIAL ARTS TRAINING -----

CODE	COMPL	DATE	EXPIRE	DATE	DESC	REASON	REVOKE
						REVOKED	EFF DATE
MMF	20120718	00000000			BROWN BELT	0	00000000
MMD	20120515	00000000			GREEN BELT	0	00000000
MMC	20120417	00000000			GRAY BELT	0	00000000
MMB	20091123	00000000			TAN BELT	0	00000000

----- INFORMATION ASSURANCE (IA) -----

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- PHYSICAL FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	PULL-UPS	PUSH-UPS	CRUNCHES	RUN	ROW
287		20170413	1	1	23		115	20:10	
279		20160421	1	1	20		100	21:29	

----- COMBAT FITNESS TEST -----

SCORE	EFF	DATE	CODE	CLASS	MOVEMENT	AMMO	MANEUVER
					TO CONTACT	LIFT	UNDER FIRE
297		20160711	2	1	02:49	095	02:15
300		20150701	2	1	02:35	091	01:40

----- MARKSMANSHIP -----

SERVICE RIFLE
 CURRENT QUAL DATE: 20170526 SCORE: 346 CLASS CD: E
 COURSE OF FIRE: ART
 SCORES TABLE 1/1A: 246 TABLE 2: 100
 EXPERT QUALIFICATIONS: 04
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

SERVICE PISTOL
 CURRENT QUAL DATE: 201702 SCORE: 382 CLASS CD: E
 COURSE OF FIRE: CPP
 EXPERT QUALIFICATIONS: 01
 EXCEPTION: EXCEPTION EXPIRE DATE: 00000000
 DISTINGUISHED DATE: 000000

**** MCTFS RECORD OF SERVICE ****

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
 RUC: 00000 COMPANY CODE: A PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: 000K TRNGRP: R-RECSTAT: RCOMP-CODE:
 DOR: 20140801 APADBD: 00000000 MCC: PEED: 20090831
 PROFICIENCY/CONDUCT

OCC PRO CON EFF DATE OCC PRO CON EFF DATE
 *** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

	PRO	CON
AVERAGE MARKS IN GRADE:	0.0	0.0
AVERAGE MARKS IN SERVICE:	4.5	4.5
AVERAGE MARKS IN ENLISTMENT:	0.0	0.0

SPECIAL DUTY BONUS POINTS: 0 SPECIAL DUTY BONUS DATE: 00000000
 COMMAND RECR BONUS POINTS: 0
 REENLISTMENT BONUS POINTS: 0

COMPOSITE SCORE

COMP DATE	SCORE	COMP DATE	SCORE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

SPOUSE NAME/MARITAL STATUS/ADDRESS

(b) (6)

CHILD NAME/DOB/ADDRESS

(b) (6)

CHILD NAME/DOB/ADDRESS

(b) (6)

GUARDIAN NR/NAME/REL/PHONE/REL/ADDRESS

(b) (6)

PARENTS NAME/RELATION/ADDRESS

(b) (6)

DO NOT NOTIFY DUE TO ILL HEALTH NR/NAME/RELATION/ADDRESS

NOT NOTIFY 1 NOT GIVEN
 NOT NOTIFY 2 NOT GIVEN

MIA NOTIFY NAME/RELATIONSHIP
 SEE NOK INFORMATION

MIA ADDRESS/DIRECTIONS
 SEE NOK INFORMATION

BENEFICIARY(IES) FOR DEATH GRATUITY NR/NAME/RELATIONSHIP/PCT

(b) (6)

SP

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____

WITNESS CERTIFICATION _____ DATE CERTIFIED _____

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*** MCTFS RECORD OF EMERGENCY DATA ***

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
 RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

BENEFICIARY(IES) UNPAID PAY/ALLOWANCES NR/NAME/RELATION/PCT/ADDRESS

1 (b) (6)

PAY ARREARS 2 NOT GIVEN

PERSON AUTHORIZED DIRECT DISPOSITION NAME/ADDRESS/TELEPHONE/RELATIONSHIP

NAME/RELATIONSHIP (b) (6)

INSURANCE COMPANIES NR/NAME/POLICY NUMBER
 NONE

NEXT OF KIN NR/TELEPHONE NUMBER/RELATIONSHIP
 (b) (6) SP

PRIMARY NEXT OF KIN DIRECTIONS
 NONE

DATE OF CERTIFICATION 20170316

SGLI MEMBER ELECTION
 SGLI MEMBER BENEFICIARY
 SGLI MEMBER PAY DESIGNATION
 SGLI MEMBER VA CERTIFY DATE
 SGLI SPOUSE ELECTION

(b) (6)

MEMBER CERTIFICATION _____ REPORT ON UD NUMBER _____
WITNESS CERTIFICATION _____ DATE CERTIFIED _____

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*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:
DOR: 20140801 MAJOR SUBJECT: AA H.S. ACADEMIC - HIGH SCHOOL LEVEL
EDUCATION LEVEL: 12 12TH GRADE EDUCATION CERTIFICATE: L HS DIPL
PME COMPLETE FLAG: RCLF COMPLETE FLAG: Y
PME COMPLETE EFFECTIVE DATE: 00000000 RCLF REGION CODE: CF
RCLF REGION ASSIGN DATE: 20140910
RCLF REGION DESCRIPTION: CENTRAL AFRICA

SERVICE SCHOOLS/SPECIAL SKILLS

CODE	SCHOOL/SPECIAL SKILLS	ST DATE	CODE	SCHOOL/SPECIAL SKILLS	ST DATE
M7F	MARSOF CLOSE QUARTERS BATT	PA 2016	81Z	SCOUT SNIPER	IA 2016
OCG	AIRBORNE	PA 2016	T4M	SERGEANTS	PA 2016
T3W	SERGEANTS COURSE DEP	PA 2016	R5A	BASIC LANGUAGE COURSE - MO	PA 2016
M47	SERE FULL SPECTRUM LEVEL C	PA 2015	K24	INDIVIDUAL TRAINING - MSOS	PA 2015
M81	COMBAT MARKSMANSHIP TRAINE	PA 2013	L9Q	CORPORALS COURSE DEP	PA 2012
H6A	ADVANCED MACHINEGUN	PA 2011	T6J	LEADING MARINES DEP	PA 2010
033	INFANTRY MACHINEGUNNER	PA 2010	HDG	BASIC INFANTRY MARINE	PA 2010
608	RECRUIT TRAINING, MALE	PA 2009			

MCI COURSES

CRS NO	COURSE TITLE	COMPL DATE	STATUS CODE	SCORE
8013BZ	MILITARY STUDIES	20120711	Z	A
8011BZ	BASIC GRAMMAR	20120708	Z	A
8012BZ	LEADERSHIP	20120709	Z	A
0366AZ	HVY MGN CRM	20100512	Z	A
0327ZZ	SERE	20100506	Z	A
0332GZ	RECON MARINE	20100506	Z	A
0118KZ	SPELLING	20100504	Z	A
3420FZ	PERSONAL FINANCE	20100504	Z	A
0119HZ	PUNCTUATION	20100505	Z	A
1334BZ	MATH FOR MARINES	20100504	Z	A
0090ZZ	PISTOL MKSMAN	20100504	Z	A
0321BZ	M240G	20100504	Z	A
0037ZZ	LEADING MARINES	20100429	Z	A

OFF DUTY EDUCATION

DATE	COURSE TITLE	SCHOOL AND LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				
EDUCATION BONUS POINTS CURRENT GRADE: 000				

ACADEMIC TESTS

DATE	COURSE TITLE	COURSE LOCATION	CREDIT	GRADE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***				

*** MCTFS EDUCATION RECORD ***

09/26/2017

EDIPI: (b) (6) NAME: MURRAY, JOSEPH J
RUC: 00000 COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

LOCAL SCHOOLS

DATE	SCHOOL DESCRIPTION	SCHOOL LOCATION
------	--------------------	-----------------

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MARINENET COURSES

CRS NO	COURSE TITLE	COMPL DATE	EDUC PT CREDIT	STATUS CODE	SCORE
TACP00CUR1	TACTICAL AIR CONTROL	20170316	Y	Z	A
CLRE3CF00A	RCLF CENTRAL AFRICA	20161216	Y	Z	A
MCIZ0621ZZ	PROPAGATION OF RAD W	20160915	Y	Z	A
35IMVOMK00	INCIDENTAL MOTOR VEH	20160608	Y	Z	A
EPME5000AA	SERGEANTS COURSE DEP	20160503	Y	Z	A
CLRCULT01A	RCLF CULTURE 101	20160427	Y	Z	A
UT01A00000	SYS APPROACH TO TRNG	20140509	Y	Z	A
EPME4000AA	CORPORALS COURSE	20121207	Y	Z	A
3513A00000	IMVOC MK23 OFF RD	20110511	Y	Z	A
3512A00000	IMVOC MK23 UNUSUAL	20110511	Y	Z	A
3511A00000	IMVOC MK23 USUAL CD	20110511	Y	Z	A
3510A00000	IMVOC INTRO MK23 VEH	20110511	Y	Z	A
3504A00000	IMVOC HMMWV USUAL CD	20100315	Y	Z	A
3503A00000	IMVOC HMMWV PMCS	20100315	Y	Z	A
3509A00000	IMVOC HMMWV STRP MAP	20100315	Y	Z	A
3507A00000	IMVOC HMMWV TECH PUB	20100315	Y	Z	A
3506A00000	IMVOC HMMWV UNUSUAL	20100315	Y	Z	A
3505A00000	IMVOC HMMWV OPERFORM	20100315	Y	Z	A



MARINE PROFILE

Welcome (b) (6)

Search Marine

Marine Summary

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Monitor Spec Dump

Force Preservation

Summary

NAME : (b) (6)

Grade : E7

In MCTFS : Yes

Marine Type : Active Duty

MCC-RUC : 1MR-20903

EAS : FEB-26-2018

Service Code : USMC

MOS : 0431

Details

NAME (b) (6)

EDIPI : (b) (6)

GRADE : E7

MARINE TYPE : Active Duty

MOS DESCRIPTION : LOGISTICS/EMBARK SPECIALIST (PMOS)
(0431)

MCC DESCRIPTION : 2D MAR RDR BN MRR MARFORSOC
(1MR20903)

EAS : FEB-26-2018

Pay Entry Base Date : MAY-24-2006

Armed Forces Active Duty Base Date : MAY-24-2006

Armed Forces Orig Entry Date : AUG-22-2005

[Search Marine](#)[Marine Summary](#)[Admin](#)[Accession Information](#)[Allotments](#)[Bonus](#)[Combat](#)[Defense Travel System](#)[Deploy And Mobilize](#)[Education](#)[Enlistment](#)[Entitlement](#)[Housing](#)[Insurance](#)[Leave](#)[MOS](#)

Summary

NAME (b) (6)

Grade : E7

In MCTFS : Yes

Marine Type : Active Duty

MCC-RUC : 1MR-20903

EAS : FEB-26-2018

Service Code : USMC

MOS : 0491

MOS Information

C02_PRIMARY_MOS : 0491

C16_ADDITIONAL_9 :

C19_ADDITIONAL_12 :

C17_ADDITIONAL_10 :

C18_ADDITIONAL_11 :

EDIPI (b) (6)

C05_BILLET_MOS_ASSIGN_DATE : 03-APR-17

C03_PRIMARY_MOS_ASSIGN_DATE : 01-MAR-17

C01_INTENDED_MOS : 0430A

C06_JOINT_MOS :

C07_SUPPLIMENTARY_MOS : 0000

C11_ADDITIONAL_4 :

C13_ADDITIONAL_6 :

C04_BILLET_MOS : 0491



MARINE PROFILE

Welcome (b) (6)

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School Training

Monitor Spec Dump

Force Preservation

Summary

NAME : (b) (6)

Grade : E5

In MCTFS : Yes

Marine Type : Active Duty

MCC-RUC : 1MR-20903

EAS : AUG-09-2020

Service Code : USMC

MOS : 0431

Details

NAME : (b) (6)

EDIPI : (b) (6)

GRADE : E5

MARINE TYPE : Active Duty

MOS DESCRIPTION : LOGISTICS/EMBARK SPECIALIST (PMOS)
(0431)

MCC DESCRIPTION : 2D MAR RDR BN MRR MARFORSOC
(1MR20903)

EAS : AUG-09-2020

Pay Entry Base Date : NOV-26-2012

Armed Forces Active Duty Base Date : NOV-26-2012

Armed Forces Orig Entry Date : NOV-09-2012

MCTFS BASIC INDIVIDUAL RECORD

07/14/2017

08:13:18

EDIPI: (b) (6) NAME: ELLIOTT, SEAN E
RUC: COMPANY CODE: PRES-GRADE: O3 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: J R-RECSTAT: 9 RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 20170714 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 20090715
DATE OF ENL/ACCEPT: 20090715 DOD TRNGRP: PJ TRAINING GRP: J PLC/OTP (0 IDT
AFADB: 00000000 PEBD: 20090504 MANDATORY DRILL START: 20080529 END: 00000000
DATE OF ORIG ENTRY: 20080417 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 0 YRS PEF: 00 NONE
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 6 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 20120803
SOURCE OF INT ENTRY MIL SER: 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: TFTF OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: O3 DOR: 20131001 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 00000000
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20170327 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20170328 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 00000000

RCLF REGION CODE: AG RCLF REGION ASSIGN DATE: 20100901
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20051120
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7557 ADMOS1: 7502 ADMOS6: ADMOS11:
BMOS: 7557 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: (b) (6)
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
CERT: K BACHELORS MAJOR: 00 NO MAJOR SUBJEC
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 75 ATHEIST
DNA DATE: 20080529 HIV-TESTED: 000000
GOOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: (b) (6)
MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:
PHYSICAL ADDRESS:

000000000

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20101130

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20101025

SECONDARY EMAIL: (b) (6)

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170327 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170327

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125
DATE DEPN LOC BEGAN: 20170327
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 20170327
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
(b) (6)						

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300106

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 20080529

STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20170328

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG:

RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

MCTFS BASIC INDIVIDUAL RECORD

07/14/2017

08:12:56

EDIP: (b) (6) NAME: BALDASSARE, DANIEL I
RUC: 00000 COMPANY CODE: PRES-GRADE: E4 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20150914 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20150914 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20141006 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 5 YRS PEF: AG AIRCREW
LENGTH CURR ENL: 00 MOS BONUS PEF: 0B NONE
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF: 0C NONE
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: AAAA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20160202 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E4 DOR: 20170601 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: N 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20170113 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20170114 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 00000000
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6276 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: (b) (6)
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 20150914 HIV-TESTED: 000000
GOOD CONDUCT MEDAL DATE: 20150914 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL:

WORK EMAIL DATE: 00000000

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20161115

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170113 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170113

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 000 DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME GAIN DATE LOCATION

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE:

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20150914
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN
STR CAT ED: 20170114
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:	DATE:	DEPN ZIP IF APPLICABLE
------------	-------	---------------------------

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

MCTFS BASIC INDIVIDUAL RECORD

3 YR 10 MON
07/14/2017
08:13:07

EDIPI: (b) (6) NAME: SCHAAFF, COLLIN J
RUC: 00000 COMPANY CODE: PRES-GRADE: E4 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20120907 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20130826 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20120907 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: AE AVIATION SUPPORT
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: ADBA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20140128 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFTS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E4 DOR: 20151201 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: Y 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 20170623 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 00000000
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20140608 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20140608 IND LOC CODE: 04 027 0620 AZ YUMA
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 00000000
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160426
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 20160426
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6531 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6531 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: [REDACTED] COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 01 NO RELIGIOUS PREFERENCE
DNA DATE: 20131122 HIV-TESTED: 201502
GOOD CONDUCT MEDAL DATE: 20160826 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: [REDACTED]

WORK EMAIL DATE: 20150909

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20140623

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20151102 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20151102

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125 DATE DEPN LOC BEGAN: 20150212
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 20160323
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
SP	F	(b) (6)	[REDACTED]	[REDACTED]	(b) (6)	360714130

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300348

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 20130826
STR CAT: 4/TAD > 30 DAYS NOT AS A STUDENT
STR CAT ED: 20170320
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:	DATE:	DEPN ZIP IF APPLICABLE
------------	-------	---------------------------

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

REPORT OF CASUALTY		DEPARTMENT OF THE NAVY COMMANDER NAVY PERSONNEL COMMAND MILLINGTON, TN 38055-6210		REPORT CONTROL SYMBOL DD-P&R(AR)1664	
		1. REPORT TYPE Initial		2. DATE PREPARED 26 Jul 2017	
3. SERVICE IDENTIFICATION					
a. NAME (Last, First, Middle and Suffix) Lohrey, Ryan Michael		b. SOCIAL SECURITY NO. (b) (6)	c. RANK PO1	d. PAY GRADE E-5	e. OCCUPATIONAL CODE/ RATING HM
f. COMPONENT Regular	g. BRANCH USN	h. ORGANIZATION 2D MAR RDR BN MRR MARFORSOC			
4. CASUALTY INFORMATION					
a. TYPE Nonhostile	b. STATUS Deceased	c. CATEGORY Pending	d. DATE OF CASUALTY 10 Jul 2017	e. PLACE OF CASUALTY Leflore, MS	
f. CIRCUMSTANCES Determination pending.					
g. DUTY STATUS Active Duty/On Duty					h. BODY RECOVERED Yes
5. BACKGROUND INFORMATION					
a. DATE OF BIRTH (b) (6)	b. PLACE OF BIRTH (b) (6)		c. COUNTRY OF CITIZENSHIP United States		
d. RACE White					
e. ETHNICITY None					f. SEX Male
g. RELIGIOUS PREFERENCE Methodist Churches					
6. ACTIVE DUTY INFORMATION					
a. PLACE OF ENTRY Indianapolis, IN	b. DATE OF ENTRY 26 Sep 2007	c. HOME OF RECORD AT TIME OF ENTRY (b) (6)			
7. INTERESTED PERSONS/REMARKS (Name, Address, and Relationship) (Continue on separate sheet, if necessary)					
(b) (6)					
**** End of Interested Persons ****					
<p>Petty Officer Second Class Ryan Michael Lohrey was posthumously promoted to the rank of Petty Officer First Class, as of 10 July 2017, under provisions of Public Law 680, 77th Congress, as amended. Pay grade shown in item 3d is that of E-5 since additional pay is not involved.</p>					
<p>Deceased Finished File PER8-13</p>					
FOOTNOTES: 1 Primary next-of-kin. 2 Beneficiary(ies) for death gratuity - as designated on record of emergency data. 3 Beneficiary for unpaid pay and allowances - as designated on record of emergency data.					
8. REPORTING INFORMATION					
a. COMMAND AGENCY 2D MAR RDR BN MRR MARFORSOC					b. DATE RECEIVED 11 Jul 2017
9. DISTRIBUTION					
(b) (6)					

DEPENDENCY APPLICATION/RECORD OF EMERGENCY DATA

MEMBER INFORMATION

SSN: (b) (6) NAME: LOHREY, RYAN MICHAEL
RANK/RATE: HM2 BR/CL: USN UIC: 67911 RELIGION: MM
SHIP OR STATION: 2D MAR RDR BN INITIAL/CHANGE: C
EFFECTIVE DATE: 07/08/2016 TOTAL NUMBER OF DEPENDENTS: 3
PREVIOUSLY MARRIED: YES MARRIAGE DISSOLVED BY: DIVORCE
DISSOLVED ON: 02/11/2015 PLACE DISSOLVED: ONSLOW, NC
SEX: M

SPOUSE INFORMATION

NAME: (b) (6) DEPENDENT: YES
DATE OF BIRTH: (b) (6) CITIZENSHIP: US RELATIONSHIP: SPOUSE
DATE MARRIED: (b) (6) PLACE OF MARRIAGE: NEW HANOVER COUNTY, NC
ADDRESS: (b) (6)
PREVIOUSLY MARRIED: NO MARRIAGE DISSOLVED BY:
DISSOLVED ON: PLACE DISSOLVED:
MEMBER OF UNIFORMED SERVICES: NO DUTY AFFILIATION:
BRANCH: COMPONENT:
SEX: F

SPOUSE NEXT OF KIN

NAME: (b) (6) RELATIONSHIP: (b) (6)
ADDRESS: (b) (6)

FATHER INFORMATION

NAME: (b) (6) DEPENDENT: NO SUPPORT: N/A
ADDRESS: (b) (6)

MOTHER INFORMATION

NAME: (b) (6) DEPENDENT: NO SUPPORT: N/A
ADDRESS: (b) (6)

OTHER PERSON, NOT ALREADY NAMED TO BE NOTIFIED OF PERSONAL CASUALTY

NAME: NONE RELATIONSHIP
ADDRESS:

SSN: (b) (6)

NAME: LOHREY, RYAN MICHAEL

CHILD AND/OR DEPENDENT INFORMATION

NAME:

(b) (6)

DEPENDENT:

(b) (6)

(b) (6)

DOB:

ADDRESS:

RELATIONSHIP:

NAME OF CUSTODIAN OTHER THAN CLAIMANT:

(b) (6)

CHILD AND/OR DEPENDENT INFORMATION

NAME:

(b) (6)

DEPENDENT:

(b) (6)

(b) (6)

DOB:

ADDRESS:

RELATIONSHIP:

NAME OF CUSTODIAN OTHER THAN CLAIMANT:

(b) (6)

BENEFICIARY(IES) FOR UNPAID PAY AND ALLOWANCES

NAME:

(b) (6)

RELATIONSHIP:

(b) (6)

ADDRESS:

PERCENTAGE:

(b) (6)

PERSON(S) TO RECEIVE ALLOTMENT IF IN A MISSING STATUS, SUBJECT TO SECNAV DETERMINATION

NAME:

(b) (6)

RELATIONSHIP:

(b) (6)

ADDRESS:

PERCENTAGE:

(b) (6)

BENEFICIARY(IES) FOR GRATUITY PAY

NAME:

(b) (6)

RELATIONSHIP:

(b) (6)

ADDRESS:

PERCENTAGE:

(b) (6)

LIFE INSURANCE INFORMATION

COMPANY: NONE

POLICY NUMBER:

ADDRESS:

LOCATION OF WILL

ADDRESS: NONE

SSN: (b) (6)

NAME: LOHREY, RYAN MICHAEL

LOCATION OF OTHER VALUABLE PAPERS

ADDRESS: NONE

PNOK (Name - Relationship - Phone - Address)

(b) (6)

SNOK (Name - Relationship - Phone - Address)

(b) (6)

SNOK (Name - Relationship - Phone - Address)

(b) (6)

IS BENEFICIARY DESIGNATION OF SGLI ON FILE? YES

DESIGNATION DATE: 06/09/2015

REMARKS

PADD: (b) (6)

ADDRESS: (b) (6)

(b) (6)

Phone: (b) (6)

RELATIONSHIP

(b) (6)

NAVPERs 1070/602 UPDATED (RE: CHILDREN CUSTODY).

DIVORCE REMARKS:

(b) (6)

NAVPERs 1070/602 CURRENT SGLI DATE 06/09/2015

NO CHANGE FOR NOW.

BEDSIDE TRAVEL AUTHORIZATION REQUESTED FOR (3 MAX):

REFERENCE: MILPERSMAN 1770-230

(b) (6)

RETAIN AS IS AS NEEDED

NAVPERs 1070/602 (REV 08-2010)

Page: 3 of 5

FOR OFFICIAL USE ONLY - PRIVACY SENSITIVE

SSN: (b) (6)

NAME: LOHREY, RYAN MICHAEL

MBR BRIEFED ON NAVADMIN 131/08 CONCERNING ELIGIBILITY FOR TRAVEL TO BURIAL CEREMONIES. ELIGIBLE SIBLINGS ARE LISTED IN THE FOLLOWING FORMAT:

NONE TO LIST

//UPDATED BY: USA 06/09/2015

RETAIN AS IS AS NEEDED

NAVPERS 1070/602 UPDATED DUE TO NEW CHECK IN:

DTROB: 11/30/2015

//UPDATED BY: MCO PSD CLJN 08/05/2016

NAVPERS 1070/602 UPDATED DUE TO MARRIAGE ON 07/08/2016. MARRIAGE CERTIFICATE VERIFIED. MARRIAGE LICENSE/DOCUMENT (b) (6)

NEW HANOVER COUNTY N.C.

BAH CHANGE FROM "R" TO "A" (DEPENDENT BAH - MARRIED TO CIVILIAN SPOUSE)

EFFECTIVE 07/08/2016.

//VERIFIED BY: MCO PSD CLJN 08/05/2016

I UNDERSTAND THAT FAMILY SGLI AUTOMATICALLY COVERS MY SPOUSE AND IT IS MY RESPONSIBILITY TO ENROLL MY SPOUSE IN DEERS SO MY BRANCH OF SERVICE CAN DEDUCT PREMIUMS FROM MY PAY AND THAT FAILURE TO REGISTER MY SPOUSE IN DEERS WILL RESULT IN MY OWING DEBTS FOR UNPAID PREMIUMS. I CAN DECLINE FAMILY SGLI COVERAGE BY COMPLETING SGLI 8286A

IT IS MY RESPONSIBILITY TO NOTIFY MY NAVY PERSONNEL OFFICE/SHIP'S OFFICE OR CSD/PSD IF THERE IS A CHANGE IN MY ASSIGNMENT TO QUARTERS THAT MAY AFFECT MY BAH ENTITLEMENTS THAT MAY RESULT IN AN OVER/UNDER PAYMENT.

IAW MILPERSMAN 1770-280, THIS CERTIFIES I HAVE REVIEWED MY BENEFICIARY(IES) FOR GRATUITY PAY. I UNDERSTAND THAT SHOULD I DESIGNATE A PERSON(S) OTHER THAN MY SPOUSE TO RECEIVE ALL OR A PORTION OF THE AMOUNT PAYABLE, MY SPOUSE SHALL BE NOTIFIED IN WRITING OF THE DESIGNATION.

CERTIFICATION: I HAVE REVIEWED THE DATA ON THIS FORM AND CERTIFY THAT IT IS CORRECT. I UNDERSTAND THAT ANY CHANGE IN MY FAMILY MEMBER STATUS MUST BE REPORTED AS A CHANGE TO THE DEFENSE ENROLLMENT ELIGIBILITY REPORTING SYSTEM (DEERS) WITHIN 60 DAYS. THIS INCLUDES SERVICE MEMBERS IN A JOINT SERVICE MARRIAGE (MILITARY MARRIED TO MILITARY), EVEN THOUGH EACH SPOUSE IS ALREADY ENROLLED IN DEERS IN HIS OR HER OWN RIGHT AS A MILITARY MEMBER.

SIGNATURE OF DESIGNATOR:

RYAN MICHAEL LOHREY

WITNESSED

(b) (6)

NAVPERS 1070/602 (REV 08-2010)

Page: 4 of 5

FOR OFFICIAL USE ONLY - PRIVACY SENSITIVE

SSN: (b) (6)

NAME: LOHREY, RYAN MICHAEL

DATE: AUG 18 2016

TITLE: PERSONNEL OFFICER

Official NSIPS/ESR form printed this date 08-AUG-2016

MCTFS BASIC INDIVIDUAL RECORD

15425 10 MO>
07/14/2017
08:11:25

EDIPI: (b) (6) NAME: HOPKINS, MARK A
RUC: 00000 COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20140414 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20010904 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20001213 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: AG AIRCREW
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF: 59 MARINE CORPS COLLEGE
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 7 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 3BCA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFTS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E7 DOR: 20140501 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 00000000
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20061002 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20061002 IND LOC CODE: 51 153 2010 VA PRINCE WILLI
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20070319
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160321
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 20160321
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7372 ADMOS1: ADMOS6: ADMOS11:
BMOS: 7372 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: [REDACTED] COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
CERT: L HS DIPL MAJOR: 00 NO MAJOR SUBJEC
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20011005 HIV-TESTED: 201603
GOOD CONDUCT MEDAL DATE: 20160905 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: GySgt 1

WORK EMAIL DATE: GySgt 1

PERSONAL EMAIL:

PERSONAL EMAIL DATE: 20090512

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20160406 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20160406

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125

TOTAL NUMBER DEPENDENTS: 04

DATE DEPN LOC BEGAN: 20140111
CUSTODY STATUS CODE: 0
FAM CARE PLAN VAL DT: 00000000

SERVICE SPOUSE CODE:
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

(b) (6)

GAIN DATE	LOCATION
(b) (6)	360714130
(b) (6)	360714130
(b) (6)	360714130
(b) (6)	360714130

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE:

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300149

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 20010904

STR CAT: 1/TAD (INCLUDES CONVERSION/TRANSITION TRNG

STR CAT ED: 20160407

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG:

RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
------	------	--------------	------------

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP

IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

MCTFS BASIC INDIVIDUAL RECORD

SAT 41523 425/224RS
07/14/2017 10.04.05
08:11:54

EDIPI: (b) (6) NAME: JOHNSON, BRENDAN C
RUC: COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20150727 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 19940926 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 19940331 DATE OF BASIC ELIG: 20011203MDP EXT MO: 00
LENGTH CURR ENL: 3 YRS PEF: YR 4 YEAR PROGRAM WO/BO
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 8CFA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFTS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E7 DOR: 20100401 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20180331
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20111202 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20111202 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 20011203

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 20030704 OVERSEAS CONTROL DATE: 19910511
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160808
RESERVE UNIT JOIN DATE: 20080801 PHA DATE: 20160808
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6242 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: E RACE CODE: E WHITE CERT: K BACHELORS MAJOR: A2 ART
POPULATION GROUP: WHITE
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 19941207 HIV-TESTED: 201608
GOOD CONDUCT MEDAL DATE: 20161203 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 20111030

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:
PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20090501
PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20151014
SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20151208 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20151208

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125 DATE DEPN LOC BEGAN: 20111202
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: 00 NONE FAM CARE PLAN VAL DT: 20170507
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
SP	F	(b) (6)	(b) (6)	(b) (6)	(b) (6)	360272000

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE: M0123400168
FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300167

----- DUTY STATUS INFORMATION -----

DUTY STATUS:
DUTY LIMIT: 0/NONE
DUTY LIMIT ED: 19940926
STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN
STR CAT ED: 20151204
COMBAT CAS:
COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000
RET/FMCR DATE: 00000000
RET/FMCR FLAG:
RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:	DATE:	DEPN ZIP IF APPLICABLE
------------	-------	---------------------------

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

CAREER RETIREMENT CREDIT RECORD

07/14/2017

08:11:58

EDIPI: (b) (6) NAME: JOHNSON, BRENDAN C
 RUC: COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP CODE: B1

ANNV: 20180331 PEBD: 19940926 DOB: (b) (6) MAND: 00000000 CERTDATE: 201707

ANNIVERSARY YEAR	INACDU	MBR-	TOTAL	INACDU	ACDU	TOTAL	
INCLUSIVE DATES	POINTS	SHIP	INACDU	PNTS	POINTS	PNTS	SAT
	PD	NPD	COR	FHD	PNTS	PNTS	CRED
20170331-20170710	000	000	000	000	04	0004	004
20160331-20170330	000	000	000	000	15	0015	015
20150331-20160330	000	000	000	000	15	0015	015
20140331-20150330	000	000	000	000	15	0015	015
20130331-20140330	000	000	000	000	15	0015	015
20120331-20130330	000	000	000	000	15	0015	015
20110331-20120330	000	000	000	000	15	0015	015
20100331-20110330	000	000	000	000	15	0015	015
20090331-20100330	000	000	000	000	15	0015	015
20080331-20090330	020	000	000	000	15	0035	035
20070331-20080330	056	000	000	000	15	0071	071
20060331-20070330	097	000	000	000	15	0112	090
20050331-20060330	066	000	031	000	15	0112	090
20040331-20050330	031	000	000	000	15	0046	046
20030331-20040330	000	000	000	000	15	0015	015
20020331-20030330	000	000	000	000	15	0015	015
20010331-20020330	004	000	000	000	06	0010	010
20000331-20010330	000	000	000	000	00	0000	000
19990331-20000330	000	000	000	000	00	0000	000
19980331-19990330	000	000	000	000	00	0000	000
19970331-19980330	000	000	000	000	00	0000	000
19960331-19970330	000	000	000	000	00	0000	000
19950331-19960330	000	000	000	000	00	0000	000
19940331-19950330	000	000	000	000	07	0007	007

-----COMPLETED-----

I CERTIFY THAT I HAVE BEEN INFORMED ABOUT THE MOBILIZATION DELAYS/EXEMPTION PROGRAM AND ASSOCIATED POLICIES. I FURTHER CERTIFY THAT MY RETIREMENT OR DISABILITY PENSION STATUS HAS NOT CHANGED. IF MY STATUS HAS CHANGED, I HAVE COMPLETED THE NECESSARY FORMS.

CRCR CERTIFICATION SIGNATURE REQUIRED FOR ALL RESERVE MARINES:

INITIAL: _____ MARINE: _____ DATE: _____ AUDITOR: _____
 UD NUM: _____

CAREER

TOTALS	
INACTIVE DUTY POINTS CORRES.....	0031
INACTIVE DUTY POINTS PAID.....	0274
INACTIVE DUTY POINTS NON-PAID....	0000
FUNERAL HONORS DUTY POINTS.....	0000
MEMBERSHIP POINTS.....	242
TOTAL INACTIVE DUTY POINTS.....	0547
INACTIVE DUTY POINTS CREDIT.....	0503
ACTIVE DUTY POINTS PAID.....	06962
ACTIVE DUTY POINTS NON-PAID.....	00000
TOTAL ACTIVE DUTY POINTS.....	06962
TOTAL POINTS CREDIT.....	07330
TOTAL SATISFACTORY YEARS.....	23
TOTAL QUALIFYING SERVICE.....	23-03-10



MARINE PROFILE

Welcome (b) (6)

Logout

Search Marine

Marine Summary

Admin

Pay

Training

Reserve

Combat Readiness Info

MOS Information

Deployments

Chronological Record,
NAVMC 118(3) (AKA Page 3)

Unit History

School Training

Monitor Spec Dump

Force Preservation

Date Of Rank

Summary

NAME : (b) (6)

Grade : E5

In MCTFS : Yes

Marine Type : Active Duty

MCC-RUC : 1DY-27139

EAS : JUL-06-2019

Service Code : USMC

MOS : 2311

Details

NAME : (b) (6)

EDIPI (b) (6)

GRADE : E5

MARINE TYPE : Active Duty

MOS DESCRIPTION : AMMUNITION TECHNICIAN (PMOS) (2311)

MCC DESCRIPTION : CLC 21 CLR 25 2D MLG (1DY27139)

EAS : JUL-06-2019

Pay Entry Base Date : JUN-20-2011

Armed Forces Active Duty Base Date : JUN-20-2011

Armed Forces Orig Entry Date : JUL-01-2010

Summary

NAME : (b) (6)	Grade : E3
In MCTFS : Yes	Marine Type : Active Duty
MCC-RUC : 1DY-27139	EAS : APR-05-2019
Service Code : USMC	MOS : 3112

Details

NAME : (b) (6)	EDIPI : (b) (6)
GRADE : E3	MARINE TYPE : Active Duty
MOS DESCRIPTION : DISTRIBUTN MGMT SPECIALIST (3112)	MCC DESCRIPTION : CLC 21 CLR 25 2D MLG (1DY27139)
EAS : APR-05-2019	Pay Entry Base Date : APR-06-2015
Armed Forces Active Duty Base Date : APR-06-2015	Armed Forces Orig Entry Date : JUN-30-2014

MCTFS BASIC INDIVIDUAL RECORD

22 VRS 7 MON
07/14/2017
08:13:32

EDIPI: (b) (6) NAME: GOYETTE, CAINE M
RUC: 00000 COMPANY CODE: PRES-GRADE: 04 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 20020330 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 20020202
DATE OF ENL/ACCEPT: 19940331 DOD TRNGRP: RE TRAINING GRP:
AFADB: 00000000 PEBD: 19941205 MANDATORY DRILL START: 19941205 END: 20001204
DATE OF ORIG ENTRY: 19940331 DATE OF BASIC ELIG: 19960126MDP EXT MO: 00
LENGTH CURR ENL: 0 YRS PEF: 00 NONE
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 6 OVEBP CODE: 0
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 20040702
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: TFTF OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 1
POST 911 GIBILL BENEFTS TR DT: 20150709 POST 911 GIBILL TR EDU OBL DT: 20190708

----- SERVICE INFORMATION -----

PRES GRADE: 04 DOR: 20121101 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20060331
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20160706 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20160707 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 19960126

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20160701
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160525
RESERVE UNIT JOIN DATE: 20011214 PHA DATE: 20160525
LAST SEP/DISCH DATE: 20020904
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7557 ADMOS1: 4801 ADMOS6: ADMOS11:
BMOS: 7557 ADMOS2: 0000 ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: F RACE CODE: F DECLINED TO RESPOND
POPULATION GROUP: DECLINED TO RESPOND
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 75 ATHEIST
DNA DATE: 19950210 HIV-TESTED: 201605
GOOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20160721

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20150427

SECONDARY EMAIL: (b) (6)

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20160706 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20160706

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 120

TOTAL NUMBER DEPENDENTS: 03

DATE DEPN LOC BEGAN: 20080414
CUSTODY STATUS CODE: 0
FAM CARE PLAN VAL DT: 20160706

SERVICE SPOUSE CODE:
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

(b) (6) (b) (6)

GAIN DATE LOCATION

(b) (6) 360015888
360015888
360015888

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300026

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 19941205

STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20160706

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG: 0

RET/FMCR STAT: 0

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP

IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

MCTFS BASIC INDIVIDUAL RECORD

2425 8mos

07/14/2017

08:12:21

EDIPI: (b) (6) NAME: KEVIANNE, JULIAN M
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20170513 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 20091201 MANDATORY DRILL START: 20091201 END: 20151130
DATE OF ORIG ENTRY: 20090912 DATE OF BASIC ELIG: 20110917MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: ZY RESERVE OPTIONAL ENL
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 0 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 8CFA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20150401 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: LOC

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20170912

PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20140729 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20140729 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 20091201

RCLF REGION CODE: CM RCLF REGION ASSIGN DATE: 20150710
RCLF REGION DESCRIPTION: CENTRAL AMERICA & CARIBBEAN
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20080408
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160404
RESERVE UNIT JOIN DATE: 20140215 PHA DATE: 20170317
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6276 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 14 COLLEGE-2
RACE AGG CODE: C RACE CODE: C BLACK OR AFRICAN AMERICAN
POPULATION GROUP: BLACK OR AFRICAN AMERICAN
ETHNIC CODE: A AFRICAN
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20091214 HIV-TESTED: 201604
GOOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 20151201
ARMED FORCES RESERVE MEDAL DATE: 20090912

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20110607

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20110425

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170311 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170311

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125

TOTAL NUMBER DEPENDENTS: 01

DATE DEPN LOC BEGAN: 20140727
CUSTODY STATUS CODE: 0
FAM CARE PLAN VAL DT: 20170418

SERVICE SPOUSE CODE:
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME
SP F (b) (6)

GAIN DATE LOCATION

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE: M0123401019

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300203

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 20091201

STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20170614

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG:

RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP

IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

CAREER RETIREMENT CREDIT RECORD

07/14/2017

08:12:24

EDIPI: (b) (6) NAME: KEVIANNE, JULIAN M
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP CODE: B1

ANNV: 20170912 PEBD: 20091201 DOB: (b) (6) MAND: 00000000 CERTDATE: 201701

ANNIVERSARY YEAR	INACDU	MBR-	TOTAL	INACDU	ACDU	TOTAL	
INCLUSIVE DATES	POINTS	SHIP	INACDU	PNTS	POINTS	PNTS	SAT
	PD	NPD	COR	FHD	PNTS	PNTS	CRED
20160912-20170710	000	000	000	000	12	0012	012 302 000 314 PAR
20150912-20160911	000	000	000	000	15	0015	015 366 000 366 YES
20140912-20150911	000	000	000	000	15	0015	015 365 000 365 YES
20130912-20140911	000	000	000	000	15	0015	015 362 000 365 YES
20120912-20130911	020	000	000	000	15	0035	035 346 000 365 YES
20110912-20120911	084	000	000	000	15	0099	099 294 000 366 YES
20100912-20110911	000	000	000	000	15	0015	015 365 000 365 YES
20090912-20100911	000	000	000	000	15	0015	015 285 000 300 YES

-----COMPLETED-----

I CERTIFY THAT I HAVE BEEN INFORMED ABOUT THE MOBILIZATION DELAYS/EXEMPTION PROGRAM AND ASSOCIATED POLICIES. I FURTHER CERTIFY THAT MY RETIREMENT OR DISABILITY PENSION STATUS HAS NOT CHANGED. IF MY STATUS HAS CHANGED, I HAVE COMPLETED THE NECESSARY FORMS.

CRCR CERTIFICATION SIGNATURE REQUIRED FOR ALL RESERVE MARINES:

INITIAL: _____ MARINE: _____ DATE: _____ AUDITOR: _____
UD NUM: _____

CAREER

TOTALS	
INACTIVE DUTY POINTS CORRES..... 0000	ACTIVE DUTY POINTS PAID..... 02685
INACTIVE DUTY POINTS PAID..... 0104	ACTIVE DUTY POINTS NON-PAID..... 00000
INACTIVE DUTY POINTS NON-PAID..... 0000	TOTAL ACTIVE DUTY POINTS..... 02685
FUNERAL HONORS DUTY POINTS..... 0000	TOTAL POINTS CREDIT..... 02806
MEMBERSHIP POINTS..... 117	TOTAL SATISFACTORY YEARS..... 07
TOTAL INACTIVE DUTY POINTS..... 0221	TOTAL QUALIFYING SERVICE..... 07-09-29
INACTIVE DUTY POINTS CREDIT..... 0221	

MCTFS BASIC INDIVIDUAL RECORD

6 yrs 9 mos / 7 yrs

07/14/2017

08:09:14

EDIPI: (b) (6) NAME: LENNON, OWEN J
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20100603 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 20101012 MANDATORY DRILL START: 20101012 END: 20161011
DATE OF ORIG ENTRY: 20100603 DATE OF BASIC ELIG: 20120801MDP EXT MO: 00
LENGTH CURR ENL: 6 YRS PEF: ZY RESERVE OPTIONAL ENL
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 0 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 7F OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20110215 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFTS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20150101 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20180603
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20131015 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20131015 IND LOC CODE: 36 071 4060 NY ORANGE
DATE JOINED SMCR: 20100603

RCLF REGION CODE: SF RCLF REGION ASSIGN DATE: 20150109
RCLF REGION DESCRIPTION: SOUTHERN AFRICA
GEO LOC CODE: RCLF COMPLETE FLAG: Y
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20080511
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160805
RESERVE UNIT JOIN DATE: 20131015 PHA DATE: 20160805
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6242 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

HOME OF RECORD ZIP CODE: 000000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: [REDACTED] CIVILIAN ED LEVEL: 14 COLLEGE-2
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 20101029 HIV-TESTED: 201608
GOOD CONDUCT MEDAL DATE: 20161012 SMCR MEDAL DATE: 20101012
ARMED FORCES RESERVE MEDAL DATE: 20100603

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: Sgt 3

WORK EMAIL DATE: 20131015

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20131015

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20161219 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20161219

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

GAIN DATE LOCATION

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE: M0123300214

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300524

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 20101012

STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20161215

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG:

RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

CAREER RETIREMENT CREDIT RECORD

07/14/2017

08:09:18

EDIPI: (b) (6) NAME: LENNON, OWEN J
 RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP CODE: B1

ANNV: 20180603 PEBD: 20101012 DOB: (b) (6) MAND: 00000000 CERTDATE: 201612

ANNIVERSARY YEAR	INACDU	MBR-	TOTAL	INACDU	ACDU	TOTAL	
INCLUSIVE DATES	POINTS	SHIP	INACDU	PNTS	POINTS	PNTS	SAT
PD	NPD	COR	FHD	PNTS	PNTS	CRED	PD
							YEAR
20170603-20170710	000	000	000	000	02	0002	002
20160603-20170602	000	000	000	000	15	0015	015
20150603-20160602	000	000	000	000	15	0015	015
20140603-20150602	000	000	000	000	15	0015	015
20130603-20140602	034	000	000	000	15	0049	049
20120603-20130602	038	000	000	000	15	0053	053
20110603-20120602	000	000	000	000	15	0015	015
20100603-20110602	000	000	000	000	15	0015	015

-----COMPLETED-----

I CERTIFY THAT I HAVE BEEN INFORMED ABOUT THE MOBILIZATION DELAYS/EXEMPTION PROGRAM AND ASSOCIATED POLICIES. I FURTHER CERTIFY THAT MY RETIREMENT OR DISABILITY PENSION STATUS HAS NOT CHANGED. IF MY STATUS HAS CHANGED, I HAVE COMPLETED THE NECESSARY FORMS.

CRCR CERTIFICATION SIGNATURE REQUIRED FOR ALL RESERVE MARINES:

INITIAL: _____ MARINE: _____ DATE: _____ AUDITOR: _____
 UD NUM: _____

CAREER

TOTALS	
INACTIVE DUTY POINTS CORRES.....	0000
INACTIVE DUTY POINTS PAID.....	0072
INACTIVE DUTY POINTS NON-PAID....	0000
FUNERAL HONORS DUTY POINTS.....	0000
MEMBERSHIP POINTS.....	107
TOTAL INACTIVE DUTY POINTS.....	0179
INACTIVE DUTY POINTS CREDIT.....	0179
ACTIVE DUTY POINTS PAID.....	02315
ACTIVE DUTY POINTS NON-PAID.....	00000
TOTAL ACTIVE DUTY POINTS.....	02315
TOTAL POINTS CREDIT.....	02434
TOTAL SATISFACTORY YEARS.....	07
TOTAL QUALIFYING SERVICE.....	07-01-08

MCTFS BASIC INDIVIDUAL RECORD

13 YRS
07/14/2017
08:08:48

EDIPI: (b) (6) NAME: SNOWDEN, JOSHUA M
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20111105 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 20040719 MANDATORY DRILL START: 20040719 END: 20100718
DATE OF ORIG ENTRY: 20031027 DATE OF BASIC ELIG: 20060401MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: ZY RESERVE OPTIONAL ENL
LENGTH CURR ENL: 00 MOS BONUS PEF: RC ACTIVE RESERVE (AR)
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 12
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 8DFF OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20130401 ACDU RUC: 00000 MCC:
SEL GRADE: E6 DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 20130119
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 214

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20171027
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20120720 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20120720 IND LOC CODE: 51 153 2010 VA PRINCE WILLI
DATE JOINED SMCR: 20040719

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000

RCLF REGION DESCRIPTION:

GEO LOC CODE: RCLF COMPLETE FLAG:

GEO LOC DCTB: 000000

COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000

LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20071030

OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160626

RESERVE UNIT JOIN DATE: 20120720 PHA DATE: 20170706

LAST SEP/DISCH DATE: 20170710

REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:

BMOS: 6242 ADMOS2: ADMOS7: ADMOS12:

SMOS: 0000 ADMOS3: ADMOS8:

JMOS: ADMOS4: ADMOS9:

JMOS ED: 00000000 ADMOS5: ADMOS10:

LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: E RACE CODE: E WHITE CERT: K BACHELORS MAJOR: G9 COMMUNICATIONS
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: EE EPISCOPAL CHURCHES
DNA DATE: 20040816 HIV-TESTED: 201606
GOOD CONDUCT MEDAL DATE: 20160719 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 20131027

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: SSgt 3

WORK EMAIL DATE: 20100718

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: (b) (6)

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170221 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170221

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

GAIN DATE LOCATION

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

FORMER BILLET IDENT CODE: M0123300193

----- DUTY STATUS INFORMATION -----

DUTY STATUS:

DUTY LIMIT: 0/NONE

DUTY LIMIT ED: 20040719

STR CAT: 0/ON DUTY W/BILLET THAT SERVES COMMAND MSN

STR CAT ED: 20150428

COMBAT CAS:

COMBAT CAS ED: 00000000

----- RETIREMENT INFORMATION -----

DATE 1ST ELIG RET (RES): 00000000

RET/FMCR DATE: 00000000

RET/FMCR FLAG:

RET/FMCR STAT:

----- CG/CO/OIC INFORMATION -----

CODE	DESC	FROM DATE	TO DATE
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***			

I CERTIFY THAT MY ELIGIBILITY FOR ENTITLEMENT TO BASIC ALLOWANCE FOR HOUSING HAS/HAS NOT CHANGED SINCE MY LAST CERTIFICATION/UPDATE.

SIGNATURE:

DATE:

DEPN ZIP
IF APPLICABLE

BIR CERTIFICATION SIGNATURE REQUIRED FOR BOTH ACTIVE DUTY AND RESERVE MARINES:

MARINE: _____ DATE: _____ AUDITOR: _____ UD NUM: _____

CAREER RETIREMENT CREDIT RECORD

07/14/2017
08:08:52

EDIPI: (b) (6) NAME: SNOWDEN, JOSHUA M
 RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP CODE: B1

ANNV: 20171027 PEBD: 20040719 DOB: (b) (6) MAND: 00000000 CERTDATE: 201610

ANNIVERSARY YEAR	INACDU	MBR-	TOTAL	INACDU	ACDU	TOTAL	
INCLUSIVE DATES	PD	NPD	COR	FHD	PNTS	PNTS	CRED
20161027-20170710	000	000	000	000	11	0011	011 257 000 268 PAR
20151027-20161026	000	000	000	000	15	0015	015 366 000 366 YES
20141027-20151026	000	000	000	000	15	0015	015 365 000 365 YES
20131027-20141026	000	000	000	000	15	0015	015 365 000 365 YES
20121027-20131026	000	000	000	000	15	0015	015 365 000 365 YES
20111027-20121026	126	000	021	000	15	0162	130 145 000 275 YES
20101027-20111026	058	000	000	000	15	0073	073 054 000 127 YES
20091027-20101026	042	000	000	000	15	0057	057 015 000 072 YES
20081027-20091026	044	000	000	000	15	0059	059 016 000 075 YES
20071027-20081026	038	000	011	000	15	0064	064 055 000 119 YES
20061027-20071026	044	000	000	000	15	0059	059 036 000 095 YES
20051027-20061026	034	000	000	000	15	0049	049 170 000 219 YES
20041027-20051026	000	000	000	000	15	0015	015 365 000 365 YES
20031027-20041026	000	000	000	000	15	0015	015 100 000 115 YES

-----COMPLETED-----

I CERTIFY THAT I HAVE BEEN INFORMED ABOUT THE MOBILIZATION DELAYS/EXEMPTION PROGRAM AND ASSOCIATED POLICIES. I FURTHER CERTIFY THAT MY RETIREMENT OR DISABILITY PENSION STATUS HAS NOT CHANGED. IF MY STATUS HAS CHANGED, I HAVE COMPLETED THE NECESSARY FORMS.

CRCR CERTIFICATION SIGNATURE REQUIRED FOR ALL RESERVE MARINES:

INITIAL: _____ MARINE: _____ DATE: _____ AUDITOR: _____
 UD NUM: _____

CAREER

TOTALS	
INACTIVE DUTY POINTS CORRES.....	0032
INACTIVE DUTY POINTS PAID.....	0386
INACTIVE DUTY POINTS NON-PAID....	0000
FUNERAL HONORS DUTY POINTS.....	0000
MEMBERSHIP POINTS.....	206
TOTAL INACTIVE DUTY POINTS.....	0624
INACTIVE DUTY POINTS CREDIT.....	0592
ACTIVE DUTY POINTS PAID.....	02674
ACTIVE DUTY POINTS NON-PAID.....	00000
TOTAL ACTIVE DUTY POINTS.....	02674
TOTAL POINTS CREDIT.....	03191
TOTAL SATISFACTORY YEARS.....	13
TOTAL QUALIFYING SERVICE.....	13-08-14



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANG
NEWBURGH, NY 12550-5012

IN REPLY, REFER TO
1326
S-3
27 Jun 17

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Lance Corporal (b) (6) (b) (6) USMC
Subj: ASSIGNMENT TO TEMPORARY - DEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Non-Crewmember (Crewmaster In Training). These orders are effective from 1 July 2017 and will terminate 31 July 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 31 July 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: Commander		2. FROM: Flight Surgeon, (b) (6) KACH, West Point, NY 10996-1197		3. DATE (YYYYMMDD) 20170602	
4. MEMBER NAME (Last, First, Middle Initial) Baldassare, Daniel		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE E-3	
8. ORGANIZATION VMGR-452, Stewart, Newburgh, NY 12553		9. TYPE OF DUTY Aviator		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20170602	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.					
a. X one <input type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Waiver granted <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:					
b. EFFECTIVE DATE (YYYYMMDD) 20170602			c. EXPIRATION DATE (YYYYMMDD) 20080630		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or Injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS <input checked="" type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input checked="" type="checkbox"/> MUST CARRY EXTRA SPECTACLES. FFD					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upsip)					
a. TYPED NAME (b) (6) HM2 (FMP) USN / AVT		b. GRADE		c. PROVIDER SIGNATURE (b) (6)	
e. TYPED NAME (Last, First, Middle Initial) (b) (6)		f. GRADE O-3		d. DATE SIGNED (YYYYMMDD) 20170606	
				h. DATE SIGNED (YYYYMMDD) 20170602	
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I: <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			b. AIRCREW MEMBER SIGNATURE DuRZ		c. DATE SIGNED (YYYYMMDD) 20170602
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)					
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
				d. DATE SIGNED (YYYYMMDD)	



KC-130J FLEET REPLACEMENT DETACHMENT



Certificate of Completion

This is to certify that

**Lance Corporal
Daniel I. Baldassare**

has successfully completed the

KC-130J CREWMaster INITIAL ACCESSION MAINTENANCE COURSE

CID: M04P5W2

21 December 2016

(b) (6)

Lieutenant Colonel, USMC



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
15 Mar 2016

From: Officer in Charge, Naval Survival Training Institute

To: **PFC DANIEL BALDASSARE**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **PFC DANIEL BALDASSARE** has received **AIRCREW INDOCTRINATION NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **14 Mar 2016** at Aviation Survival Training Center **PENSACOLA**.
2. **PFC DANIEL BALDASSARE** received a grade of **Q**. All required modules were completed.
3. This qualification expires on **31 Mar 2020** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.
4. This qualification applies to the following aircraft(s) only:
CLASS 2: C-130, P-3
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, F-4, F-6, P-8, T-1A, T-39, T-44

CDR 2

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017

13:42:31

EDIPI: (b) (6) NAME: BALDASSARE, DANIEL I
 RUC: 00000 COMPANY CODE: PRES-GRADE: E4 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
PILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
MED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
INCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	00000000
INCUR OBL SERV CODE:			DIFOP TOTAL:	0000
FLIGHT STATUS:			**** PRIOR OPFLY DATES ****	
FLIGHT STATUS DATE:	00000000		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017
13:42:22

EDIPI: (b) (6) NAME: BALDASSARE, DANIEL I
RUC: 00000 COMPANY CODE: PRES-GRADE: E4 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20150914 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20150914 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20141006 DATE OF BASIC ELIG: 00000000MDF EXT MO: 00
LENGTH CURR ENL: 5 YRS PEF: AG AIRCREW
LENGTH CURR ENL: 00 MOS BONUS PEF: 0B NONE
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF: 0C NONE
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: AAAA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20160202 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E4 DOR: 20170601 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: N 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 00000000
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20170113 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20170114 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000

RCLF REGION DESCRIPTION:

GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 00000000
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

ADMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
ADMOS: 6276 ADMOS2: ADMOS7: ADMOS12:
ADMOS: 0000 ADMOS3: ADMOS8:
ADMOS: ADMOS4: ADMOS9:
ADMOS ED: 00000000 ADMOS5: ADMOS10:
AW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 077220000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 20150914 HIV-TESTED: 000000
GOOD CONDUCT MEDAL DATE: 20150914 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: 000-000-0000
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL:

WORK EMAIL DATE: 00000000

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20161115

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170113 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170113

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 000 DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB

DEPN NAME

GAIN DATE LOCATION

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:



UNITED STATES MARINE CORPS
INSTALLATION PERSONNEL ADMINISTRATION CENTER
MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE
PSC BOX 20005
CAMP LEJEUNE, NORTH CAROLINA 28542-0005

ORIGINAL ORDERS

IN REPLY REFER TO:
1320
PCS
24 Feb 17

FIRST ENDORSEMENT on CMC Washington DC Web Orders of 25 October 2016

From: Director, Installation Personnel Administration Center
To: Capt SEAN E. ELLIOTT (b) (6) /7557 USMC

Subj: PERMANENT CHANGE OF STATION ORDERS

1. Delivered. Effective 0800, 24 February 2017 you will stand detached from your present station and duties and report by 2359, 31 March 2017 to COMMANDING OFFICER, VMGR-452 MAG-49 4TH MAW, STEWART ANGB 10 MCDONALD ST, NEWBURGH, NEW YORK 12550 (MCC S5J) for duty.

2. You are authorized 0 day(s) proceed, 0 day(s) PDMRA, 33 day(s) delay chargeable as annual leave, and 2 day(s) travel via 2 Private Vehicles in reporting to your new duty station. Your projected leave balance upon completion of authorized delay is 86.5 day(s) accrued. Your dependents authorized travel under these orders are:

Dependent Name	Relationship	DOB/Gain
(b) (6)	(b) (6)	(b) (6)
and no others		

3. Should an emergency arise and you determine that more leave is required, contact your new command. Your request must include the reason, number of days requested, leave address, telephone number and your leave balance. You have given your leave address as: (b) (6), telephone number: (b) (6). You have given the person to be notified in case of emergency as: (b) (6); telephone number: (b) (6). Any change of leave address shall be reported to the Commanding Officer of your new duty station.

4. Before making any rental or lease agreements or purchasing a home, you will report to the local military family housing office at your new duty station. You will submit your travel claim to the disbursing officer at your new duty station within 5 days after completion of travel to settle travel expenses. Failure to comply will result in your pay account being checked for your travel advance. Additionally, elapsed time will be charged as leave if your travel claim has not been submitted to the disbursing officer within 30 days after completion of travel under these orders.

5. Your estimated travel entitlement is \$3,491.00 based on MCTFS data at the time the order was issued. It does not include any adjustments based on your outbound interview answers. Limit your GTCC use to no more than 80% of this amount. If traveling on Government procured transportation your reimbursement amount will be lower than this estimate. The actual amount of final entitlements will be computed upon settlement of your travel claim. Also at the time of settlement you are required to split disburse all charges placed on your card during your PCS move. Any GTCC use outside of PCS entitlements constitutes misuse. Contact your APC for any GTCC related questions and your supporting personnel administrative center for any PCS entitlement questions.

Subj: PERMANENT CHANGE OF STATION ORDERS

Your estimated travel entitlements are as follows:

<u>Travel Allowance Estimates</u>	
Member Military Air Commercial Travel:	N/A
Member Per Diem:	\$284.00
Member Mileage Allowance:	\$100.00
Family Member Military Air Commercial Travel:	N/A
Family Member Per Diem:	\$213.00
Dislocation Allowance:	\$2,894.00

Member Total Allowances:	\$3,278.00
Family Member Total Allowances:	\$213.00

6. A Temporary Lodging Expense (TLE) allowance is authorized for a total of 10 days (or 5 days, if from a Permanent Duty Station (PDS) in CONUS to a PDS outside CONUS) in connection with permanent change of station. These temporary lodgings must be in fact a temporary place of residence, acquired in the vicinity of your old or new PDS or both. You should try to obtain government quarters first. If available, you must obtain a statement of non-availability from the local commander, if you intend to claim TLE. If your old or new PDS where the TLE was incurred is not located at a post, camp, station, base, or depot or if it is in a city or metropolitan area, the statement of non-availability is not required.

7. Upon arrival at your new duty station you are required to recertify your entitlement to BAH within 30 days of joining the command per reference(s).

8. You are further advised that in accordance with MCO P1000.6G you may be eligible for 10 days permissive TAD house hunting, upon arrival to your new duty station.

9. For emergency medical care while traveling go to the nearest emergency room and contact your Primary Care Manager (PCM) or Tricare Regional Representative within 24 hours in order to notify Tricare that services have been received. For non-emergency, urgent or routine care please contact your present Tricare Region as these items may require a referral from your PCM. It is recommended that all routine care be completed prior to detaching from your current command. A list of Tricare regions, resources and guidance on obtaining care while en route is available at:
<http://tricare.mil/GettingCare/Traveling.aspx> or by calling 1-800-TRICARE (874-2273).

10. Paragraph 2 is adjusted to read as follows: Your projected leave balance upon completion of authorized delay is 28.0 day(s).

11. The prescribed Tour Control Factor (TCF) for this assignment is 24 months. Headquarters Marine Corps has established this TCF to indicate the anticipated tour length for you at (Duty Station) but is subject to change VMGR-452 MAG-49 4TH MAW based upon the needs of the Marine Corps. Any questions regarding tour length should be directed to the Primary Military Occupational Specialty Monitor.

Subj: PERMANENT CHANGE OF STATION ORDERS

12. SUBJ: PERMANENT CHANGE OF STATION ORDERS, DUTY IN FLYING STATUS INVOLVING OPERATIONAL FLIGHTS (DIFOP).

(b) (6)

(b) (6)

By direction

RECEIVING ENDORSEMENT

1. I have read and understand the contents of my orders. I received these orders at CAMP LEJEUNE at 0800 on 24 FEB 17. I understand that I am to report no later than 2359, 31 March 2017, to COMMANDING OFFICER, VMGR-452 MAG-49 4TH MAW, STEWART ANGB 10 MCDONALD ST, NEWBURGH, NEW YORK 12550 (MCC S5J) for duty. I have in my possession my medical and dental records.

S. E. Elliott

S. E. ELLIOTT

REPORTING ENDORSEMENT
REPORTED AT 1300 ON 20 70327
TO MAG 49 DET 3 STEWART ANGB
NEWBURGH NY 12550
REPORTED BY (b) (6)



USMC WEB ORDERS

PERSONAL/ORDERS INFORMATION	
NAME:	ELLIOTT, SEAN, E
RANK:	O3
SSN:	(b) (6)
PMOS:	7557
FUTURE MCC:	S5J
ESTIMATED DATE OF DEPARTURE:	3/1/2017 12:00:00 AM
ESTIMATED DATE OF ARRIVAL:	3/31/2017 12:00:00 AM
ISSUED DATE:	10/21/2016 5:30:00 PM
PRESENT MCC:	V32
PRESENT MCC DESCRIPTION:	3RDBN 2NDMAR 2DMARDIV CAMP LEJEUNE NC

MCTFS TRANSACTION INFORMATION	
TRANSACTION DATE	TRANSACTION TYPE
10/21/2016 5:30:00 PM	010

PCS CONUS TO CONUS (DIFOP) (TOUR LENGTH 36 MONTHS) 1. DIR SNO RPT NLT 31 MAR 2017 TO CO VMGR-452 MAG-49 4THMAW NEWBURGH NY (MCC S5J), DUTY IN FLYING STATUS INVOLVING OPERATIONAL FLIGHTS (DIFOP). 2. INCLUDE IN ORDERS ISSUED: EXECUTION OF THESE ORDERS INCURS A 24 MONTH SERVICE OBLIGATION UPON ARRIVAL AT GAINING COMMAND. REQUEST FOR RETIREMENT/RESIGNATION WILL BE IN ACCORDANCE WITH MARINE CORPS ORDER P1900.16. DURING THIS PERIOD YOU ARE REQUIRED TO MEET THE FLIGHT PHYSIOLOGY REQUIREMENTS OF OPNAVINST 3710.7. 3. DELAY AUTHORIZED IAW MCO P1050.3 PAR 2009. CURRENT EDITIONS OF MCO P1000.6 PAR 4400, MCO P11000.22 AND MCO 1300.8 APPLY. JTR CHAP 5 APPLIES. 4. MARINES ARE ENCOURAGED TO ACCESS THE MOST CURRENT INFORMATION ON FAMILY MEMBER TRICARE PRIME AND TRANSFER ENROLLMENT TO THE NEW REGION VIA THE ONLINE WEBSITE AT WWW.TRICARE.MIL/ENROLLMENT.

MARINE CORPS ACTIVE DUTY PERMANENT CHANGE OF STATION (PCS) ORDERS HAVE BEEN ASSIGNED A STANDARD DOCUMENT NUMBER (SDN). CUSTOMER IDENTIFICATION CODE (CIC) AND LINES OF ACCOUNTING CONTAINING FISCAL YEAR COS ASSOCIATED TO THIS ORDER IS TO BE RECORDED AND TRACKED UTILIZING THE SDN, CIC AND LOA'S ASSIGNED.

CUSTOMER IDENTIFICATION CODE														
67000217CTB34ET														
TITLE	TAC	ACRN	DC	FY	APPN	SUBH	OBC	BCN	SA	AAA	TTC	PAA	COST CODE	SDN
HHG	M587	AA	17	7	1105	2750	220	41690		067443	2D	000000	M5B700000000	M7000117CB0M5B7
ITGBL Trans	M557													
Mobile Home														
Non Temp	M827	AA	17	7	1105	2750	220	41690		067443	2D	000000	M82700000000	M7000117CB0M827
Storage														
POV Shipment	M577													
POV Storage	M2D7													
Travel	0000	AA	17	7	1105	2750	217	41690		067443	2D	000000	000000000000	M7000217CTB34ET
Unaccompanied	M5D7													
Baggage														

Traffic Management Officials should refer to Marine Corps Bulletin 4610 for the assignment of the appropriate Transportation Account Code (TAC) and Marine Corps Bulletin 4631 when arranging transportation for the movement of personnel.

*** End of Orders ****

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and instructions on back before completing form.)

1. TO: COMMANDER		2. FROM: FLIGHT SURGEON		3. DATE (YYYYMMDD) 20170411	
4. MEMBER NAME (Last, First, Middle Initial) ELLIOT, SEAN, E.		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE O-3	
8. ORGANIZATION VMGR-452		9. TYPE OF DUTY Pilot		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20170411	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:					
b. EFFECTIVE DATE (YYYYMMDD) 20170411			c. EXPIRATION DATE (YYYYMMDD) 20180331		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or Injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS					
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upsip)					
a. TYPED NAME (b) (6) HM2 (FMF) USN / AVT		b. GRADE (b) (6)		d. DATE SIGNED (YYYYMMDD) 20170411	
e. TYPED NAME (Last, First, Middle Initial) (b) (6)		f. GRADE O-3		g. FLIGHT SURGEON COUNTERSIGNATURE (b) (6)	
				h. DATE SIGNED (YYYYMMDD) 20170411	
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I: <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			b. AIRCREW MEMBER SIGNATURE [Signature]		c. DATE SIGNED (YYYYMMDD) 20170411
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)			<input type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE		
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO:
3760
11 Dec 2014

From: Officer in Charge, Naval Survival Training Institute
To: **CAPT SEAN ELLIOTT**
Subj: NASTP TRAINING QUALIFICATION LETTER
Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **CAPT SEAN ELLIOTT** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **11 Dec 2014** at Aviation Survival Training Center **CHERRY POINT**.

2. **CAPT SEAN ELLIOTT** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Dec 2018** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

CLASS 2: C-130, P-3

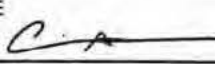
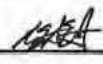
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

CDR 3



NATOPS EVALUATION REPORT


REPORTS CONTROL SYMBOL 3710-21

NAME (Last, first, initial) ELLIOTT, SEAN, E.		GRADE CAPT		EDIP1 (b) (6)	
SQUADRON/UNIT VMGR-452		AIRCRAFT MODEL KC-130T		CREW POSITION T2P	
TOTAL PILOT/FLIGHT HOURS 809.4		TOTAL HOURS IN MODEL 640.2		DATE OF LAST EVALUATION 16 Dec 2015	
NATOPS EVALUATION					
REQUIREMENT	DATE COMPLETED	GRADE			
		Q	CQ	U	
OPEN BOOK EXAMINATION	21 Jun 2017	4.00			
CLOSED BOOK EXAMINATION	21 Jun 2017	3.90			
ORAL EXAMINATION	30 Jun 2017	✓			
CREW RESOURCE MANAGEMENT GROUND	30 Jun 2017	✓			
CREW RESOURCE MANAGEMENT FLIGHT	30 Jun 2017	✓			
EMERGENCY EGRESS	30 Jun 2017	✓			
* EVALUATION FLIGHT	30 Jun 2017	✓			
FLIGHT DURATION 1.0		AIRCRAFT BUINO 165000		OVERALL FINAL GRADE QUALIFIED	
REMARKS OF EVALUATOR/INSTRUCTOR Capt Elliott completed his initial KC-130T NATOPS check in the KC-130 while supporting ITX out of Palm Springs, CA. Flight consisted of the full procedure turn VOR A at Thermal with a circle to land runway 17 with the number 3 motor shutdown to a missed approach, the VOR/DME 30 circle to land runway 17 with the number 1 motor shutdown, the VOR B at Palm Springs with the number 3 motor shutdown and multiple 3 engine 50 and 100 % flap landings. All EPs were handled IAW the NATOPS and all landings were smooth and controlled. Completed all annual CRM flight requirements and annual egress. Ready to be designated as a T2P.					
EXPIRES: 30 Jun 2018					
<input type="checkbox"/> CHECK IF CONTINUED ON REVERSE SIDE					
GRADE, NAME OF EVALUATOR/INSTRUCTOR Maj Caine Goyette		SIGNATURE 		DATE 30 Jun 2017	
GRADE, NAME OF EVALUEE Capt Sean Elliott		SIGNATURE 		DATE 30 Jun 2017	
REMARKS OF UNIT COMMANDER					
GRADE, NAME OF UNIT COMMANDER LtCol 2		SIGNATURE		DATE 30 Jun 2017	

NATOPS INSTRUMENT RATING REQUEST


1. NAME (Last, first, middle initial): ELLIOTT, SEAN, E.				2. RANK: CAPT		3. EDIPI NUMBER: (b) (6)		4. DATE OF LAST EVALUATION: 16 DEC 2015	
5. UNIT: VMGR-452		6. CREW POSITION & QUALIFICATIONS: T2P				7. HOURS IN MODEL: 640.2		8. DATE OF CHECK FLIGHT: 30 JUN 2017	
9. AIRCRAFT MODEL: KC-130		10. AIRCRAFT BUNO: 165000		11. FLIGHT DURATION: 1			12. EXPIRATION DATE: 30 JUN 2018		

13. MISCELLANEOUS SUMMARY				18. INSTRUMENT PILOT TIME			
ITEM	LAST 6 MO.	LAST 12 MO.		ITEM	LAST 12 MO.	LAST 6 MO.	TOTAL ALL YEARS
PRECISION APPROACHES	13	13		ACTUAL	6	6	135.5
				SIMULATED	9.3	9.3	126.6
				INSTRUMENT PILOT TIME TOTAL	15.3	15.3	262.1
NON-PRECISION APPROACHES	8	8		TOTAL YEARS FLYING EXPERIENCE (Military and Commercial)		5	

14. TOTAL PILOT TIME: 809.4				19. THIS IS TO CERTIFY THAT THE APPLICANT HAS...			
15. CURRENT RATING: None				<input checked="" type="checkbox"/> SATISFACTORILY <input type="checkbox"/> UNSATISFACTORILY COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL.			
16. ISSUED RATING: Standard Instrument Rating				20. 1ST EXAM(Grade): QUAL			
17. SIGNATURE OF APPLICANT: 				21. 2ND EXAM(Grade):		22. 3RD EXAM(Grade):	
				23. EXAMINING OFFICER:		24. RANK:	
				25. UNIT: MCALMS		26. DATE OF EXAM: 01 JUN 2017	

FLIGHT EVALUATION	27. PART ONE (Basic Instruments)			28. PART TWO (Instrument flight within control areas with emphasis on VOR/TACAN where feasible)		
		Q	U		Q	U
	1. INSTRUMENT TAKEOFF (Optional)	✓		1. FLIGHT PLANNING	✓	
	2. CLIMBING, DESCENDING, AND TIMED TURNS*	✓		2. CLEARANCE COMPLIANCE	✓	
	3. STEEP TURNS*	✓		3. INSTRUMENT APPROACHES	✓	
	4. RECOVERY FROM UNUSUAL ATTITUDES*	✓		4. COMMUNICATIONS AND NAVIGATION EQUIPMENT	✓	
	5. VOR/TACAN POSITIONING	✓		5. EMERGENCY PROCEDURES	✓	
	6. PARTIAL PANEL AIRWORK*	✓		6. VOICE PROCEDURES	✓	
7.			7.			

* Not required when evaluation is conducted under actual instrument conditions.

29. FLIGHT EXAMINER: Maj Caine M. Goyette		30. RANK: MAJ		31. DATE: 30 JUN 2017		32. SIGNATURE: 	
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33. REMARKS:

 Capt Elliott has successfully planned, filed and flown an instrument flight in accordance with current OPNAV and NATOPS procedures in actual/simulated instrument conditions and is considered qualified to hold a Standard Instrument Rating.

 CRM evaluation was completed in accordance with COMNAVAIRFORINST 1542.7B.

34. UNIT COMMANDER: LtCol 2		35. RANK:		36. DATE:		37. SIGNATURE: (b) (6)	
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MCTFS BASIC INDIVIDUAL RECORD

08/22/2017

13:18:47

EDIFI: (b) (6) NAME: ELLIOTT, SEAN E
RUC: COMPANY CODE: PRES-GRADE: O3 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: J R-RECSTAT: 9 RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 20170714 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 20090715
DATE OF ENL/ACCEPT: 20090715 DOD TRNGRP: PJ TRAINING GRP: J PLC/OTP (0 IDT
AFADB: 00000000 PEBD: 20090504 MANDATORY DRILL START: 20080529 END: 00000000
DATE OF ORIG ENTRY: 20080417 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 0 YRS PEF: 00 NONE
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 6 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 20120803
SOURCE OF INT ENTRY MIL SER: 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: TTF OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: O3 DOR: 20131001 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000
BILLET DESCRIPTION:
ANNIVERSARY DATE: 00000000
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20170327 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20170328 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: AG RCLF REGION ASSIGN DATE: 20100901
RCLF REGION DESCRIPTION: ARABIAN GULF/ARABIAN PENINSULA
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20051120
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 00000000
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 00000000
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7557 ADMOS1: 7502 ADMOS6: ADMOS11:
3MOS: 7557 ADMOS2: ADMOS7: ADMOS12:
3MOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6)

HOME OF RECORD: (b) (6)

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017
13:19:07

EDIPI: (b) (6) NAME: ELLIOTT, SEAN E
RUC: COMPANY CODE: PRES-GRADE: 03 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: J R-RECSTAT: 9 RCOMP-CODE:

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE: 20110731 WAIVER CODE: OPFLY BASE DATE: 00000000
PILOT DES EFFECT DATE: 20120803 WAIVER YEAR: 0000 OPFLY COMP DATE: 00000000
MED EVAL EXPIRE DATE: 00000000 MED EVAL AUTH: OPFLY STRT DATE: 00000000
INCUR OBL SERV DATE: 20180803 DESIGN CAT: OPFLY STOP DATE: 20170710
INCUR OBL SERV CODE: B DIFOP TOTAL: 0408
FLIGHT STATUS: DIFDEN **** PRIOR OPFLY DATES ****
FLIGHT STATUS DATE: 20170710 LAST DIFOP START: 20170328
LAST DIFOP STOP: 20170710

***** GATE INFORMATION *****

***** GATE 1 ***** ***** GATE 2 LOW ***** ***** GATE 2 HIGH *****
PASS/FAIL CODE: PASS/FAIL CODE: PASS/FAIL CODE:
EFFECTIVE DATE: 000000 EFFECTIVE DATE: 000000 EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$206.00	20170328	20170710	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00122-2017-03042-16-0020-20170328 E: 1-00312-2017-03042-16-0378-20170713					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11110	\$206.00	20160112	20170327	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00894-2016-45020-02-0020-20160119 E: 1-00122-2017-03042-16-0020-20170328					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$206.00	20150731	20160111	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-02166-2014-45124-02-0434-20140423 E: 1-00894-2016-45020-02-0020-20160119					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$188.00	20140731	20150730	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-02166-2014-45124-02-0434-20140423 E: 9-99999-9999-99999-99-U110-20150723					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$156.00	20140522	20140526	4	C
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-02166-2014-45124-02-0434-20140423 E: 8-55995-2014-54887-02-0115-20140527					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$156.00	20140527	20140730	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-02166-2014-45124-02-0434-20140423 E: 8-55995-2014-54887-02-0115-20140725					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$156.00	20140501	20140521	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-02166-2014-45124-02-0434-20140423 E: 8-55995-2014-54887-02-0115-20140527					

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: (b) (6)
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 75 ATHEIST
DNA DATE: 20080529 HIV-TESTED: 000000
GOOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: (b) (6)

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:
PHYSICAL ADDRESS:

000000000

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20101130

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20101025

SECONDARY EMAIL: (b) (6)

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170327 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170327

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125 DATE DEPN LOC BEGAN: 20170327
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 20170327
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
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(b) (6)

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:



ORIGINAL ORDERS

UNITED STATES MARINE CORPS
5TH MARINE EXPEDITIONARY BRIGADE
PSC 851 BOX 320
FPO AE 09834-0004

IN REPLY REFER TO:
1325/1
S-1
1 Jul 16

FIRST ENDORSEMENT on WEB Orders dtd 4 Feb 16

From: Commanding General, Command Element, 5th Marine Expeditionary
Brigade

To: Major Caine M. Goyette (b) (6) /7557 USMC

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

Ref: (a) Web Orders dtd 4 Feb 16
(b) JTR
(c) Port Call

1. Delivered. Effective 0800, 1 July 2016, per reference (a), you will stand detached from your present station and duties at Command Element, 5th Marine Expeditionary Brigade (CE, 5th MEB), Manama, Bahrain. You will proceed and report to Bahrain International Airport NLT 2035 on 1 July 2016 for further transportation via commercial air on departing at 2235 on 1 July 2016 to New York, NY. You are required to report to the Commanding Officer, VMGR-452 MAG-49 4TH MAW Newburgh, NY (MCC S5J) for duty no later than 2359, 31 July 2016.

2. You are authorized 4 days proceed, 25 days delay, 2 days travel via Commercial Air, and 00 days PDMRA in reporting to your new duty station. You have taken 00 days of PTAD for house hunting prior to detaching. You are not authorized Advance DLA and Advanced Member/Dependent Travel in conjunction with these orders. Upon completion of authorized delay, your leave balance will be 23 days accrued.

3. You have given your leave address and telephone number as: (b) (6). You have given the person to be notified in case of emergency as: (b) (6).

4. You are authorized travel and transportation allowances to (b) (6). Upon completion of your overseas restricted/unaccompanied tour, travel and transportation allowance for your dependents designated place of residence (b) (6) in CONUS are authorized per reference (b). Your dependent(s) authorized travel with you in execution of these orders are: (b) (6).

5. Upon arrival at your next assignment, you are required to recertify your entitlement to BAH (if applicable) within 30 days, per reference (b). If acute non-emergency medical care is required for you or your family members call 1-800-444-5445 to obtain guidance and to receive the required authorization. If emergency care is needed, get care immediately, contact the number listed above once care is received.

6. Personnel traveling on PCS Orders while within CONUS may make direct deposit inquiries by calling the following toll free number: 1-800-645-2025 or 1-800-892-3013 (Missouri residents only). This service will operate from 0700 to 1500 Central time Monday through Friday.

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

7. Information regarding financial, medical and personal assistance can be obtained from the Family Service Center. Transient Marines and their families may obtain information and assistance concerning their new duty station such as housing, schools, childcare, transportation, financial, medical, and other personal matters by contacting their Local Family Service Center or by calling the Regional Family Service Center. From locations East of the Mississippi River (except Wisconsin) dial toll free 1-800-336-4663. If calling from VA, call (703) 784-2650 or 2659 collect. From locations West of the Mississippi River (plus Wisconsin) dial toll free 1-800-253-1624.

8. While traveling under these Orders you are subject to the Marine Corps uniform regulations and grooming standards. Failure to comply with the uniform and grooming standards could result in disciplinary action.

9. Before making any rental or lease agreements or purchasing a home you will report to the local military housing office, which has the responsibility for providing housing referral services to the installation to which you will be assigned.

10. You will submit your travel claim to the Disbursing Officer via your administrative office at your new duty station within 5 working days after completion of travel to settle travel expenses. Failure to do so may result in your pay account being checked for your travel claim has not been submitted to the Disbursing Officer within 30 days after completion of travel under these Orders.

11. **You are authorized a temporary lodging expense (TLE) allowance for a total of 10 days** (or 5 days, if from PDS in CONUS to PDS OCONUS) in connection with your PCS. These temporary lodgings must be, in fact, a temporary place of residence, acquired in the vicinity of your old or new PDS or both or at a designated place if applicable. You must obtain a statement of non availability from the local commander, if you intend to claim TLE. If your old or new PDS where the TLE was incurred is not located at a Post, Camp, Station, Base, or Depot, or if it is in a city or metropolitan area, the statement of non availability is not required.

12. Upon departure from this command, your Health Records (HR) and Dental Records (DR) have been entrusted to your care for safe delivery to your new Commanding Officer. You are to keep your Original Orders, HR and DR in your possession and not in your baggage, which might subsequently become accidentally separated from you.

13. If you desire to terminate your leave prior to your port call reporting date, report to (appropriate IRA as provided in MCO 4650.30). Do not report to the designated air terminal more than 24 hours prior to flight departure time. Transient accommodations are limited. Per diem is not authorized for the period involved. This per diem restriction does not apply to any necessary delay beyond your scheduled departure time. **You are allowed to utilize your GTCC in conjunction with execution of these Orders.**

14. Your estimated travel entitlement is \$4,405.90 based on MCTFS data at the time the order was issued. It does not include any adjustments based on your outbound interview answers. Limit GTCC use to no more than 80% of this amount. If traveling on Government procured transportation your reimbursement amount will be lower than this estimate.

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

The actual amount of final entitlements will be computed upon settlement of your travel claim. You should request the appropriate split disbursement to cover all charges accrued. Any GTCC use outside of PCS entitlements constitutes misuse. Contact your APC or servicing administrative support office for any GTCC or PCS entitlement questions to include modification requests due to extenuating circumstances or changes to orders.

Your estimated travel entitlements are as follows:

Travel Allowance Estimates Member Per Diem: \$437.00
Dislocation Allowance: \$3,968.90

Member Total Allowances: \$4,405.90

15. Per reference (c), this port call constitutes a modification to your travel orders. Failure to comply with port call instructions, except for emergencies or situations beyond your control, is considered as refusal to execute travel orders and may subject you to disciplinary action. If your orders are canceled or modified while you are in a leave status, or other circumstances beyond your control prevent you from reporting for your scheduled flight, call the Schedule Airline Ticket Office (SATO), Naval Support Activity, Bahrain at 011-973-1785-6653 or CE, 5TH MEB Orders section 011-973-1785-8544/8546 during working hours or utilized (EMERGENCY ASSISTANCE 24 HOURS at 800-359-9999/EMERGENCY WORLDWIDE COLLECT 210-877-3345) and advise them of the necessity to cancel or modify your port call. Identify your port call confirmation, destination, and desired new port call date, as applicable.


(b) (6)

By direction

RECEIVING ENDORSEMENT

1. I received these Orders at CE 5TH MEB, Manama, Bahrain at 01 July 2016 on 0800. I understand that I am to report to the Commanding Officer, VMGR-452 MAG-49 4THMAW Newburgh, NY (MCC S5J) for duty no later than 2359, 31 July 2016.

2. Such delay, less proceed and travel time is charged as annual leave. In my possession, I have my HR and DR, per MCO P1070.12.



(GRADE AND SIGNATURE)

MAS/USMC

REPORTING ENDORSEMENT
REPORTED AT 0930 ON 20160706
TO MAG 49 DET 2 NEWBURGH
NEWBURGH NY
REPORTED BY (b) (6)

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and instructions on back before completing form.)

1. TO: Commander		2. FROM: Flight Surgeon, (b) (6) FS KACH, West Point, NY 10996-1197		3. DATE (YYYYMMDD) 20170607	
4. MEMBER NAME (Last, First, Middle Initial) Goyette, Caine, M.		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE O-4	
8. ORGANIZATION VMGR-452		9. TYPE OF DUTY Aviator		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (if applicable) 20170607	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.					
a. X one <input type="checkbox"/> CLEARED AFTER (x) <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION					
b. EFFECTIVE DATE (YYYYMMDD) 20170607			c. EXPIRATION DATE (YYYYMMDD) 20180531		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (x) <input type="checkbox"/> Illness or injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> MAY PARTICIPATE IN (x) <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS					
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES FFD. 1 waiver in effect.					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upslip)					
a. TYPED NAME (Last, First, Middle Initial)		b. GRADE		c. PROVIDER SIGNATURE	
e. TYPED NAME (Last, First, Middle Initial) (b) (6)		f. GRADE O-3		h. DATE SIGNED (YYYYMMDD) 20170607	
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties			b. AIRCREW MEMBER SIGNATURE 		c. DATE SIGNED (YYYYMMDD) 20170607
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)					
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
				d. DATE SIGNED (YYYYMMDD)	



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO
3740
CO
1 MAY 17

From: Commanding Officer, Marine Aerial Refueler Transport Squadron 452

To: Major Caine M. Goyette (b) (6) /7557 USMC

Subj: KC-130T PILOT DESIGNATIONS

Ref: (a) CNAFINST 4790.2
(b) NAVMC-3500.14
(c) NAVMC 3500.52
(d) NAVAIR 01-75GAH-1
(e) CNAF M-3710.7

1. Per the references, and after demonstrating your knowledge, proficiency, and capabilities in the KC-130T aircraft, you are hereby designated:

	<u>Date</u>	<u>Designation</u>	<u>Commanding Officer</u>
()		Transport Third Pilot	
()		Transport Second Pilot	
(X)	5 Aug 12	Transport Plane Commander	
()		Standard Instrument	
()		Special Instrument	
()		Instrument Flight Board Member	
(X)	12 Jan 13	Basic Instructor Pilot	
(X)	9 Aug 12	Functional Check Pilot	
()		Assistant NATOPS Instructor	
()		NATOPS Instructor	
()		NATOPS Evaluator	
()		Fleet Replacement Squadron Instructor	
()		Night Systems Instructor	
()		Low Altitude Tactics Instructor	
(X)	13 Mar 13	Section Lead	
()		Division Lead	
(X)	2 May 17	Tactical Refueling Area Commander	
()		Strategic Refueling Area Commander	
()		Flight Leadership Standardization Evaluator	
()		Defensive Tactics Instructor	
()		Weapons and Tactics Instructor	
()		Crew Resource Management Facilitator	
()		Crew Resource Management Instructor	

2. In the performance of your duties as designated, you shall comply with the references and all other applicable directives.

3. This designation will be recorded in your Pilot Log Book, and kept on file in your NATOPS Jacket.

(b) (6)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
17 Aug 2016

From: Officer in Charge, Naval Survival Training Institute

To: **MAJ CAINE GOYETTE**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **MAJ CAINE GOYETTE** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **17 Aug 2016** at Aviation Survival Training Center **PAX RIVER**.

2. **MAJ CAINE GOYETTE** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Aug 2020** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

CLASS 2: C-130, P-3

CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

LCDR Immeker



10

NATOPS EVALUATION REPORT

REPORTS CONTROL SYMBOL 3710-21

NAME (Last, first, initial) GOYETTE, CAINE, M.		GRADE MAJ	EDIPI (b) (6)
SQUADRON/UNIT VMGR-452	AIRCRAFT MODEL KC-130T	CREW POSITION TPC	
TOTAL PILOT/FLIGHT HOURS 2268.5	TOTAL HOURS IN MODEL 1417.0	DATE OF LAST EVALUATION 27 Jun 2014	

NATOPS EVALUATION

REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	26 Sep 2016	4.00		
CLOSED BOOK EXAMINATION	26 Sep 2016	4.00		
ORAL EXAMINATION	28 Sep 2016	✓		
CREW RESOURCE MANAGEMENT GROUND	07 Sep 2016	✓		
CREW RESOURCE MANAGEMENT FLIGHT	28 Sep 2016	✓		
EMERGENCY EGRESS	28 Sep 2016	✓		
* EVALUATION FLIGHT	28 Sep 2016	✓		
FLIGHT DURATION 0.8	AIRCRAFT BUNO 164181	OVERALL FINAL GRADE QUALIFIED		

REMARKS OF EVALUATOR/INSTRUCTOR

Maj Goyette flew his TPC NATOPS check enroute in the Bullhead City International Airport local area. Multiple four, simulated three, and two engine landings were performed in the 100%, 50%, and no-flap configurations. All landings were well controlled and emergencies were handled in accordance with NATOPS. Emergency egress was conducted. Conducted CRM flight evaluation per CNAFINST 1542.7. Maj Goyette is well qualified to maintain his designations as a TPC in the KC-130T aircraft.

EXPIRES: 30 Sep 2017

☐ CHECK IF CONTINUED ON REVERSE SIDE

GRADE, NAME OF EVALUATOR/INSTRUCTOR MAJ, (b) (6)	(b) (6)	DATE 28 Sep 2016
GRADE, NAME OF EVALUEE MAJ, CAINE M. GOYETTE	SIGNATURE	DATE 28 Sep 2016

REMARKS OF UNIT COMMANDER

Well done!

(b) (6)

GRADE, NAME OF UNIT COMMANDER
LTCOL, (b) (6)

DATE 3 NOV 16

*WST, OFT, COT, or cockpit check in accordance with

NATOPS INSTRUMENT RATING REQUEST

NAME (Last, first, middle initial)	GRADE	FLIGHT NUMBER	DATE
GOYETTE, CAINE, M.	1-1	(b) (6)	06 Dec 2016
UNIT			
VMGR-452			

APPLICATION IS HEREBY MADE FOR AN INSTRUMENT RATING (Check one)

☒ STANDARD ☐ SPECIAL

EXPERIENCE SUMMARY						
MISCELLANEOUS SUMMARY		INSTRUMENT PILOT TIME				
ITEM	LAST 6 MO	LAST 12 MO	ITEM	LAST 12 MO	LAST 6 MO	TOTAL ALL YEARS
PRECISION APPROACHES	12	12	ACTUAL	21	21	421.3
			SIMULATED	5.1	5.1	166
NON-PRECISION APPROACHES	7	7	INSTRUMENT PILOT TIME TOTAL	26.1	26.1	587.3
			TOTAL YEARS FLYING EXPERIENCE (Military and Commercial)	12		
TOTAL PILOT TIME		2370.4		THIS IS TO CERTIFY THAT THE APPLICANT HAS		
AIRCRAFT QUALIFICATIONS		TPC		<input checked="" type="checkbox"/> SATISFACTORILY <input type="checkbox"/> UNSATISFACTORILY		
CURRENT RATING:		STANDARD		COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL		
PILOT'S BIRTHDAY:		(b) (6)		1ST EXAM (GRADE): 2ND EXAM (GRADE): 3RD EXAM (GRADE):		
SIGNATURE OF APPLICANT		(b) (6)		QUAL		
				SIGNATURE OF EXAMINING OFFICER		
				(b) (6)		
				GRADE		
				4.0		
				TITLE		

PART ONE (Basic Instruments)		QUAL	UNQUAL	PART TWO (Instrument Flight within control areas with emphasis on VOR/TACAN where feasible)		QUAL	UNQUAL
1	INSTRUMENT TAKEOFF (Optional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	FLIGHT PLANNING	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	* CLIMBING, DESCENDING AND TIMED TURNS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	CLEARANCE COMPLIANCE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	* STEEP TURNS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	INSTRUMENT APPROACHES	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	* RECOVERY FROM UNUSUAL ATTITUDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	COMMUNICATIONS AND NAVIGATION EQUIPMENT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	VOR/TACAN POSITIONING	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	EMERGENCY PROCEDURES	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	* PARTIAL PANEL AIRWORK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	VOICE PROCEDURES	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7		<input checked="" type="checkbox"/>	<input type="checkbox"/>				

* Not required when evaluation is conducted under actual instrument conditions.

REMARKS:

Maj Goyette flew his annual Instrument check ride in the MCAS Yuma instrument pattern. Flight consisted of a point to point to three turns in holding followed by the TACAN arc to runway 03. Missed approach procedures were conducted to two ILS approached to runway 03. All instrument procedures were followed according to the NATOPS and OPNAV 3710. Maj Goyette is well qualified to maintain his Standard Instrument rating.

DATE OF FLIGHT CHECK	AIRCRAFT MODEL	BUNO	INSTRUMENT RATING ISSUED	(Expires)
06 Dec 2016	KC-130T	165353	<input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL	31 Dec 2017
SIGNATURE OF FLIGHT EXAMINER (Grade and title)			SIGNATURE OF OFFICER ISSUING CARD (Grade and title)	
(b) (6)				

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017

13:20:14

EDIPI: (b) (6) NAME: GOYETTE, CAINE M
RUC: 00000 COMPANY CODE: PRES-GRADE: 04 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE: 20030606 WAIVER CODE: OPFLY BASE DATE: 20030606
PILOT DES EFFECT DATE: 20040702 WAIVER YEAR: 0000 OPFLY COMP DATE: 00000000
MED EVAL EXPIRE DATE: 00000000 MED EVAL AUTH: OPFLY STRT DATE: 00000000
INCUR OBL SERV DATE: 20080304 DESIGN CAT: OPFLY STOP DATE: 20170710
INCUR OBL SERV CODE: P DIFOP TOTAL: 1001
FLIGHT STATUS: DIFDEN **** PRIOR OPFLY DATES ***
FLIGHT STATUS DATE: 20170710 LAST DIFOP START: 20160706
LAST DIFOP STOP: 20170710

***** GATE INFORMATION *****

***** GATE 1 ***** ***** GATE 2 LOW ***** ***** GATE 2 HIGH *****
PASS/FAIL CODE: P PASS/FAIL CODE: P PASS/FAIL CODE:
EFFECTIVE DATE: 201406 EFFECTIVE DATE: 201706 EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$840.00	20170606	20170710	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 1-00312-2017-03042-16-0378-20170713					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20170418	20170418	4	C
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 4-73454-2017-54887-16-0115-20170424					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20170419	20170605	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 9-73454-2017-54887-16-0115-20170622					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20161109	20170417	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 4-73454-2017-54887-16-0115-20170424					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20161107	20161108	4	C
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 1-00558-2016-03042-16-0433-20161120					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20161109	20161108	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 4-73454-2017-54887-16-0115-20170424					

PAY CODE	AMOUNT	FROM DATE	TO DATE	CMP OCDE	TAX CODE
11109	\$650.00	20161109	20161108	4	1
ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE ADR TYP-DOC#-YEAR-RUC-DPI-TTC TCH DATE					
3: 1-00558-2016-03042-16-0433-20161120 E: 1-00558-2016-03042-16-0433-20161120					

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017

13:20:04

EDIPI: (b) (6) NAME: GOYETTE, CAINE M
RUC: 00000 COMPANY CODE: PRES-GRADE: 04 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 20020330 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 20020202
DATE OF ENL/ACCEPT: 19940331 DOD TRNGRP: RE TRAINING GRP:
AFAOB: 00000000 PEBD: 19941205 MANDATORY DRILL START: 19941205 END: 20001204
DATE OF ORIG ENTRY: 19940331 DATE OF BASIC ELIG: 19960126MDP EXT MO: 00
LENGTH CURR ENL: 0 YRS PEF: 00 NONE
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 6 OVEBP CODE: U
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 20040702
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: TETF OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 1
POST 911 GIBILL BENEFITS TR DT: 20150709 POST 911 GIBILL TR EDU OBL DT: 20190708

----- SERVICE INFORMATION -----

PRES GRADE: 04 DOR: 20121101 ACUD RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 20060331
PEN: 0206127M FAPRUC: 00000 RESERVE MCC:
DCTB: 20160706 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20160707 IND LOC CODE:
DATE JOINED SMCR: 19960126

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000

RCLF REGION DESCRIPTION:

GEO LOC CODE:

RCLF COMPLETE FLAG:

GEO LOC DCTB: 000000

COMBAT SERV CODE: T

ROTATION TOUR DATE: 00000000

LAST COMBAT TOUR: 00000000

OVERSEAS CONTROL DATE: 20160701

OFF REMOVAL DATE: 00000000

LAST PHYS EXAM: 20160525

RESERVE UNIT JOIN DATE: 20011214

PHA DATE: 20160525

LAST SEP/DISCH DATE: 20020904

REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7557

ADMOS1: 4801

ADMOS6:

ADMOS11:

BMOS: 7557

ADMOS2: 0000

ADMOS7:

ADMOS12:

IMOS: 0000

ADMOS3:

ADMOS8:

JMOS:

ADMOS4:

ADMOS9:

JMOS ED: 00000000

ADMOS5:

ADMOS10:

JAW ENFORCE/COUNTERINTEL ID:

ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6)

HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: (b) (6) COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: F CERT: K BACHELORS MAJOR: 35 ENGINEERING, EL
RACE CODE: F DECLINED TO RESPOND
POPULATION GROUP: DECLINED TO RESPOND
ETHNIC CODE: 2 DECLINED TO RESPOND
RELIGION: 75 ATHEIST
DNA DATE: 19950210 HIV-TESTED: 201605
GOOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)(b) (6) (b) (6)

WORK EMAIL DATE: 20160721

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20150427

SECONDARY EMAIL: (b) (6)

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20160706 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20160706

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 03
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 120 DATE DEPN LOC BEGAN: 20080414
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 20160706
SERVICE SPOUSE DATE: 00000000

REL	SEX	CD	DOB	DEPN NAME	GAIN DATE	LOCATION
SP	F		(b) (6)	(b) (6)	(b) (6)	360015888
LD	F		(b) (6)	(b) (6)	(b) (6)	360015888
LD	F		(b) (6)	(b) (6)	(b) (6)	360015888

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:



UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 MCDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326

S-3

1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Gunnery Sergeant Mark A. Hopkins EDIPI: (b) (6) /7372 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Tactical Systems Operator). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

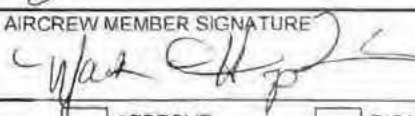
(b) (6)

Acting

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: COMMANDER		2. FROM: FLIGHT SURGEON		3. DATE (YYYYMMDD) 20170412	
4. MEMBER NAME (Last, First, Middle Initial) HOPKINS, MARK, A.		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE E-7	
8. ORGANIZATION VMGR-452		9. TYPE OF DUTY NAVIGATOR		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20170412	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> CLEARED AFTER (X) <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:					
b. EFFECTIVE DATE (YYYYMMDD) 20170412			c. EXPIRATION DATE (YYYYMMDD) 20180430		
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.					
a. X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or Injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> MAY PARTICIPATE IN (X) <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION					
b. EFFECTIVE DATE (YYYYMMDD)			c. ESTIMATED DURATION OF GROUNDING		
13. REMARKS/LIMITATIONS					
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES. <div style="font-size: 2em; font-family: cursive;">FFD</div>					
14. (X one): <input checked="" type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy upsip)					
a. TYPED NAME (Last, First, Middle Initial) (b) (6) HML2 (FMP) USN / AVT		b. GRADE (b) (6)		c. PROVIDER SIGNATURE (b) (6)	
e. TYPED NAME (Last, First, Middle Initial) (b) (6)		f. GRADE O-3		d. DATE SIGNED (YYYYMMDD) 20170413	
				h. DATE SIGNED (YYYYMMDD) 20170412	
15. MEMBER CERTIFICATION					
a. I certify that I understand the above recommendations and that I: <input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			b. AIRCREW MEMBER SIGNATURE 		c. DATE SIGNED (YYYYMMDD) 20170412
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)					
<input type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE					
a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
				d. DATE SIGNED (YYYYMMDD)	



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT TRAINING SQUADRON 253
MARINE AIRCRAFT GROUP 14
2d MARINE AIRCRAFT WING, U. S. MARINE CORPS FORCES, ATLANTIC
POSTAL SERVICE CENTER BOX 8057
CHERRY POINT, NORTH CAROLINA 28533-6019

IN REPLY REFER TO:

DSS

3740

27 Jun 03

From: Commanding Officer, Marine Aerial Refueler Transport
Training Squadron 253
To: CPL Hopkins M.A. (b) [REDACTED] / 7372 USMC
Subj: KC-130F/R/T TACTICAL SYSTEMS OPERATOR (TSO); DESIGNATION
OF
Ref: (a) MCO 3500.15
(b) OPNAVINST 3710.7S
(c) NAVAIR 01-75GAA-1

1. Having satisfactorily met all specific requirements of the references, you are hereby designated a Combat Capable Tactical Systems Operator in the KC-130F/R/T aircraft. Such designation shall remain in effect until revoked by competent authority.

2. An entry will be made in your NATOPS Qualification Jacket.

(b) (6)

Copy to:

S-1

S-3

NATOPS Jacket (Original)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
14 Sep 2015

From: Officer in Charge, Naval Survival Training Institute
To: **GYSGT MARK HOPKINS**
Subj: NASTP TRAINING QUALIFICATION LETTER
Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **GYSGT MARK HOPKINS** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **14 Sep 2015** at Aviation Survival Training Center **NORFOLK**.
2. **GYSGT MARK HOPKINS** received a grade of **Q**. All required modules were completed.
3. This qualification expires on **30 Sep 2019** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.
4. This qualification applies to the following aircraft(s) only:
CLASS 2: C-130, C-2, E-2, P-3
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6)

By direction

NATOPS EVALUATION REPORT

REPORTS CONTROL SYMBOL 3710-21

NAME (Last, first, initial) Hopkins, Mark A.		GRADE GYSGT	EDIPI (b) (6)	
SQUADRON/UNIT VMGR-452	AIRCRAFT MODEL KC-130T		CREW POSITION TSO	
TOTAL PILOT/FLIGHT HOURS 4378.3	TOTAL HOURS IN MODEL 4341.5		DATE OF LAST EVALUATION 28 Jun 2016	
NATOPS EVALUATION				
REQUIREMENT	DATE COMPLETED	GRADE		
		D	CQ	U
OPEN BOOK EXAMINATION	26 Jun 2017	4.00		
CLOSED BOOK EXAMINATION	26 Jun 2017	4.00		
ORAL EXAMINATION	28 Jun 2017	✓		
CREW RESOURCE MANAGEMENT GROUND	07 Jan 2017	✓		
CREW RESOURCE MANAGEMENT FLIGHT	28 Jun 2017	✓		
EMERGENCY EGRESS	28 Jun 2017	✓		
* EVALUATION FLIGHT	28 Jun 2017	✓		
FLIGHT DURATION 6.2	AIRCRAFT BUNO 165352	OVERALL FINAL GRADE QUALIFIED		
REMARKS OF EVALUATOR/INSTRUCTOR				
<p>This was GySgt Hopkins' annual NATOPS conducted on a multi-leg log run from MCAS Cherry Point, NC to Belize and Soto Cano AB, Honduras. GySgt Hopkins was observed performing the full duties of a TSO during this flight. All normal and simulated emergency procedures were handled safely and IAW the NATOPS. No weak areas were noted. Egress training was conducted upon flight termination. Conducted CRM flight evaluation per COMNAVAIRFORINST 1542.7A. GySgt Hopkins is currently NSQ and it is recommended that he maintain all current qualifications and designations.</p>				
<div style="text-align: right;">EXPIRES: 30 Jun 2018</div> <div style="text-align: right;"> <input type="checkbox"/> CHECK IF CONTINUED ON REVERSE SIDE </div>				
GRADE, NAME OF EVALUATOR/INSTRUCTOR CWO4 (b) (6)		SIGNATURE (b) (6)		DATE 30 Jun 2017
GRADE, NAME OF EVALUEE GYSGT MARK A. HOPKINS		SIGNATURE (b) (6)		DATE 30 Jun 2017
REMARKS OF UNIT COMMANDER				
Outstanding Job and well qualified to maintain these designations!				
GRADE, NAME OF UNIT COMMANDER LtCol (b) (6)		SIGNATURE (b) (6)		DATE 30 Jun 2017

*WST, OFT, COT, or cockpit check in accordance with OPNAVINST 3710.7

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017
13:21:17

EDIPI: (b) (6) NAME: HOPKINS, MARK A
RUC: 00000 COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
PILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
MED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
INCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	20061002
INCUR OBL SERV CODE:			DIFOP TOTAL:	0000
FLIGHT STATUS:	DIFDEN		**** PRIOR OPFLY DATES ***	
FLIGHT STATUS DATE:	20061002		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017
13:20:51

EDIPI: (b) (6) NAME: HOPKINS, MARK A
RUC: 00000 COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: R-RECSTAT: RCOMP-CODE:

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
ECS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE:
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20140414 DOD TRNGRP: TRAINING GRP:
AFADB: 00000000 PEBD: 20010904 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 20001213 DATE OF BASIC ELIG: 00000000MDP EXT MO: 00
LENGTH CURR ENL: 4 YRS PEF: AG AIRCREW
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF: 59 MARINE CORPS COLLEGE
NO EXT CURR ENL: 00 MGIB-SR STATUS:
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 7 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: C 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 3BCA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E7 DOR: 20140501 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000

BILLET DESCRIPTION:

ANNIVERSARY DATE: 00000000
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20061002 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20061002 IND LOC CODE:
DATE JOINED SMCR: 00000000

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20070319
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160321
RESERVE UNIT JOIN DATE: 00000000 PHA DATE: 20160321
LAST SEP/DISCH DATE: 00000000
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 7372 ADMOS1: ADMOS6: ADMOS11:
PMOS: 7372 ADMOS2: ADMOS7: ADMOS12:
PMOS: 0000 ADMOS3: ADMOS8:
PMOS: ADMOS4: ADMOS9:
PMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: 8 O POS COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 12 12TH GRADE
RACE AGG CODE: E RACE CODE: E WHITE CERT: L HS DIPL MAJOR: 00 NO MAJOR SUBJEC
POPULATION GROUP: WHITE
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20011005 HIV-TESTED: 201603
GOOD CONDUCT MEDAL DATE: 20160905 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 00000000

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: 636

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20071226

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20090512

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS:
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20160406 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
NAH DEPN CERTIFICATION DT: 20160406

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 04
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125 DATE DEPN LOC BEGAN: 20140111
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

EL SEX

D CD DOB DEPN NAME

(b) (6)

GAIN DATE	LOCATION
(b) (6)	360714130
(b) (6)	360714130
(b) (6)	360714130
(b) (6)	360714130

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE:

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:



UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452

10 McDONALD STREET, STEWART ANG B

NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326

S-3

1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Gunnery Sergeant Brendan C. Johnson EDIPI: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Crewmaster III). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: COMMANDER	2. FROM: FLIGHT SURGEON	3. DATE (YYYYMMDD) 20160823
4. MEMBER NAME (Last, First, Middle Initial) JOHNSON, BRENDAN, C.	5. IDENTIFICATION NUMBER (b) (6)	6. GRADE E-7
8. ORGANIZATION VMGR-452	9. TYPE OF DUTY CREW	7. DATE OF BIRTH (YYYYMMDD) (b) (6)
		10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20160823

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> CLEARED AFTER (X):	<input type="checkbox"/> Temporary medical disqualification	<input type="checkbox"/> Waiver recommended (Not USAF)	<input type="checkbox"/> Aircraft mishap
	<input type="checkbox"/> Reporting to new duty station	<input type="checkbox"/> Waiver granted	<input type="checkbox"/> Other (See remarks)
<input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:			

b. EFFECTIVE DATE (YYYYMMDD)

20160823

c. EXPIRATION DATE (YYYYMMDD)

20170831

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X):	<input type="checkbox"/> Illness or Injury	<input type="checkbox"/> Aircraft mishap	<input type="checkbox"/> Other (See remarks)
MAY PARTICIPATE IN (X):	<input type="checkbox"/> Simulator duties	<input type="checkbox"/> Ground based flight line duties	<input type="checkbox"/> Other (See remarks)
<input type="checkbox"/> PERMANENT DISQUALIFICATION			

b. EFFECTIVE DATE (YYYYMMDD)

c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

☒ VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES

☐ MUST CARRY EXTRA SPECTACLES

14. (X one): ☒ FLIGHT SURGEON ☐ OTHER (Countersignature required for Air Force and Navy upsip)

a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
e. TYPED NAME (Last, First, Middle Initial) (b) (6)	f. GRADE DAC	g. SIGNATURE (b) (6)	h. DATE SIGNED (YYYYMMDD) 20160823

15. MEMBER CERTIFICATION

a. I certify that I understand the above recommendations and that I:

☒ MAY ☐ MAY NOT perform flight duties.

b. AIRCREW MEMBER SIGNATURE

[Signature]

c. DATE SIGNED (YYYYMMDD)

20160823

16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)

☐ APPROVE

☐ DISAPPROVE

a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)
---	----------	--------------	---------------------------



UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
3710
DOSS
31 Aug 15

From: Commanding Officer, Marine Aerial Refueler Transport
Squadron 452
To: Gunnery Sergeant Brendon C. Johnson (b) (6) /6276 USMC
Subj: AIRCREW DESIGNATIONS
Ref: (a) OPNAVINST 3710.7U
(b) NAVMC 3500.14B
(c) NAVMC 3500.35B
(d) NAVMC 3500.52C
(e) NAVAIR 01-75GAH-1
(f) MAWTS-1 Course Catalog

1. Upon review of your flying experience and NATOPS record, the following aircrew designations will hereby remain at this command:

Cargo and Passenger Loading Instructor (CPLI)
Crewmaster Instructor (CMI)
Systems Instructor (YSI)
Air Delivery Instructor (ADI)
Assistant NATOPS Instructor/NATOPS Instructor (ANI/NI)
Night System Instructor (NSI)
Weapons and Tactics Instructor (WTI)
Day/Night Refueling Supervisor (RS)
RGR Taxi Director Qualified (RTQ)
Squadron NATOPS Evaluator (SNE)
Crew Risk Management Facilitator (CRM-F)

2. You are directed to review this unit's SOP and conduct all of your operations in accordance with this directive.

(b) (6)

Copy to:
NATOPS Jacket (Original)



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
MARINE AIRCRAFT GROUP 49
4TH MARINE AIRCRAFT WING, MARINE FORCES RESERVE
10 McDONALD STREET, STEWART AIR NATIONAL GUARD BASE
NEWBURGH, NY 12550-5075

IN REPLY REFER TO:

3710

DSS

16 May 14

From: Commanding Officer, Marine Aerial Refueler Transport
Squadron 452
To: Gunnery Sergeant Brendan C. Johnson, (b) (6) /6276 USMC
Subj: DESIGNATION AS NATOPS EVALUATOR
Ref: (a) OPNAVINST 3710.7U
(b) NAVMC 3500.14C
(c) NAVMC 3500.52C
(d) NAVAIR 01-75GAH-1
(e) MCO 3710.8
(f) WgO 3711.2C

1. In accordance with the references, you are hereby designated as the Crewmaster 3 NATOPS Evaluator in the KC-130T Aircraft. You are required to familiarize yourself with the above references and all other directives and publications pertaining to the duties involved with this designation.
2. A copy of this designation will be maintained in your NATOPS Qualification Record and Aircrew Performance Record.
3. The effective date of this designation is 16 May 2014.

(b) (6)

Copy to:
NATOPS
Aircrew Training



UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 MCDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

3710

DSS

28 Oct 13

From: Commanding Officer, Marine Aerial Refueler Transport
Squadron 452

To: Gunnery Sergeant Johnson, B. C. (b) (6) /7382 USMC

Subj: DESIGNATION AS A KC-130T CREWMASTER 3

Ref: (a) OPNAVINST 3710.7U
(b) NAVMC 3500.14
(c) NAVAIR 01-75GAH-1
(d) NAVMC 3500.52C
(e) MCO 3710.8
(f) COMNAVAIRFORINST 1542.7

1. In accordance with references (a) through (f), you are hereby designated as a CREWMASTER 3 in the KC-130T aircraft.

2. You are charged with the responsibility of familiarizing yourself and complying with references (a) through (f) in the performance of your duty.

3. This letter is to be maintained in your NATOPS Qualification Jacket.

(b) (6)

Copy to:
NATOPS Jacket (Original)

This is to certify that
SGT B. C. JOHNSON

(b) (6)

/7372

has completed the course
prescribed by the
Commandant
of the
Marine Corps
for



NIGHT SYSTEMS INSTRUCTOR (NSI) CERTIFICATION

given by

Marine Aviation Weapons & Tactics Squadron One

This 17th day of April 2000

(b) (6)

This is to certify that
SGT B. C. JOHNSON

(b) (6)

/7382

has completed the course
prescribed by the
Commandant
of the
Marine Corps
for



WEAPONS TACTICS AIRCREW INSTRUCTOR (WTACI) CERTIFICATION

given by
Marine Aviation Weapons & Tactics Squadron One

This 17th day of April 2000

(b) (6)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
25 Aug 2015

From: Officer in Charge, Naval Survival Training Institute
To: **GYSGT BRENDAN JOHNSON**
Subj: NASTP TRAINING QUALIFICATION LETTER
Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **GYSGT BRENDAN JOHNSON** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **24 Aug 2015** at Aviation Survival Training Center **NORFOLK**.

2. **GYSGT BRENDAN JOHNSON** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **31 Aug 2019** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

CLASS 2: C-130, P-3

CLASS 4: C-12, C-130T, C-20,

, T-1A, T-39, T-44

(b) (6)

By direction

NATOPS EVALUATION REPORT

OPNAV 3710/7 (4-90) S/N 0107-LF-009-8000 (Formerly OPNAV 3510/8)

REPORT SYMBOL OPNAV 3710-21

NAME Johnson, Brendan, C.		GRADE GySgt	EDIP (b) (6)
SQUADRON/UNIT VMGR-452	AIRCRAFT MODEL KC-130T	CREW POSITION Crewmaster/LM	
TOTAL PILOT FLIGHT HOURS 8001.5	TOTAL HOURS IN MODEL 8001.5	DATE OF LAST EVALUATION 28 MAY 2016	

NATOPS EVALUATION

REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	1 JUN 2017	4.0		
CLOSED BOOK EXAMINATION	1 JUN 2017	3.8		
ORAL EXAMINATION	2 JUN 2017	X		
CREW RESURSE MANAGEMENT FLIGHT	2 JUN 2017	X		
CREW RESURSE MANAGEMENT GROUND	7 JAN 2017	X		
EMERGENCY EGRESS	2 JUN 2017	X		
*EVALUATION FLIGHT	2 JUN 2017	X		
FLIGHT DURATION 4.0	AIRCRAFT BUNO 165000	OVERALL FINAL GRADE QUALIFIED		

REMARKS OF EVALUATOR/INSTRUCTOR

GySgt Johnson completed his annual Crewmaster Loadmaster NATOPS evaluation on a logistics mission transporting 4th MAW band/instruments and a single 463-L HCU-6/E pallet weighing 1,210 lbs. SNM was observed evaluating a junior Crewmaster's Mission Instructor check ride. All normal and emergency procedures were conducted in accordance with NATOPS. CRM flight was completed IAW CNAFINST 1542.7A and a successful egress was performed at Stewart ANGB. I find GySgt Johnson qualified on the KC-130T and highly recommend he retain all previous designations.

EXP: 30 JUN 2018

GRADE, NAME OF EVALUATOR/INSTRUCTOR SSGT (b) (6)	(b) (6)	DATE 5 JUN 2017
GRADE, NAME OF EVALUEE GYSGT B.C. JOHNSON	SIGNATURE <i>B.C. Johnson</i>	DATE 5 JUN 2017

REMARKS OF UNIT COMMANDER

*As always, Job well done!
GySgt Johnson is a tremendous asset to our community!*

RANK, NAME OF UNIT COMMANDER LTCOL (b) (6)	(b) (6)	DATE 23 Jun 17
---	---------	-------------------

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017

13:38:32

EDIPI: (b) (6) NAME: JOHNSON, BRENDAN C
 RUC: COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
PILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
MED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
INCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	20100331
INCUR OBL SERV CODE:			DIFOP TOTAL:	0000
FLIGHT STATUS:	DIFDEN		**** PRIOR OPFLY DATES ****	
FLIGHT STATUS DATE:	20100331		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017
13:38:22

EOIPI: (b) (6) NAME: JOHNSON, BRENDAN C
RUC: COMPANY CODE: PRES-GRADE: E7 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20150727 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 19940926 MANDATORY DRILL START: 00000000 END: 00000000
DATE OF ORIG ENTRY: 19940331 DATE OF BASIC ELIG: 20011203MDP EXT MO: 00
LENGTH CURR ENL: 3 YRS PEF: YR 4 YEAR PROGRAM WO/BO
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: L ELIG TERM-MBR SEP/TR
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 5 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 8CFA OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E7 DOR: 20100401 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000
BILLET DESCRIPTION:
ANNIVERSARY DATE: 20180331
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20111202 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20111202 IND LOC CODE:
DATE JOINED SMCR: 20011203

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 20030704 OVERSEAS CONTROL DATE: 19910511
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160808
RESERVE UNIT JOIN DATE: 20080801 PHA DATE: 20160808
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
3MOS: 6242 ADMOS2: ADMOS7: ADMOS12:
3MOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: B O POS COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: E RACE CODE: E WHITE CERT: K BACHELORS MAJOR: A2 ART
POPULATION GROUP: WHITE
ETHNIC CODE: Z DECLINED TO RESPOND
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 19941207 HIV-TESTED: 201608
GOOD CONDUCT MEDAL DATE: 20161203 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 20111030

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER:
CELL PHONE NUMBER:
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER:
WORK DSN PHONE NUMBER PREFIX:

(b) (6)

(b) (6)

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS:

(b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20090501

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20151014

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20151208 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20151208

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED

TOTAL NUMBER DEPENDENTS: 01

DEPN CERT CODE: NONE

DEPN GEO LOC CODE: 125

DATE DEPN LOC BEGAN: 20111202

CUSTODY STATUS CODE: 0

SERVICE SPOUSE CODE: 00 NONE

FAM CARE PLAN VAL DT: 20170507

SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

(b) (6)

GAIN DATE LOCATION
(b) (6) 360272000

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE: M0123400168

FAP BILLET IDENT CODE:



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANG
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Julian M. Kevianne EDIPT: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Crewmaster I). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Acting

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: COMMANDER		2. FROM: FLIGHT SURGEON		3. DATE (YYYYMMDD) 20170405	
4. MEMBER NAME (Last, First, Middle Initial) KEVIANNE, JULIAN, M.		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE E-5	
8. ORGANIZATION VMGR-452		9. TYPE OF DUTY Crewmaster		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20170405	

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

- a. X one:
- ☐ CLEARED AFTER (X): ☐ Temporary medical disqualification ☐ Waiver recommended (Not USAF) ☐ Aircraft mishap
- ☐ Reporting to new duty station ☐ Waiver granted ☐ Other (See remarks)
- ☒ CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION

b. EFFECTIVE DATE (YYYYMMDD)
20170405

c. EXPIRATION DATE (YYYYMMDD)
20180430

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

- a. X one:
- ☐ TEMPORARY DISQUALIFICATION DUE TO (X): ☐ Illness or Injury ☐ Aircraft mishap ☐ Other (See remarks)
- MAY PARTICIPATE IN (X): ☐ Simulator duties ☐ Ground based flight line duties ☐ Other (See remarks)
- ☐ PERMANENT DISQUALIFICATION

b. EFFECTIVE DATE (YYYYMMDD)

c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

- ☐ VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.
- ☐ MUST CARRY EXTRA SPECTACLES.

FFD

14. (X one): ☒ FLIGHT SURGEON ☐ OTHER (Countersignature required for Air Force and Navy upsip)

a. TYPED NAME (b) (6) HM2 (FMF) USN / AVT		b. GRADE (b) (6)		d. DATE SIGNED (YYYYMMDD) 20170405	
e. TYPED NAME (Last, First, Middle Initial) (b) (6)		f. GRADE O-3		C. DATE SIGNED (YYYYMMDD) 20170405	

15. MEMBER CERTIFICATION

- a. I certify that I understand the above recommendations and that I:
- ☒ MAY ☐ MAY NOT perform flight duties.
- b. AIRCREW MEMBER SIGNATURE
- c. DATE SIGNED (YYYYMMDD)
20170405

16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy) ☐ APPROVE ☐ DISAPPROVE:

a. TYPED NAME (Last, First, Middle Initial)		b. TITLE		c. SIGNATURE	
				d. DATE SIGNED (YYYYMMDD)	



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
3710
CO
10 JAN 17

From: Commanding Officer, Marine Aerial Refueler Transport Squadron 452
To: Sergeant Julian M. Kevianne (b) (6) /6276 USMC

Subj: KC-130T CREWMaster DESIGNATIONS

Ref: (a) CNAFINST 4790.2
(b) NAVMC-3500.14
(c) NAVMC 3500.52
(d) NAVAIR 01-75GAH-1
(e) OPNAV 3710.7U

1. Per the references, and after demonstrating your knowledge, proficiency, and capabilities in the KC-130T aircraft, you are hereby designated:

	<u>Date</u>	<u>Designation</u>
(X)	27 Jun 13	Crewmaster 1
(X)	11 Oct 14	Crewmaster 2
()		Crewmaster 3
()		Crewmaster Instructor
()		Assistant NATOPS Instructor
()		NATOPS Instructor
()		Night Systems Instructor
()		Weapons and Tactics Instructor
(X)	6 Jan 17	Cargo and Passenger Load Instructor
()		Aerial Delivery Instructor
()		Crew Resource Management Facilitator
()		Crew Resource Management Instructor

Commanding Officer

(b) (6)

2. In the performance of your duties as designated, you shall comply with the references and all other applicable directives.

3. This designation will be kept in your NATOPS Jacket.

(b) (6)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
08 Jul 2014

From: Officer in Charge, Naval Survival Training Institute
To: **CPL JULIAN KEVIANNE**
Subj: NASTP TRAINING QUALIFICATION LETTER
Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **CPL JULIAN KEVIANNE** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **08 Jul 2014** at Aviation Survival Training Center **NORFOLK**.
2. **CPL JULIAN KEVIANNE** received a grade of **Q**. All required modules were completed.
3. This qualification expires on **31 Jul 2018** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.
4. This qualification applies to the following aircraft(s) only:
CLASS 2: C-130, P-3
CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6)

By direction

(b) (6)

NATOPS EVALUATION REPORT

OPNAV 3710/7 (4-90) (Formerly OPNAV 3510/8)

REPORT SYMBOL OPNAV 3710-21

NAME KEVIANNE, JULIAN M.		GRADE SGT	SERVICE NUMBER (b) (6)	
SQUADRON / UNIT VMGR-452	AIRCRAFT MODEL KC-130T	CREW POSITION CREWMaster-1		
TOTAL FLIGHT HOURS 1410.4	TOTAL HOURS IN MODEL 1410.4	DATE OF LAST EVALUATION ANNUAL		
NATOPS EVALUATION				
REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	8 JUN 2016	3.90		
CLOSED BOOK EXAMINATION	8 JUN 2016	3.84		
CRM GROUND	10 JAN 2016	X		
ORAL EXAMINATION	12 JUN 2016	X		
EMERGENCY EGRESS	12 JUN 2016	X		
CRM FLIGHT	12 JUN 2016	X		
FLIGHT EVALUATION	12 JUN 2016	X		
FLIGHT DURATION 17.2	AIRCRAFT BUNO 165315	OVERALL FINAL GRADE QUALIFIED		
GRADE, NAME OF EVALUATORS / INSTRUCTORS GYSGT (b) (6) GYSGT B.C. JOHNSON		DATE 12 JUN 2016		

REMARKS OF EVALUATOR/INSTRUCTOR

Sgt Kevianne's annual NATOPS check ride was conducted during a four-day logistics airlift in support of MAG-49 COC. Sgt Kevianne demonstrated proficiency in all aspects of flight including cargo/passenger transport and aerial observation. The aircraft pre-flight was conducted IAW NATOPS. All emergency procedures simulated and actual were conducted IAW section V and Chapter 11 of the NATOPS. APU requirements were met IAW COMNAVAIRFORINST 4790.2B. Ground and flight CRM were successfully evaluated IAW CNAFINST 1542.7, and an emergency ground egress was conducted. Technical knowledge, situational awareness, and CRM were discussed and demonstrated. We find Sgt Kevianne qualified as a KC-130T Crewmaster-1 and recommend retention of all previous T & R designations.

EXPIRES: 30 JUN 2017

GRADE, NAME OF EVALUATOR GYSGT (b) (6)	(b) (6)	DATE 12 JUN 2016
GRADE, NAME OF EVALUATOR GYSGT B.C. JOHNSON	SIGNATURE <i>B.C. Johnson</i>	DATE 12 JUN 2016
GRADE, NAME OF EVALUEE SGT J.M. KEVIANNE	SIGNATURE <i>Julian M. Kevianne</i>	DATE 12 JUN 2016

REMARKS OF UNIT COMMANDER

Well done!

RANK, NAME OF UNIT COMMANDER LTCOL (b) (6)	(b) (6)	DATE 29 JUN 16
---	---------	-------------------

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017

13:37:50

DIPI: (b) (6) NAME: KEVIANNE, JULIAN M
 RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

VI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
ILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
ED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
NCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	20111101
NCUR OBL SERV CODE:			DIFOP TOTAL:	0000
LIGHT STATUS:	DIFDEN		**** PRIOR OPFLY DATES ****	
LIGHT STATUS DATE:	20111101		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI **

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017
13:37:40

DIPI: (b) (6) NAME: KEVIANNE, JULIAN M
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

AS: 20170710 COMPONENT CODE:
OS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
ESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
ATE OF ENL/ACCEPT: 20170513 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
FADB: 00000000 PEBD: 20091201 MANDATORY DRILL START: 20091201 END: 20151130
ATE OF ORIG ENTRY: 20090912 DATE OF BASIC ELIG: 20110917MDP EXT MO: 00
ENGTH CURR ENL: 4 YRS PEF: ZY RESERVE OPTIONAL ENL
ENGTH CURR ENL: 00 MOS BONUS PEF:
ENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
O EXT CURR ENL: 00 MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
OTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 0 OVEBP CODE: 3
FF DTE CURR EXT: 00000000
ONTHS LAST ENL EXT: 00
IME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
OURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
OURCE OF ENTRY: 8CFA OCAN CODE: OCAN EFF DATE: 00000000

OST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
OST 911 GIBILL BENEFTS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

RES GRADE: E5 DOR: 20150401 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: LOC
BILLET DESCRIPTION:
ANNIVERSARY DATE: 20170912
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20140729 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20140729 IND LOC CODE:
DATE JOINED SMCR: 20091201

CLF REGION CODE: CM RCLF REGION ASSIGN DATE: 20150710
CLF REGION DESCRIPTION: CENTRAL AMERICA & CARIBBEAN
GEO LOC CODE: RCLF COMPLETE FLAG: N
GEO LOC DCTB: 000000
OMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
AST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20080408
FF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160404
ESERVE UNIT JOIN DATE: 20140215 PHA DATE: 20170317
AST SEP/DISCH DATE: 20170710
EASON: 8211 DEATH INSIDE US, NONHOSTILE

MOS: 6276 ADMOS1: ADMOS6: ADMOS11:
MOS: 6276 ADMOS2: ADMOS7: ADMOS12:
MOS: 0000 ADMOS3: ADMOS8:
MOS: ADMOS4: ADMOS9:
MOS ED: 00000000 ADMOS5: ADMOS10:
AW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

ATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: 8 O POS COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 14 COLLEGE-2
RACE AGG CODE: C RACE CODE: C BLACK OR AFRICAN AMERICAN
POPULATION GROUP: BLACK OR AFRICAN AMERICAN
ETHNIC CODE: A AFRICAN
RELIGION: 13 CHRISTIAN - NO DENOMINATIONAL PREFERENCE
DNA DATE: 20091214 HIV-TESTED: 201604
OOD CONDUCT MEDAL DATE: 00000000 SMCR MEDAL DATE: 20151201
RMED FORCES RESERVE MEDAL DATE: 20090912

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER: (b) (6)
ORK TELEPHONE NUMBER: (b) (6)
ORK DSN PHONE NUMBER PREFIX: (b) (6)

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

ORK EMAIL: (b) (6)

ORK EMAIL DATE: 20110607

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20110425

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATUS RESERVE RECORD STATUS: 9 SEPARATION STATUS
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170311 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACQU ONLY
AH DEPN CERTIFICATION DT: 20170311

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: M MARRIED TOTAL NUMBER DEPENDENTS: 01
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: 125 DATE DEPN LOC BEGAN: 20140727
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 20170418
SERVICE SPOUSE DATE: 00000000

EL SEX

D CD DOB

DEPN NAME

GAIN DATE LOCATION

(b) (6)

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE: M0123401019

FAP BILLET IDENT CODE:



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Owen J. Lennon EDIPI: (b) (6) /6276 USMCR
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Flight Engineer). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Acting

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: COMMANDER		2. FROM: FLIGHT SURGEON		3. DATE (YYYYMMDD) 20160805	
4. MEMBER NAME (Last, First, Middle Initial) Lennon, Owen, J.		5. IDENTIFICATION NUMBER (b) (6)		6. GRADE E-	
8. ORGANIZATION VMGR-452		9. TYPE OF DUTY Crew		7. DATE OF BIRTH (YYYYMMDD) (b) (6)	
				10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable) 20160805	

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> CLEARED AFTER (X):	<input type="checkbox"/> Temporary medical disqualification	<input type="checkbox"/> Waiver recommended (Not USAF)	<input type="checkbox"/> Aircraft mishap
	<input type="checkbox"/> Reporting to new duty station	<input type="checkbox"/> Waiver granted	<input type="checkbox"/> Other (See remarks)
<input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:			

b. EFFECTIVE DATE (YYYYMMDD)

20160805

c. EXPIRATION DATE (YYYYMMDD)

20170831

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X):	<input type="checkbox"/> Illness or Injury	<input type="checkbox"/> Aircraft mishap	<input type="checkbox"/> Other (See remarks)
MAY PARTICIPATE IN (X):	<input type="checkbox"/> Simulator duties	<input type="checkbox"/> Ground based flight line duties	<input type="checkbox"/> Other (See remarks)
<input type="checkbox"/> PERMANENT DISQUALIFICATION			

b. EFFECTIVE DATE (YYYYMMDD)

c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.
<input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.

14. (X one): ☒ FLIGHT SURGEON ☐ OTHER (Countersignature required for Air Force and Navy upslip)

a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
e. TYPED NAME (Last, First, Middle Initial) (b) (6)	f. GRADE COL(RET)	(b) (6)	h. DATE SIGNED (YYYYMMDD) 20160805

15. MEMBER CERTIFICATION

a. I certify that I understand the above recommendations and that I:

☒ MAY ☐ MAY NOT perform flight duties.

b. AIRCREW MEMBER SIGNATURE

Owen Lennon

c. DATE SIGNED (YYYYMMDD)

20160805

16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)

☐ APPROVE

☐ DISAPPROVE

a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)
---	----------	--------------	---------------------------



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
3710
CO
30 Mar 17

From: Commanding Officer, Marine Aerial Refueler Transport Squadron 452
To: Sergeant Owen J. Lennon (b) (6) /6276 USMC

Subj: KC-130T FLIGHT ENGINEER DESIGNATIONS

Ref: (a) CNAFINST 4790.2
(b) NAVMC-3500.14
(c) NAVMC 3500.52
(d) NAVAIR 01-75 GAH-1
(e) CNAF M-3710.7
(f) NAVAIR 01-75 GAH-9
(g) MCO P3500.14
(h) TAC MAN
(i) AIR MAN
(j) NFM
(k) MIMS

1. Per the references, and after demonstrating your knowledge, proficiency, and capabilities in the KC-130T aircraft, you are hereby designated:

	<u>Date</u>	<u>Designation</u>
(X)	12 Mar 16	Flight Engineer 1
(X)	3 Apr 15	Flight Engineer 2
()		Flight Engineer Instructor
()		Assistant NATOPS Instructor
()		NATOPS Instructor
()		NATOPS Evaluator
(X)	11 Feb 17	Systems Instructor
()		Night Systems Instructor
(X)	28 Jul 15	Functional Check Flight Engineer
()	28 Jul 15	Right Seat Taxi Observer
()		Crew Resource Management Facilitator
()		Crew Resource Management Instructor
()	28 Jul 15	High/Low Power Turn up

Commanding Officer

(b) (6)

2. In the performance of your duties as designated, you shall comply with the references and all other applicable directives.

3. This designation will be kept in your NATOPS Jacket

(b) (6)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO
3760
26 Feb 2015

From: Officer in Charge, Naval Survival Training Institute

To: **SGT OWEN LENNON**

Subj: NASTP TRAINING QUALIFICATION LETTER

Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **SGT OWEN LENNON** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **26 Feb 2015** at Aviation Survival Training Center **CHERRY POINT**.

2. **SGT OWEN LENNON** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **28 Feb 2019** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

CLASS 2: C-130, P-3

CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6)

NATOPS EVALUATION REPORT

OPNAV 3710.7 (4-90) (Formerly OPNAV 3510.8)

REPORT SYMBOL OPNAV 3710.21

NAME (b) (6)		GRADE SGT	EPIPL/MOS (b) (6) /6242	
SQUADRON / UNIT VMGR-452	AIRCRAFT MODEL KC-130T	CREW POSITION FLIGHT ENGINEER		
TOTAL FLIGHT HOURS 1,918.7	TOTAL HOURS IN MODEL 1,918.7	DATE OF LAST EVALUATION 12 MARCH 2016		
NATOPS EVALUATION				
REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	30 MARCH 2017	3.84		
CLOSED BOOK EXAMINATION	30 MARCH 2017	4.00		
CRM GROUND	3 APRIL 2017	X		
ORAL EXAMINATION	3 APRIL 2017	X		
EMERGENCY EGRESS	3 APRIL 2017	X		
CRM FLIGHT	3 APRIL 2017	X		
FLIGHT EVALUATION	3 APRIL 2017	X		
FLIGHT DURATION 11.3	AIRCRAFT BUNO 165325	OVERALL FINAL GRADE QUALIFIED		
GRADE, NAME OF EVALUATOR / INSTRUCTOR GYSGT (b) (6)		DATE 3 APRIL 2017		

REMARKS OF EVALUATOR/INSTRUCTOR

Sgt Lennon's Flight Engineer annual NATOPS check ride was conducted during a training flight to Savannah, GA. from 1 April 2017 to 3 April 2017 conducting cargo, and personnel air drops. All normal and emergency procedures were discussed and performed IAW NATOPS. High Power/APU turn annual requirements were met IAW COMNAVAIRFORINST 4790.2B. CRM flight was completed IAW CNAFINST 1542.7. Annual egress training was completed. Sgt Lennon demonstrated excellent Crew Resource Management, with leadership being a strong attribute. His system knowledge is very strong and will be an asset to the squadron. I find Sgt Lennon annual check ride complete, and should maintain all designations, and qualifications previously obtained.

EXPIRES: 30 APR 2018

GRADE, NAME OF EVALUATOR GySgt (b) (6)	(b) (6)	DATE 4 April 2017
GRADE, NAME OF EVALUEE Sgt Lennon, O. J.	SIGNATURE <i>[Signature]</i>	DATE 6 April 2017

REMARKS OF UNIT COMMANDER

Well done Sgt Lennon!

RANK, NAME OF UNIT COMMANDER LtCo (b) (6)	(b) (6)	DATE 6 April 2017
--	---------	----------------------

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017

13:39:04

EDIPI: (b) (6) NAME: LENNON, OWEN J
 RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
 PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
PILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
MED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
INCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	20121001
INCUR OBL SERV CODE:			DIFOP TOTAL:	0000
FLIGHT STATUS:	DIFDEN		**** PRIOR OPFLY DATES ****	
FLIGHT STATUS DATE:	20121001		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017
13:38:48

EDIPI: (b) (6) NAME: LENNON, OWEN J
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710 COMPONENT CODE:
EOS: 00000000 ECC: 20170710 RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
RESERVE ECC: 00000000 DATE ACCEPTED FIRST COMMISSION: 00000000
DATE OF ENL/ACCEPT: 20100603 DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
AFADB: 00000000 PEBD: 20101012 MANDATORY DRILL START: 20101012 END: 20161011
DATE OF ORIG ENTRY: 20100603 DATE OF BASIC ELIG: 20120801MDP EXT MO: 00
LENGTH CURR ENL: 6 YRS PEF: ZY RESERVE OPTIONAL ENL
LENGTH CURR ENL: 00 MOS BONUS PEF:
LENGTH CURR EXT: 00 MONTHS COLLEGE FUND PEF:
NO EXT CURR ENL: 00 MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
TOTAL MONTHS EXT: 00 MONTHS ACTIVE DUTY MGIB STATUS: 0 OVEBP CODE: 3
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 00
TIME LOST CURR ENL: 0000 DAYS DESIG MIL PILOT: 00000000
SOURCE OF INT ENTRY MIL SER: D 6 YEAR OBL START: 00000000
SOURCE OF ENTRY: 7F OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 20110215 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20150101 ACDU RUC: 00000 MCC:
SEL GRADE: DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
PROM RESTR STAT CD: 0 PROM RESTR TERM DTE: 00000000
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 000
BILLET DESCRIPTION:
ANNIVERSARY DATE: 20180603
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20131015 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20131015 IND LOC CODE:
DATE JOINED SMCR: 20100603

RCLF REGION CODE: SF RCLF REGION ASSIGN DATE: 20150109
RCLF REGION DESCRIPTION: SOUTHERN AFRICA
GEO LOC CODE: RCLF COMPLETE FLAG: Y
GEO LOC DCTB: 000000
COMBAT SERV CODE: 0 ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20080511
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160805
RESERVE UNIT JOIN DATE: 20131015 PHA DATE: 20160805
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
3MOS: 6242 ADMOS2: ADMOS7: ADMOS12:
5MOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH: (b) (6) HOME OF RECORD: (b) (6)
HOME OF RECORD ZIP CODE: 000000000
CITIZENSHIP: CA US COUNTRY OF ORIGIN: US UNITED STATES
BLOOD TYPE: (b) (6) CIVILIAN ED LEVEL: 14 COLLEGE-2
SEX: M CERT: L HS DIPL MAJOR: AA H.S. ACADEMIC -
RACE AGG CODE: E RACE CODE: E WHITE
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: 62 ROMAN CATHOLIC CHURCH
DNA DATE: 20101029 HIV-TESTED: 201608
GOOD CONDUCT MEDAL DATE: 20161012 SMCR MEDAL DATE: 20101012
ARMED FORCES RESERVE MEDAL DATE: 20100603

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: (b) (6)
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: (b) (6)
MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000
ADDRESS VALIDATION:
PHYSICAL ADDRESS: (b) (6)
WORK EMAIL: (b) (6)
WORK EMAIL DATE: 20131015
PERSONAL EMAIL: (b) (6)
PERSONAL EMAIL DATE: 20131015
SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20161219 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: 2 ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20161219

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX
CD CD DOB DEPN NAME GAIN DATE LOCATION
*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000
ASSIGNED BILLET IDENT CODE: A0000000000
PRESENT BILLET IDENT CODE:
RESERVE BILLET IDENT CODE: M0123300214



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Joshua M. Snowden EDIPI: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Flight Engineer). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Copy to:
S-1
Indiv
DSS

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY

(Read Privacy Act Statement and Instructions on back before completing form.)

1. TO: COMMANDER	2. FROM: FLIGHT SURGEON	3. DATE (YYYYMMDD) 20160624
4. MEMBER NAME (Last, First, Middle Initial) SNOWDEN, JOSHUA, M.	5. IDENTIFICATION NUMBER (b) (6)	6. GRADE E-
8. ORGANIZATION VMGR-452	9. TYPE OF DUTY CREW	7. DATE OF BIRTH (YYYYMMDD) (b) (6)
10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable)		

11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> CLEARED AFTER (X):	<input type="checkbox"/> Temporary medical disqualification	<input type="checkbox"/> Waiver recommended (Not USAF)	<input type="checkbox"/> Aircraft mishap
<input type="checkbox"/> Reporting to new duty station	<input type="checkbox"/> Waiver granted	<input type="checkbox"/> Other (See remarks)	
<input checked="" type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:			

b. EFFECTIVE DATE (YYYYMMDD)

20160624

c. EXPIRATION DATE (YYYYMMDD)

20170731

12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.

a. X one:

<input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X):	<input type="checkbox"/> Illness or Injury	<input type="checkbox"/> Aircraft mishap	<input type="checkbox"/> Other (See remarks)
<input type="checkbox"/> MAY PARTICIPATE IN (X):	<input type="checkbox"/> Simulator duties	<input type="checkbox"/> Ground based flight line duties	<input type="checkbox"/> Other (See remarks)
<input type="checkbox"/> PERMANENT DISQUALIFICATION			

b. EFFECTIVE DATE (YYYYMMDD)

c. ESTIMATED DURATION OF GROUNDING

13. REMARKS/LIMITATIONS

<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.
<input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.

14. (X one): ☒ FLIGHT SURGEON ☐ OTHER (Countersignature required for Air Force and Navy upsip)

a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
(b) (6)	COL(RET)	(b) (6)	20160624
e. TYPED NAME (Last, First, Middle Initial)	f. GRADE	g. SIGNATURE	h. DATE SIGNED (YYYYMMDD)
(b) (6)			

15. MEMBER CERTIFICATION

a. I certify that I understand the above recommendations and that I:	b. AIRCREW MEMBER SIGNATURE	c. DATE SIGNED (YYYYMMDD)
<input checked="" type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.		20160624

16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy) ☐ APPROVE ☐ DISAPPROVE

a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
4TH MARINE AIRCRAFT WING, MARFORRES, FMF, USMC
10 MCDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
3710
CO
10 Aug 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron 452
To: Sergeant Joshua M. Snowden (b) (6) /6276 USMC

Subj: KC-130T FLIGHT ENGINEER DESIGNATIONS

Ref: (a) CNAFINST 4790.2
(b) NAVMC-3500.14
(c) NAVMC 3500.52
(d) NAVAIR 01-75 GAH-1
(e) OPNAV 3710.7U
(f) NAVAIR 01-75 GAH-9
(g) MCO P3500.14
(h) TAC MAN
(i) AIR MAN
(j) NFM
(k) MIMS

1. Per the references, and after demonstrating your knowledge, proficiency, and capabilities in the KC-130T aircraft, you are hereby designated:

	<u>Date</u>	<u>Designation</u>
(X)	15 Nov 14	Flight Engineer 1
(X)	7 Nov 13	Flight Engineer 2
(X)	12 Jun 16	Flight Engineer Instructor
()		Assistant NATOPS Instructor
()		NATOPS Instructor
()		NATOPS Evaluator
(X)	27 Oct 15	Systems Instructor
(X)	25 Jan 17	Night Systems Instructor
(X)	2 Dec 13	Functional Check Flight Engineer
(X)	2 Dec 13	Right Seat Taxi Observer
()		Crew Resource Management Facilitator
()		Crew Resource Management Instructor
(X)	25 Nov 13	High/Low Power Turn up
()		Weapons and Tactics Instructor

Commanding Officer

(b) (6)

2. In the performance of your duties as designated, you shall comply with the references and all other applicable directives.

3. This designation will be kept in your NATOPS Jacket.

(b) (6)



UNITED STATES MARINE CORPS

MARINE AVIATION WEAPONS AND TACTICS SQUADRON ONE

BOX 99200

YUMA ARIZONA 85389-9200

IN REPLY REFER TO:

3740

S-3

14 Feb 17

From: Commanding Officer, Marine Aviation Weapons and Tactics Squadron One

To: Commanding Officer, Marine Aerial Refueler Transport Squadron 452

Subj: NIGHT SYSTEMS INSTRUCTOR CERTIFICATION

Ref: (a) NAVMC 3500.14

(b) MAWTS-1 Course Catalog

1. Per the references, the following Marine completed the subject course for the KC-130J aircraft at Marine Corps Air Station Yuma, AZ:

<u>RANK</u>	<u>NAME</u>	<u>EDIPI/MOS</u>	<u>UNIT</u>	<u>DATE</u>
Sgt	J. M. Snowden	(b) (6)/6276	VMGR-452	23 Jan 17

2. An appropriate NATOPS Qualification Jacket entry to this effect should be made. Designations are the prerogative of the Commanding Officer.

(b) (6)



DEPARTMENT OF THE NAVY
NAVY MEDICINE OPERATIONAL TRAINING CENTER
NAVAL SURVIVAL TRAINING INSTITUTE DETACHMENT
55 RADFORD BOULEVARD, SUITE 211
PENSACOLA FL 32508-1091

IN REPLY REFER TO:
3760
13 Feb 2017

From: Officer in Charge, Naval Survival Training Institute
To: **SGT JOSHUA SNOWDEN**
Subj: NASTP TRAINING QUALIFICATION LETTER
Ref: (a) OPNAVINST 3710.7U

1. In accordance with reference (a), **SGT JOSHUA SNOWDEN** has received **AIRCREW REFRESHER NASTP TRAINING FOR CLASS 2 AIRCRAFT** on **13 Feb 2017** at Aviation Survival Training Center **NORFOLK**.

2. **SGT JOSHUA SNOWDEN** received a grade of **Q**. All required modules were completed.

3. This qualification expires on **28 Feb 2021** unless additional conditions listed in reference (a) chapter 8, paragraph 8.4 apply.

4. This qualification applies to the following aircraft(s) only:

CLASS 2: C-130, P-3

CLASS 4: C-12, C-130T, C-20, C-21, C-26, C-35, C-37, C-40, C-9, E-4, E-6, P-8, T-1A, T-39, T-44

(b) (6)

NATOPS EVALUATION REPORT

OPNAV 1710-1 (4-90) (Formerly OPNAV 1710-8)

REPORT SYMBOL OPNAV 1710-21

NAME SNOWDEN, JOSHUA M.		GRADE SGT	EDIP MOS (b) (6) /6242	
SQUADRON UNIT VMGR-452	AIRCRAFT MODEL KC-130T	CREW POSITION FLIGHT ENGINEER		
TOTAL FLIGHT HOURS 2,313.5	TOTAL HOURS IN MODEL 2,313.5	DATE OF LAST EVALUATION 10 OCTOBER 2015		
NATOPS EVALUATION				
REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	1 NOVEMBER 2016	3.84		
CLOSED BOOK EXAMINATION	1 NOVEMBER 2016	3.68		
CRM GROUND	10 JANUARY 2016	X		
ORAL EXAMINATION	2 NOVEMBER 2016	X		
EMERGENCY EGRESS	2 NOVEMBER 2016	X		
CRM FLIGHT	2 NOVEMBER 2016	X		
FLIGHT EVALUATION	2 NOVEMBER 2016	X		
FLIGHT DURATION 3.0	AIRCRAFT BUNO 165316	OVERALL FINAL GRADE QUALIFIED		
GRADE, NAME OF EVALUATOR / INSTRUCTOR GYSGT (b) (6)		DATE 2 November 2016		

REMARKS OF EVALUATOR/INSTRUCTOR

Sgt Snowden's annual Flight Engineer check ride was conducted during a Helo AR in support of 101st RQS on a local squadron trainer. All normal and emergency procedures were discussed and performed IAW NATOPS. High Power/APU turn annual requirements were met IAW COMNAVAIRFORINST 4790.2B. CRM flight was completed IAW OPNAVINST 1542.7C. In conjunction with Sgt Snowden's annual check ride. During this flight Sgt Snowden continued to prove his skills as a Flight Engineer Instructor, with an FET in the center seat during this flight. Annual check ride is complete, all qualifications and designations should stay the same.

EXPIRES: 30 November 2017

GRADE, NAME OF EVALUATOR GySgt (b) (6)	(b) (6)	DATE 3 Nov 16
GRADE, NAME OF EVALUEE Sgt Snowden J.M.	SIGNATURE <i>[Signature]</i>	DATE 3 Nov 16

REMARKS OF UNIT COMMANDER

Well done!

RANK, NAME OF UNIT COMMANDER LtCol (b) (6)	(b) (6)	DATE 6 DEC 16
--	----------------	-------------------------

*** AVIATION CAREER INCENTIVE PAY ***

08/22/2017
13:37:27

EDIPI: (b) (6) NAME: SNOWDEN, JOSHUA M
RUC: COMPANY CODE: PRES-GRADE: E5 RECSTAT: E COMP CODE:
PLT CODE: TRNGRP: Q R-RECSTAT: 9 RCOMP-CODE: B1

***** DATES ***** *** AERO DATA *** ***** OPFLY INFO *****

AVI SVC ENTRY DATE:	00000000	WAIVER CODE:	OPFLY BASE DATE:	00000000
PILOT DES EFFECT DATE:	00000000	WAIVER YEAR: 0000	OPFLY COMP DATE:	00000000
MED EVAL EXPIRE DATE:	00000000	MED EVAL AUTH:	OPFLY STRT DATE:	00000000
INCUR OBL SERV DATE:	00000000	DESIGN CAT:	OPFLY STOP DATE:	20051025
INCUR OBL SERV CODE:			DIFOP TOTAL:	0000
FLIGHT STATUS:	DIFDEN		**** PRIOR OPFLY DATES ****	
FLIGHT STATUS DATE:	20051025		LAST DIFOP START:	00000000
			LAST DIFOP STOP:	00000000

***** GATE INFORMATION *****

***** GATE 1 *****	***** GATE 2 LOW *****	***** GATE 2 HIGH *****
PASS/FAIL CODE:	PASS/FAIL CODE:	PASS/FAIL CODE:
EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000	EFFECTIVE DATE: 000000

AVIATION CAREER INCENTIVE PAY 946 REMARK

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

MCTFS BASIC INDIVIDUAL RECORD

08/22/2017

13:37:05

EDIPI: (b) (6)

NAME: SNOWDEN, JOSHUA M

RUC:

COMPANY CODE:

PRES-GRADE: E5

RECSTAT: E

COMP CODE:

PLT CODE:

TRNGRP: Q

R-RECSTAT: 9

RCOMP-CODE: B1

----- CONTRACT INFORMATION -----

EAS: 20170710
EOS: 00000000 ECC: 20170710
RESERVE ECC: 00000000
DATE OF ENL/ACCEPT: 20111105
AFADB: 00000000 PEBD: 20040719
DATE OF ORIG ENTRY: 20031027
LENGTH CURR ENL: 4 YRS
LENGTH CURR ENL: 00 MOS
LENGTH CURR EXT: 00 MONTHS
NO EXT CURR ENL: 00
TOTAL MONTHS EXT: 00 MONTHS
EFF DTE CURR EXT: 00000000
MONTHS LAST ENL EXT: 12
TIME LOST CURR ENL: 0000 DAYS
SOURCE OF INT ENTRY MIL SER: D
SOURCE OF ENTRY: 8DFF

COMPONENT CODE:
RESERVE COMPONENT CODE: B1 ACTIVE RESERVE
DATE ACCEPTED FIRST COMMISSION: 00000000
DOD TRNGRP: SG TRAINING GRP: Q ACTIVE RESERVE
MANDATORY DRILL START: 20040719 END: 20100718
DATE OF BASIC ELIG: 20060401MDP EXT MO: 00
PEF: ZY RESERVE OPTIONAL ENL
BONUS PEF: RC ACTIVE RESERVE (AR)
COLLEGE FUND PEF:
MGIB-SR STATUS: S ELIG TERM-FTS QUAL F
ACTIVE DUTY MGIB STATUS: OVEBP CODE: 3
DESIG MIL PILOT: 00000000
6 YEAR OBL START: 00000000
OCAN CODE: OCAN EFF DATE: 00000000

POST 911 GIBILL ELIG BEGIN DT: 00000000 POST 911 GIBILL TR EDU BENE CD: 0
POST 911 GIBILL BENEFITS TR DT: 00000000 POST 911 GIBILL TR EDU OBL DT: 00000000

----- SERVICE INFORMATION -----

PRES GRADE: E5 DOR: 20130401 ACDU RUC: 00000 MCC:
SEL GRADE: E6 DTE: 00000000 RESERVE RUC: MOB MCC:
FORMER RES RUC: FORMER RES MCC:
FROM RESTR STAT CD: 0 FROM RESTR TERM DTE: 20130119
PME COMPLETE FLAG: 1TAD RUC: 00000 MCC:
PME COMPLETE EFFECTIVE DATE: 00000000 2TAD RUC: 00000 MCC:
WORK STATION: 214
BILLET DESCRIPTION:
ANNIVERSARY DATE: 20171027
PEN: 0502505M FAPRUC: 00000 RESERVE MCC:
DCTB: 20120720 FORMER RUC: 03042 FUTURE RUC:
DATE JOINED PRES UNIT: 20120720 IND LOC CODE:
DATE JOINED SMCR: 20040719

RCLF REGION CODE: RCLF REGION ASSIGN DATE: 00000000
RCLF REGION DESCRIPTION:
GEO LOC CODE: RCLF COMPLETE FLAG:
GEO LOC DCTB: 000000
COMBAT SERV CODE: T ROTATION TOUR DATE: 00000000
LAST COMBAT TOUR: 00000000 OVERSEAS CONTROL DATE: 20071030
OFF REMOVAL DATE: 00000000 LAST PHYS EXAM: 20160626
RESERVE UNIT JOIN DATE: 20120720 PHA DATE: 20170706
LAST SEP/DISCH DATE: 20170710
REASON: 8211 DEATH INSIDE US, NONHOSTILE

PMOS: 6276 ADMOS1: ADMOS6: ADMOS11:
BMOS: 6242 ADMOS2: ADMOS7: ADMOS12:
SMOS: 0000 ADMOS3: ADMOS8:
JMOS: ADMOS4: ADMOS9:
JMOS ED: 00000000 ADMOS5: ADMOS10:
LAW ENFORCE/COUNTERINTEL ID: ISSUE DATE: 00000000

----- PERSONAL INFORMATION -----

DATE OF BIRTH:

(b) (6)

HOME OF RECORD:

(b) (6)

CITIZENSHIP: CA US HOME OF RECORD ZIP CODE: 000000000
BLOOD TYPE: 7 O NEG COUNTRY OF ORIGIN: US UNITED STATES
SEX: M CIVILIAN ED LEVEL: 16 COLLEGE-4
RACE AGG CODE: E RACE CODE: E WHITE CERT: K BACHELORS MAJOR: G9 COMMUNICATIONS
POPULATION GROUP: WHITE
ETHNIC CODE: P EUROPEAN/ANGLO
RELIGION: EE EPISCOPAL CHURCHES
DNA DATE: 20040816 HIV-TESTED: 201606
GOOD CONDUCT MEDAL DATE: 20160719 SMCR MEDAL DATE: 00000000
ARMED FORCES RESERVE MEDAL DATE: 20131027

----- PERSONAL INFORMATION -----

HOME TELEPHONE NUMBER: 000-000-0000
CELL PHONE NUMBER: (b) (6)
SECONDARY PHONE NUMBER:
WORK TELEPHONE NUMBER: (b) (6)
WORK DSN PHONE NUMBER PREFIX: (b) (6)

MAILING ADDRESS: DFAS CLEVELAND (JFLT) 1240 E 9TH ST
CLEVELAND OH 441990000

ADDRESS VALIDATION:

PHYSICAL ADDRESS: (b) (6)

WORK EMAIL: (b) (6)

WORK EMAIL DATE: 20100718

PERSONAL EMAIL: (b) (6)

PERSONAL EMAIL DATE: 20101217

SECONDARY EMAIL:

----- RECORD INFORMATION -----

RECORD STATUS: E SEP/DESERT/REC STATU RESERVE RECORD STATUS: 9 SEPARATION STATU
DISPUTED DATE: 00000000 DISPUTED DATA:
LAST SCREENING: 20170221 REASON: 2 ANNUAL SCREEN QUEST
SCREENING RESULT: Z ANNUAL SCREENING COMPL FOR ACDU ONLY
BAH DEPN CERTIFICATION DT: 20170221

----- DEPENDENTS INFORMATION -----

MARITAL STATUS: S SINGLE TOTAL NUMBER DEPENDENTS: 00
DEPN CERT CODE: NONE
DEPN GEO LOC CODE: DATE DEPN LOC BEGAN: 00000000
CUSTODY STATUS CODE: 0
SERVICE SPOUSE CODE: FAM CARE PLAN VAL DT: 00000000
SERVICE SPOUSE DATE: 00000000

REL SEX

CD CD DOB DEPN NAME

GAIN DATE LOCATION

*** THERE ARE NO REMARKS FOR INPUT SSN OR EDIPI ***

----- BILLET IDENTIFICATION -----

FUTURE BILLET IDENT CODE: A0000000000

ASSIGNED BILLET IDENT CODE: A0000000000

PRESENT BILLET IDENT CODE:

RESERVE BILLET IDENT CODE:

FAP BILLET IDENT CODE:

Email for YZ2 Aircrew Training Plan

(b) (6) SSgt (b) (6)

Subject: 000 / -2 Aircrew Training Event - SECT/LAT/DEFTAC/THR/X/NVIS
 Location: Yuma, AZ 120,121
 Start: Mon 7/10/2017 0:00
 End: Sat 7/15/2017 0:00
 Show Time As: Free
 Recurrence: (none)
 Organizer: (b) (6)
 Categories: Green Category

EQUIP: RVD/CHAFF & FLARE, NESA, RADALT
 Fuel: 36K
 TMR: 2M2, 1A1, 2L4
 Est Hours:
 FISO: MARSOC / VMGR 452
 MSN #: SM1719102 (Frag)
 Callsign: YANKY62
 Funded:

---Overview---

YANKY62 will conduct Log runs between Cherry Point, NC and El Centro, CA. They will continue with Section Training, LAT, DEFTAC, NVIS Ops, and HAAR IVO Yuma, AZ. Departing as a section with YANKY63, YANKY62 will conduct 2 plane log run ISO MSOC Hotel, 2nd Marine Raider Battalion from Cherry Point to El Centro on 10JUL17. After dropping off PAX/Cargo in El Centro, YANKY62 will proceed to Yuma for follow on training. Priority of training is NSI for Maj Goyette, Section Lead for Maj (b) (6) initial codes for Capt Elliott, and DEFTACI for Maj (b) (6) NO WAY!].

CWO3 (b) (6) is meeting the crew in Yuma via COMMAIR.

PAX: 20

Cargo: (2) ISUs, (2) ALTVs, (1) Baggage pallet

*Reference attached load plan for requested loadout.

---Crew/Codes---

PIC@: Maj Goyette 2150, 2151, 2200, 2250, 2251, 2261, 2300, 4400, 4410, 4411, 5151, 5152, 5153
 RP: Capt Elliott 2150, 2151x, 2200, 2250, 2251x, 2261x, 2300, 2400, 4400x
 FE: Sgt Snowden 2000, 2150, 2151, 2200, 2250, 2260, 2300, 2400, 4400, 4410
 FE: Sgt Lennon 2000, 2150, 2151, 2200, 2250, 2260, 2300, 2400, 4400, 4410
 TSO: CWO3 (b) (6) 2100, 2150, 2151, 2250, 2261, 2401, 4400x, 4410x
 TSO@: GySgt Hopkins 2100, 2150, 2151, 2250, 2261, 2401, 4400, 4410
 CM@: GySgt Johnson 2150, 2200, 2250, 2400, 3510, 3511, 3512, 3513, 4410, 4411
 CM: Sgt-Kevianne 2150, 2200, 2250, 2400, 3510, 3511, 3512, 3513, 4410x, 4411x, 6110
 CMT: LCpl Baldassare 1150x, 1151x, 1200x

pl Schaaf

---Itinerary---

ARRIVAL	ICAO	LOCATION	DEPARTURE	FLIGHT	GROUND	UTC
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Enclosure ()



UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO

1326

S-3

27 Jun 17

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Lance Corporal Daniel I. Baldassare EDIPI: (b) (6) /8972 USMC
Subj: ASSIGNMENT TO TEMPORARY - DEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Non-Crewmember (Crewmaster In Training). These orders are effective from 1 July 2017 and will terminate 31 July 2017.

2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.

3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 31 July 2017 unless subsequently renewed.

4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

ACTING

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UNITED STATES MARINE CORPS
INSTALLATION PERSONNEL ADMINISTRATION CENTER
MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE
PSC BOX 20005
CAMP LEJEUNE, NORTH CAROLINA 28542-0005

ORIGINAL ORDERS

IN REPLY REFER TO:
1320
PCS
24 Feb 17

FIRST ENDORSEMENT on CMC Washington DC Web Orders of 25 October 2016

From: Director, Installation Personnel Administration Center
To: Capt SEAN E. ELLIOTT (b) (6) /7557 USMC

Subj: PERMANENT CHANGE OF STATION ORDERS

1. Delivered. Effective 0800, 24 February 2017 you will stand detached from your present station and duties and report by 2359, 31 March 2017 to COMMANDING OFFICER, VMGR-452 MAG-49 4TH MAW, STEWART ANGB 10 MCDONALD ST, NEWBURGH, NEW YORK 12550 (MCC S5J) for duty.

2. You are authorized 0 day(s) proceed, 0 day(s) PDMRA, 33 day(s) delay chargeable as annual leave, and 2 day(s) travel via 2 Private Vehicles in reporting to your new duty station. Your projected leave balance upon completion of authorized delay is 86.5 day(s) accrued. Your dependents authorized travel under these orders are:

Dependent Name	Relationship	DOB/Gain
(b) (6)	(b) (6)	(b) (6)

and no others

3. Should an emergency arise and you determine that more leave is required, contact your new command. Your request must include the reason, number of days requested, leave address, telephone number and your leave balance. You have given your leave address as: (b) (6) telephone number: (b) (6). You have given the person to be notified in case of emergency as: (b) (6); telephone number: (b) (6). Any change of leave address shall be reported to the Commanding Officer of your new duty station.

4. Before making any rental or lease agreements or purchasing a home, you will report to the local military family housing office at your new duty station. You will submit your travel claim to the disbursing officer at your new duty station within 5 days after completion of travel to settle travel expenses. Failure to comply will result in your pay account being checked for your travel advance. Additionally, elapsed time will be charged as leave if your travel claim has not been submitted to the disbursing officer within 30 days after completion of travel under these orders.

5. Your estimated travel entitlement is \$3,491.00 based on MCTFS data at the time the order was issued. It does not include any adjustments based on your outbound interview answers. Limit your GTCC use to no more than 80% of this amount. If traveling on Government procured transportation your reimbursement amount will be lower than this estimate. The actual amount of final entitlements will be computed upon settlement of your travel claim. Also at the time of settlement you are required to split disburse all charges placed on your card during your PCS move. Any GTCC use outside of PCS entitlements constitutes misuse. Contact your APC for any GTCC related questions and your supporting personnel administrative center for any PCS entitlement questions.

Subj: PERMANENT CHANGE OF STATION ORDERS

Your estimated travel entitlements are as follows:

<u>Travel Allowance Estimates</u>	
Member Military Air Commercial Travel:	N/A
Member Per Diem:	\$284.00
Member Mileage Allowance:	\$100.00
Family Member Military Air Commercial Travel:	N/A
Family Member Per Diem:	\$213.00
Dislocation Allowance:	\$2,894.00

Member Total Allowances:	\$3,278.00
Family Member Total Allowances:	\$213.00

6. A Temporary Lodging Expense (TLE) allowance is authorized for a total of 10 days (or 5 days, if from a Permanent Duty Station (PDS) in CONUS to a PDS outside CONUS) in connection with permanent change of station. These temporary lodgings must be in fact a temporary place of residence, acquired in the vicinity of your old or new PDS or both. You should try to obtain government quarters first. If available, you must obtain a statement of non-availability from the local commander, if you intend to claim TLE. If your old or new PDS where the TLE was incurred is not located at a post, camp, station, base, or depot or if it is in a city or metropolitan area, the statement of non-availability is not required.

7. Upon arrival at your new duty station you are required to recertify your entitlement to BAH within 30 days of joining the command per reference(s).

8. You are further advised that in accordance with MCO P1000.6G you may be eligible for 10 days permissive TAD house hunting, upon arrival to your new duty station.

9. For emergency medical care while traveling go to the nearest emergency room and contact your Primary Care Manager (PCM) or Tricare Regional Representative within 24 hours in order to notify Tricare that services have been received. For non-emergency, urgent or routine care please contact your present Tricare Region as these items may require a referral from your PCM. It is recommended that all routine care be completed prior to detaching from your current command. A list of Tricare regions, resources and guidance on obtaining care while en route is available at:
<http://tricare.mil/GettingCare/Traveling.aspx> or by calling 1-800-TRICARE (874-2273).

10. Paragraph 2 is adjusted to read as follows: Your projected leave balance upon completion of authorized delay is 28.0 day(s).

11. The prescribed Tour Control Factor (TCF) for this assignment is 24 months. Headquarters Marine Corps has established this TCF to indicate the anticipated tour length for you at (Duty Station) but is subject to change VMGR-452 MAG-49 4TH MAW based upon the needs of the Marine Corps. Any questions regarding tour length should be directed to the Primary Military Occupational Specialty Monitor.

Subj: PERMANENT CHANGE OF STATION ORDERS

12. SUBJ: PERMANENT CHANGE OF STATION ORDERS, DUTY IN FLYING STATUS INVOLVING OPERATIONAL FLIGHTS (DIFOP).

(b) (6)

By direction

RECEIVING ENDORSEMENT

1. I have read and understand the contents of my orders. I received these orders at CAMP LEJEUNE at 0800 on 24 FEB 17. I understand that I am to report no later than 2359, 31 March 2017, to COMMANDING OFFICER, VMGR-452 MAG-49 4TH MAW, STEWART ANGB 10 MCDONALD ST, NEWBURGH, NEW YORK 12550 (MCC S5J) for duty. I have in my possession my medical and dental records.



S. E. ELLIOTT

REPORTING ENDORSEMENT
REPORTED AT 1300 ON 20170327
TO MAG 49 DET B STEWART ANGB
NEWBURGH NY 12550
REPORTED BY (b) (6)



ORIGINAL ORDERS

UNITED STATES MARINE CORPS
5TH MARINE EXPEDITIONARY BRIGADE
PSC 851 BOX 320
APO AE 09834-0004

IN REPLY REFER TO:
1325/1
S-1
1 Jul 16

FIRST ENDORSEMENT on WEB Orders dtd 4 Feb 16

From: Commanding General, Command Element, 5th Marine Expeditionary
Brigade

To: Major Caine M. Goyette (b) (6) /7557 USMC

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

Ref: (a) Web Orders dtd 4 Feb 16
(b) JTR
(c) Port Call

1. Delivered. Effective 0800, 1 July 2016, per reference (a), you will stand detached from your present station and duties at Command Element, 5th Marine Expeditionary Brigade (CE, 5th MEB), Manama, Bahrain. You will proceed and report to Bahrain International Airport NLT 2035 on 1 July 2016 for further transportation via commercial air on departing at 2235 on 1 July 2016 to New York, NY. You are required to report to the Commanding Officer, VMGR-452 MAG-49 4TH MAW Newburgh, NY (MCC S5J) for duty no later than 2359, 31 July 2016.

2. You are authorized 4 days proceed, 25 days delay, 2 days travel via Commercial Air, and 00 days PDMRA in reporting to your new duty station. You have taken 00 days of PTAD for house hunting prior to detaching. You are not authorized Advance DLA and Advanced Member/Dependent Travel in conjunction with these orders. Upon completion of authorized delay, your leave balance will be 23 days accrued.

3. You have given your leave address and telephone number as: (b) (6). You have given the person to be notified in case of emergency as: (b) (6).

4. You are authorized travel and transportation allowances to (b) (6). Upon completion of your overseas restricted/unaccompanied tour, travel and transportation allowance for your dependents designated place of residence (b) (6) in CONUS are authorized per reference (b). Your dependent(s) authorized travel with you in execution of these orders are: (b) (6).

5. Upon arrival at your next assignment, you are required to recertify your entitlement to BAH (if applicable) within 30 days, per reference (b). If acute non-emergency medical care is required for you or your family members call 1-800-444-5445 to obtain guidance and to receive the required authorization. If emergency care is needed, get care immediately, contact the number listed above once care is received.

6. Personnel traveling on PCS Orders while within CONUS may make direct deposit inquiries by calling the following toll free number: 1-800-645-2025 or 1-800-892-3013 (Missouri residents only). This service will operate from 0700 to 1500 Central time Monday through Friday.

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

7. Information regarding financial, medical and personal assistance can be obtained from the Family Service Center. Transient Marines and their families may obtain information and assistance concerning their new duty station such as housing, schools, childcare, transportation, financial, medical, and other personal matters by contacting their Local Family Service Center or by calling the Regional Family Service Center. From locations East of the Mississippi River (except Wisconsin) dial toll free 1-800-336-4663. If calling from VA, call (703) 784-2650 or 2659 collect. From locations West of the Mississippi River (plus Wisconsin) dial toll free 1-800-253-1624.

8. While traveling under these Orders you are subject to the Marine Corps uniform regulations and grooming standards. Failure to comply with the uniform and grooming standards could result in disciplinary action.

9. Before making any rental or lease agreements or purchasing a home you will report to the local military housing office, which has the responsibility for providing housing referral services to the installation to which you will be assigned.

10. You will submit your travel claim to the Disbursing Officer via your administrative office at your new duty station within 5 working days after completion of travel to settle travel expenses. Failure to do so may result in your pay account being checked for your travel claim has not been submitted to the Disbursing Officer within 30 days after completion of travel under these Orders.

11. **You are authorized a temporary lodging expense (TLE) allowance for a total of 10 days** (or 5 days, if from PDS in CONUS to PDS OCONUS) in connection with your PCS. These temporary lodgings must be, in fact, a temporary place of residence, acquired in the vicinity of your old or new PDS or both or at a designated place if applicable. You must obtain a statement of non availability from the local commander, if you intend to claim TLE. If your old or new PDS where the TLE was incurred is not located at a Post, Camp, Station, Base, or Depot, or if it is in a city or metropolitan area, the statement of non availability is not required.

12. Upon departure from this command, your Health Records (HR) and Dental Records (DR) have been entrusted to your care for safe delivery to your new Commanding Officer. You are to keep your Original Orders, HR and DR in your possession and not in your baggage, which might subsequently become accidentally separated from you.

13. If you desire to terminate your leave prior to your port call reporting date, report to (appropriate IRA as provided in MCO 4650.30). Do not report to the designated air terminal more than 24 hours prior to flight departure time. Transient accommodations are limited. Per diem is not authorized for the period involved. This per diem restriction does not apply to any necessary delay beyond your scheduled departure time. **You are allowed to utilize your GTCC in conjunction with execution of these Orders.**

14. Your estimated travel entitlement is \$4,405.90 based on MCTFS data at the time the order was issued. It does not include any adjustments based on your outbound interview answers. Limit GTCC use to no more than 80% of this amount. If traveling on Government procured transportation your reimbursement amount will be lower than this estimate.

Subj: PERMANENT CHANGE OF STATION (PCS) ORDERS

The actual amount of final entitlements will be computed upon settlement of your travel claim. You should request the appropriate split disbursement to cover all charges accrued. Any GTCC use outside of PCS entitlements constitutes misuse. Contact your APC or servicing administrative support office for any GTCC or PCS entitlement questions to include modification requests due to extenuating circumstances or changes to orders.

Your estimated travel entitlements are as follows:

Travel Allowance Estimates Member Per Diem: \$437.00
Dislocation Allowance: \$3,968.90

Member Total Allowances: \$4,405.90

15. Per reference (c), this port call constitutes a modification to your travel orders. Failure to comply with port call instructions, except for emergencies or situations beyond your control, is considered as refusal to execute travel orders and may subject you to disciplinary action. If your orders are canceled or modified while you are in a leave status, or other circumstances beyond your control prevent you from reporting for your scheduled flight, call the Schedule Airline Ticket Office (SATO), Naval Support Activity, Bahrain at 011-973-1785-6653 or CE, 5TH MEB Orders section 011-973-1785-8544/8546 during working hours or utilized (EMERGENCY ASSISTANCE 24 HOURS at 800-359-9999/EMERGENCY WORLDWIDE COLLECT 210-877-3345) and advise them of the necessity to cancel or modify your port call. Identify your port call confirmation, destination, and desired new port call date, as applicable.


(b) (6)

By direction


RECEIVING ENDORSEMENT

1. I received these Orders at CE 5TH MEB, Manama, Bahrain at 01 July 2016 on 0800. I understand that I am to report to the Commanding Officer, VMGR-452 MAG-49 4THMAW Newburgh, NY (MCC S5J) for duty no later than 2359, 31 July 2016.

2. Such delay, less proceed and travel time is charged as annual leave. In my possession, I have my HR and DR, per MCO P1070.12.


(GRADE AND SIGNATURE)

MAD/USMC

REPORTING ENDORSEMENT
REPORTED AT 0930 ON 20160706
TO MAG 49 DET 2 STATION
NEWBURGH NY (b) (6)
REPORTED BY 



UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326

S-3

1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Gunnery Sergeant Mark A. Hopkins EDIPI: (b) (6) /7372 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Tactical Systems Operator). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Acting

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UNITED STATES MARINE CORPS

MARINE AERIAL REFUELER TRANSPORT SQUADRON 452

10 McDONALD STREET, STEWART ANG B

NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326

S-3

1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Gunnery Sergeant Brendan C. Johnson EDIPI: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Crewmaster III). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

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UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:

1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Julian M. Kevianne EDIPT: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Crewmaster I). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Acting

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UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Owen J. Lennon EDIPI: (b) (6) /6276 USMCR
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Flight Engineer). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

Acting

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UNITED STATES MARINE CORPS
MARINE AERIAL REFUELER TRANSPORT SQUADRON 452
10 McDONALD STREET, STEWART ANGB
NEWBURGH, NY 12550-5012

IN REPLY REFER TO:
1326
S-3
1 Oct 16

From: Commanding Officer, Marine Aerial Refueler Transport Squadron
452
To: Sergeant Joshua M. Snowden EDIPI: (b) (6) /6276 USMC
Subj: ASSIGNMENT TO TEMPORARY - INDEFINITE FLIGHT ORDERS
Ref: (a) ACTS MANUAL
(b) MCO 1326.2G

1. Per the references, you are hereby ordered to duty in a flying status involving flights as a Crewmember (Flight Engineer). These orders are effective from 1 October 2016 and will terminate 30 September 2017.
2. If, during this period, you are discharged and reenlist at this station without a break in active service, these orders will remain in effect for the period specified herein.
3. You are hereby notified that these flight orders and your flight status as per paragraph 1, above, will be terminated as of 30 September 2017 unless subsequently renewed.
4. These orders will be automatically revoked upon transfer from this unit.

(b) (6)

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Crew Totals	30 Day	90 Day	Total Time
Maj Goyette	47.8	86.3	2614.4
Capt Elliot	22.9	33.1	822
GySgt Hopkins	16.6	39.3	3475
GySgt Johnson	0	64.2	6047.6
Sgt Snowden	43.4	127.2	2627.7
Sgt Kevianne	0	5.4	1565.8
Sgt Lennon	31.5	132.4	2055.8
LCpl Baldassare	48	116	116

JOINT AIRLIFT INSPECTION RECORD/CHECKLIST (Reference DTR Part III Appendix O For Form Completion)								Page 1 of 1 Pages	
1. DEPLOYING FORCE: 2nd MRB H Co				2. DEPARTURE AIRFIELD: MCMS CHERRY POINT / ICNICT				3. DATE: 20170710	
4. AIRCRAFT TYPE AND MISSION NUMBER: C-130 / C13020170710				5. LOAD/CHALK NO. 1 of 1		6. START TIME: 20170720/1200		7. COMPLETE TIME: 20170720/1300	
9. CHAPTER 3 MOVEMENT Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>				10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN					
LEGEND (Mark blocks after each item as follows) ✓ = Satisfactory X = Unsatisfactory Circle the "X" for items that have been corrected. If not applicable, Enter " - " (Dash)				<div style="display: flex; justify-content: space-around; font-size: 2em;"> 206900 816900 926900 </div>					
11. DOCUMENTATION									
a. Pre-Load Plan									
b. Manifest/ Load List/Packing List				✓					
c. Shippers Declaration for Dangerous Goods (SDDG)				✓					
d. DD Form 1387-2				✓					
e. Military Shipping Label (2D Bar Code)				✓					
f. ATTLA Certification (Reference DTR Part III, App O)				✓					
12. GENERAL REQUIREMENTS (Applicable to Blocks 13, 14, 15)									
a. Clean				✓					
b. Fluid Leaks (Reference DTR Part III, App O)				✓					
c. Scale Weight (GW, Axle Weight, Marked on Both Sides)				✓					
d. Dimensions (Fits Aircraft Contour)				✓					
e. Center of Balance (Marked on Both Sides)				✓					
f. Keys/Combinations (All Locks)				✓					
g. Shoring (Floor/Roller Limitations)				✓					
h. Hazardous Materials Preparation/Packaging				✓					
13. VEHICLES/NON-POWERED EQUIPMENT									
a. Mechanical Condition (Engine Runs)				✓					
b. Brakes Operational (Service/Emergency)				✓					
c. Battery (Secured, Terminals Protected, No Leaks)				✓					
d. Fuel Tank(s), Level, Caps				✓					
e. Jerricans (Secure, Fuel Level, Seal)				✓					
(1) DOT 5L (Metal) MUST BE EMPTY				✓					
(2) UN Specification (Plastic)				✓					
f. Tiedown Points/Clevises (Serviceable)				✓					
g. Pintle Hooks (If Used)				✓					
h. Vehicle Equipment Secured				✓					
i. Tire Pressure				✓					
j. Accompanying Load (w/in Rated Capacity and Secured)				✓					
k. Lox/Nitrogen Cart (Vent Kit)				✓					
14. PALLETS/PALLET TRAINS/ISU'S									
a. Serviceable (Pallet and Tiedown Rings)				✓					
b. Correctly Built/Items Secured				✓					
c. Dunnage (3 Pieces Per Pallet or ISU)				✓					
15. HELICOPTERS (Flyaway)									
a. Fuel Quantity (As Required)				✓					
b. Configuration (T.O./Cert Letter)				✓					
c. Battery (Disconnected, Covered/Taped)				✓					
d. Special Loading Equipment (Tow bars, etc.)				✓					
e. Accompanying Load (w/in Rated Capacity and Secured)				✓					
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> I certify that all items, including hazards, have been declared, properly prepared, and presented for airlift in accordance with all applicable directives. </div> <div style="width: 48%;"> I certify the above declared items have been inspected and properly prepared for airlift in accordance with all applicable directives. </div> </div>									
16. DEPLOYING FORCE REPRESENTATIVE (Print Name/Rank/Signature)					17. MOBILITY FORCE INSPECTOR (Print Name/Rank/Signature)				
Sgt (b) (6)					Cpl (b) (6)				

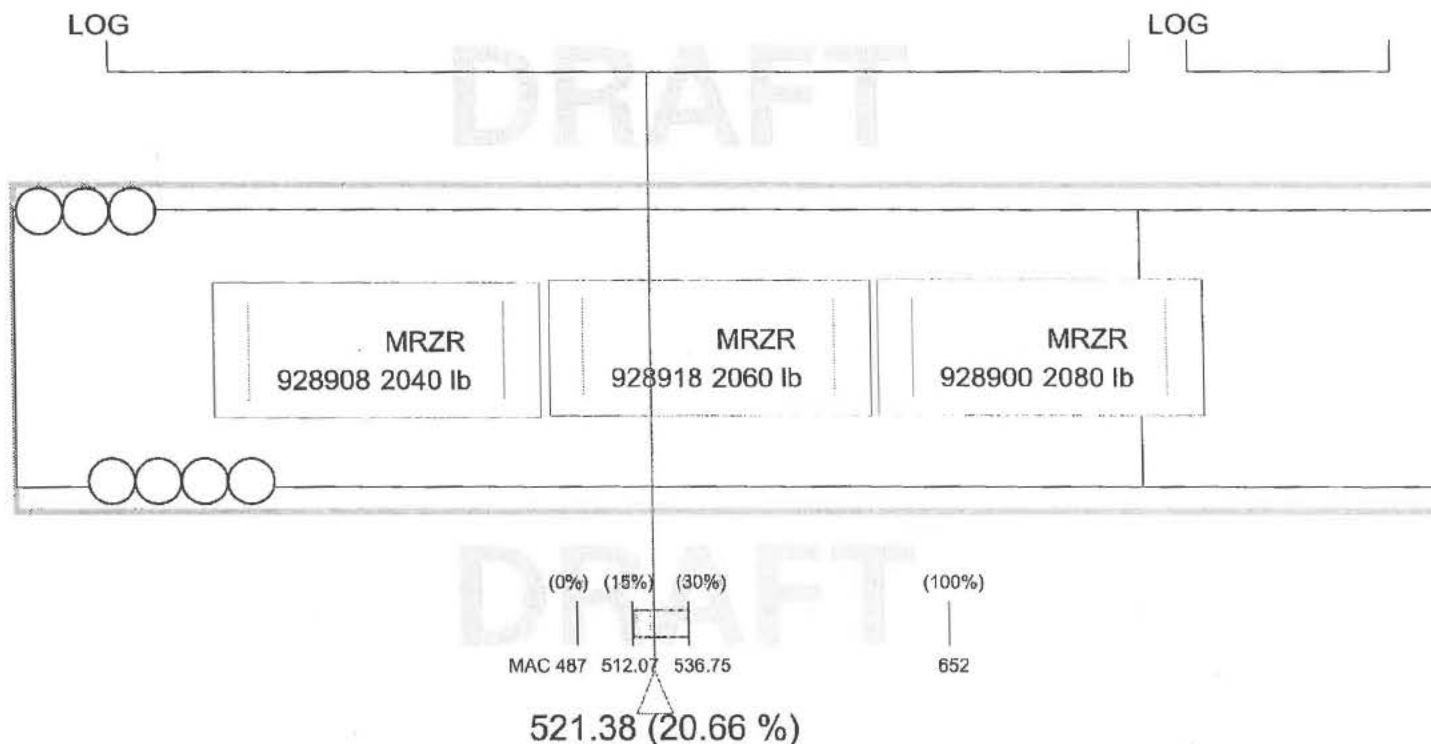
EVENT	ARRIVAL / START	DEPARTURE / FINISH
	UPLOAD	
ALE ON DECK		
BUSES ON DECK		
BAGGAGE TRUCKS ON DECK		
PAX IN BAYS		
BAGGAGE TRUCKS WEIGHED		
PAX MANIFESTING		
BIRD ON DECK		
WEIGHTS TO LOAD MASTER		
BAGGAGE UPLOAD	1230 1230	1249
PAX NOTIFIED		
PAX WALKING		
PAX UPLOAD	1320	1320
APOG CLEAR OF BIRD	1320	
VAL AT BIRD (FOLLOW ME)		
BIRD TAXIING		
BIRD OFF DECK		
	DOWNLOAD	
ALE ON DECK		
BUSES ON DECK		
BAGGAGE TRUCKS ON DECK		
BIRD ON DECK		
CUSTOMS AT BIRD		
PMO AT BIRD		
PAX DOWNLOAD		
BAGGAGE DOWNLOAD		
MARINES IN FORMATION		
FIRST BAGGAGE TRIP		
SECOND BAGGAGE TRIP		
THIRD BAGGAGE TRIP		
MANIFEST SIGNED		
BUSES OFF DECK		
BAGGAGE TRUCKS OFF DECK		

Aircraft type/Config: C-130/STD-AL
 Delivery method: AL
 Unit Being Airlifted: 2d MRB, MSOC H
 Type movement plan:
 Departure date & time: 20170710 12:00 CDT
 Departure airfield: NKT
 Destination airfield: NJK
 Load Description:

Mission type:
 Mission #:
 Aircraft Tail #:
 System chalk #: 1
 AFMAN 24-204 Chapter 3 Move
 Mission Route: NJK

Mobility
 DFT (CH1)

MAIN DECK



FOR OFFICIAL USE ONLY

Enclosure ()

SQ/D TCN/Pallet ID

<u>SQ/D</u>	<u>TCN/Pallet ID</u>	<u>Package ID</u>	<u>Model/Nomenclature</u>	<u>LEN</u>	<u>WDT</u>	<u>HT</u>	<u>WT</u>	<u>FSN</u>	<u>TSN</u>	<u>CB</u>	<u>HZ</u>	<u>FL</u>	<u>V</u>	<u>D</u>	<u>SH</u>	<u>CCC</u>
1/M	-		-/MRZR	142	60	74	2040	331	473	394	Y		N	A	S	R3D
2/M	-		-/MRZR	142	60	74	2060	477	619	540	Y		N	A	S	R3D
3/M	-		-/MRZR	142	60	74	2080	622	764	686	Y		N	A	S	R3D

Total # of Pax: 7
Total # of Subfloors: 0
Total Cargo Weight: 6180
Cargo/Mail Weight: 6180
Operating Weight: 84000
Zero Fuel Weight: 91650
CG Station: 521

Weight/Pax: 210
Weight/Subfloor: 0
%ACL: 31
Cargo/Mail Moment: 3784
Operating Moment: 44000
Zero Fuel Moment: 47784
%MAC: 20.7

Total PAX Weight: 1470
Total Subfloor Weight: 0
ACL: 25000
Total Load Weight: 7650

SQ/D Flags/Warnings

SQ/D Class/Zone

1/M 9
2/M 9
3/M 9

ULN PAX
7

Item by TCN/Pallet ID

ULN Weight Short Tons

ALL HAZARDOUS MATERIALS COVERED BY THIS
LOAD PLAN HAVE BEEN INSPECTED AND
FOUND TO BE PACKAGED IN THE PROPER OUTSIDE
CONTAINER FREE OF VISIBLE DAMAGE AND
LEAKS AND IS PROPERLY CERTIFIED

(b) (6)

Air Terminal Representative Signature

Load planned by: LOPL (b) (6)

Load approved by: Ca (b) (6)

I HAVE BEEN BRIEFED ACCORDING TO
AFMAN 24-204(1), PARAGRAPH 1.2.9,
ON HAZARDOUS CARGO COVERED BY
THIS LOAD PLAN

Aircraft Crewmember Signature

Date: 20190710

Date: 20190710

Enclosure ()

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER 2 nd RAIDER BATTALION		Air Waybill No.				
POC: (b) (6) PHO: (b) (6)		Page 1 of 1 Pages				
Consignee 2 nd RAIDER BATTALION		Shipper's Reference Number (optional)				
POC: (b) (6) PHO: (b) (6)						
Two completed and signed copies of this declaration must be handed to the operator.						
TRANSPORT DETAILS		WARNING				
This shipment is within the limitations prescribed for: (Delete non-applicable)		Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
Airport of Departure: KNKT Cherry Point, NC						
PASSENGER AND CARGO AIRCRAFT	XXXXXX XXXXXX					
Airport of Destination KN.IK El Centro, CA		Shipment Type (Delete non-applicable)				
		NON-RADIOACTIVE XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX				
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN3166	ENGINES, INTERNAL COMBUSTION, FLAMMABLE LIQUID POWERED	9		1 X POLARIS MRZR VEHICLE	A13.5. 1	P5
Additional Handling Information UN1203, GASOLINE, 3, LESS THAN 1/4 TANK UN2800, BATTERIES, WET FILLED, NON-SPILLABLE, 8						
ERG # 128 EMERGENCY CONTACT NUMBERS: (b) (6)						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory SGT (b) (6) EMBARKATION CHIEF, MSOC HOTEL Place and Date: 20160707 (b) (6) Signature (see warning above)		

Enclosure ()

II MEF AERIAL PORT OPERATIONS GROUP AFTER ACTION REPORT & WHEELS IN WELL REPORT MISSION NUMBER



201707100130-1



SQUAD

2nd squad

DATE

20170710

ARRIVAL TIME

0119

DEPARTURE TIME

UNIT/OPERATION

MRB H CO.

PAX (LBS)

1,592

SQUAD LEADER

Cpl (b) (6)

TYPE ACFT

E-130

APOD

KNJK

APOE

KNKT

PASSENGERS

6

CARGO (LBS)

6,180

APOG / II MEF SMO PHONE

(b) (6)

UPLOAD/DOWNLOAD

UPLOAD

ALE / UNIT

SGT (b) (6)

PTC / UNIT

CAPT (b) (6)

BAGGAGE PALLETS S/T

N/A

TOTAL (LBS)

7,772

MISSION LOAD SUMMARY:

ULN	CARGO	S/T	# PASSENGERS

REMARKS:

- There were two problems identified with the upload of this aircraft.
- AMHS Message reflects a passenger count of 0, there were only 0 passengers manifested and uploaded for this mission.
- AMHS Message reflects a ULN count of 0, there were only 0 ULNs manifested and uploaded for this mission.

	NAME (LNAME, FNAME, MI)	EDIPI	RANK	Unit	Weight
1	(b) (6)		CAPT	2ND MRB	(b) (6)
2			SSGT	2ND MRB	
3			SSGT	2ND MRB	
4			SGT	2ND MRB	
215			HM1	2ND MRB	
226			CPT	2ND MRB	
15					
16					
17					
18					
19					
20					

total:

1592

CERTIFY THAT ALL PERSONNEL ON THE MANIFEST IS CORRECT.

(b) (6)

10 July 17

DATE

ME #	Name	Recovery #	CO Result	Fluid/Tissue Tested	Smoker	Autopsy Report
17-0155	Leach	10	6%	Liver Fluid	Unk	Finalized
17-0156	Goyette	12	4%	Spleen Fluid	No	Finalized
17-0157	Kevianne	15	Pending	Kidney Tissue	No	Pending
17-0158	Murray	7	5%	Liver Fluid	Unk	Finalized
17-0159	Johnson	14	Pending	Liver Tissue	No	Pending
17-0160	Elliott	11	3.4%	Kidney Tissue	No	Finalized
17-0161	Lennon	9	7%	Cavity Blood	Yes (2012)	Pending
17-0162	Schmieman	1	3%	Blood	Unk	Finalized
17-0163	Lohrey	6	Pending	Liver Tissue	Unk	Pending
17-0164	Baldassare	5	2%	Lung Fluid	No	Finalized
17-0165	Cox	8	5%	Cavity Blood	UnK	Finalized
17-0166	Schaaff	3	4%	Cavity Blood	No	Finalized
17-0167	Snowden	4	4%	Spleen Fluid	Yes	Finalized
17-0168	Jenson	2	16%	Thoracic Cavity Blood	Unk	Finalized
17-0169	Hopkins	13	1.9%	Liver Tissue	No	Finalized
17-0170	Kundrat	16	8%	Spleen Fluid	Unk	Pending

- Overall risk is the highest risk factor in each submatrix.
- Multiple elements of one category may raise the mission risk category to the next highest level.
- Squadron CO shall address all risk increases after flight schedule is signed.
- Risk Levels: L - Low; M - Medium; H - High; EX - Extremely High.

Date:

10 JULY 2017

Event #:

SM719102

Unit Supported:

MAR506 / VMGR-452

TPC:

GUYETTE

Co-Pilot:

ELLOR

Flight Engineer:

SNOWDEN / LEMMON

TSO:

HIPKINS / AMPOI

Crewmaster:

JOHNSON / KEVINANE

Crewmaster:

BALDWIN

48 HOURS

1. SUPPORTED COMMAND RELATIONSHIP

MAW / MAG	L		
MAGTF	L		
United States	L		
Allied	M		

2. MISSION PLANNING (48 Hours)

Mission Type	Trng	Tac Trng	OnIngrcy
MAW	L	L	M
MAGTF	L	L	M
Joint/Combined	L	M	M
Outside Agency	L	M	M

3. AIRCREW FACTORS

T&R Proficiency	Pilot	CP/PP	FE	TSO	CM	CM
Current	L	L	L	L	L	L
Non-Current	M	M*	M*	M*	M*	M*
Proficient	L	L	L	L	L	L
Nonproficient	M	M*	M*	M*	M*	M*
NATOPS / Instrument Currency						
Current	L	L	L	L	L	L
Non-Current	M	M*	M*	M*	M*	M*
Flight Currency						
< 30 Days	L	L	L	L	L	L
30 - 90 Days	M	L	L	L	L	L
> 90 Days	M	M	M	M	M	M

* Risk = L if training flight with qualified instructor

24 HOURS

1. SPECIFIC MISSION PLANNING

Core Competency	TAB	Risk Level for Specific Mission *
FAM / TRNR	1	L M H
TACNAV	2	L M H
FORMATION	3	L M H
ALZ	4	L M H
FISDU / ONAV	5	L M H
AAR	6	L M H
RGR	7	L M H
AERIAL DELIVERY	8	L M H
LAT	9	L M H
DEFTAC / ASE	10	L M H

* See reverse for specific tab

2. AIRCREW FACTORS

Crew Day	<18 Hrs	18-24 Hrs	>24 Hrs
	L	M	H
Brief Time	0500-2100	2100-2400	2400-0500
	L	L	M
Briefing	face to face	telephone	SOP
	L	L	M
Coordination	face to face	telephone	ATO
	L	L	M
Operating Environmt	familiar	trained for	unfamiliar
	L	L	M
Duration of Deploy	< 30 Days	30-60 Day	60-90 Day
	L	L	M

3. REVIEW OF 24 HOUR ASSESSMENT

Command Relationships	L	M	
Mission Planning	L	M	H
Aircrew Factors	L	M	H

FLIGHT BRIEF

1. WEATHER/ENVIRONMENTAL FACTORS

Minimums	VMC	> Mins	< Mins
Launch	L	L	M*
Op Area	L	L	M
Recovery	L	L	M

* Risk = L if TPC maintains a special instrument rating

Conditions	None	Light	Mod	Severe
Icing	L	L	L	M
Turbulence	L	L	L	M
T-Storms	L	L	L	M

Crosswind Knots	< 35	> 35
	L	M

Rwy Conditions	Dry/Wet	Snow/Ice
	L	L

Rwy Srf Condition	Good	Fair	Poor
	L	L	M

Rwy Length	> 5000'	5K-3K	< 3000'
	L	M	EX

TOLD	Cal+4000	Cal+500	Cal	< Cal
	L	M	H	EX

WX or Maint Delay	< 2 Hrs	2-4 Hrs	> 4 Hrs
	L	L	M

2. AIRCRAFT STATUS

Do UP Grips affect the mission?	NO	YES
	L	M

3. MISSION PLANNING (BRIEF)

Men Planning Time	> 12 Hrs	12-6 Hrs	< 6 Hrs
MAW	L	L	L
MAGTF	L	L	M
Joint Combined	L	M	M
Outside Agencies	L	M	M

Personal Factors	TPC	Co-Pilot	FE	TSO	CM	CM
Health / Rest	L	L	L	L	L	L
Personal / Family	L	L	L	L	L	L
Collateral Duties	L	L	L	L	L	L

L = Adequate; M = Marginal; H = Suspect

Crew Rest	TPC	Co-Pilot	FE	TSO	CM	CM
> 8 Hrs	L	L	L	L	L	L
< 8 Hrs	H	H	H	H	H	H

* Crew rest is uninterrupted sleep

4. REVIEW OF 24 HOUR RISK ASSESSMENT

Command Relationships	L	M	H
Mission Planning (48 Hours)	L	M	H
Aircrew Factors	L	M	H
Specific Mission Planning	L	M	H
Mission Planning (24 Hours)	L	M	H

48 HOUR OVERALL RISK LEVEL: L M H

24 HR OVERALL RISK LEVEL: L M H EX

FLIGHT BRIEF OVERALL RISK LEVEL: L M H EX

Preparer's Signature

(b) (6)

OPS REP: _____

DSS REP: (b) (6)

FLIGHT BRIEF

FBO Initials: Cfr

MAG CO Signature

(if required) SQDR CO: _____

TPC Signature: _____

WING 402 RISK ASSESSMENT FORM (10/11)
May be applied to any identified hazard. Unidentified hazards not on RAW are also added here.

Identified Hazards	Risk Value	Phase	Control Measure(s)	New Risk Value
LAT TACNAV / MTNS	L M H EX	48 24 FLT BRF	VFR WX / QUALIFIED CREW / CREW BRIEF / ROUTE STUDY	(L) M H OPS
DEFTAC / >90 DAYS	L M H EX	48 24 FLT BRF	VFR WX / QUALIFIED CREW / CREW BRIEF / ROUTE STUDY / BRIEF W/ AGGRESSORS	(L) M H OPS
	L M H EX	48 24 FLT BRF		L M H
	L M H EX	48 24 FLT BRF		L M H
	L M H EX	48 24 FLT BRF		L M H

GROUP CO SIGNATURE (High Risk Mission)

WING CG SIGNATURE (Extremely High Risk Mission)

Student Stage	RP	T3P / T2P	4000-5000'
Engine Out Training	One	Two / TPC	Two / CP
Student Progress	Average	Above Avg	Below Avg
FCF	No	Yes	

Routes per Sortie	One	Two	Three
Route Author	DOD	Self	Foreign
Terrain	Flat	Rolling	Mountain
BASH	Low	Moderate	Severe

Airspace	SUAS	ALTRV	Uncontrol
Additional Mission	AD	AAR	Multiple
Squadron	Same	VMGR	Other
Location	Local	CONUS	Foreign
# of KC-130's	< 4	> / = 4	

LZ Control	MMT	USAF	None
Anti-Skid	Operative	Inop	
Combat Offload	Yes	No	
Runway Condition	Good	Fair	Poor
Runway Length	> 5000'	5K-3K	< 3000'

POC	All	Partial	None
GSE	Adequate	Minimum	None
Wing Limiting Fuel	No	Yes	
Threat	No	Yes	
INS & GPS	Operative	Inop	
WX Radar	Operable	Inop	

Type Receivers	USMC	DOD	Foreign
Altitude	> 5000'	5K-1K	< 1000'
Receiver / Obs	Aided	Unaided	Mixed
Track Location	Local	CONUS	Oceanic
Mixed T/M/S	USMC	DOD	Foreign
Crew Day	< 18 Hrs	> 18 Hrs	

Obs / Hazards	None/Few	Many
Emergency Equip	Avail	Not Avail
NVG Ops	Both	Rec Only
Compatible Equip	Yes	No
RGR Slo Surface	Concrete / Asphalt	Sand/Gravel

Drop Type	Per	MFF	Cargo
Obstacles	None	Few	Many
DZ Comm	Radio	Signal	None
DZ WX / Vis	VMC	IMC Above	IMC Below
Altitude	< 18,000'	> 18,000'	
Service	DOD	Foreign	
# of Jumpers	< 25	> / = 25	
DZ Winds	IAW Controlling Order		

AGL Altitude	> 1000'	1000-300'	< 300'
BASH	Low	Moderate	Severe
Obstacles	None	Few	Many
Routes / Sortie	One	Two	Three
Route Author	DOD	Self	Foreign
Terrain	Flat	Rolling	Mountain
Restrictions	None	Few	Many

Altitude	> 1000'	1000-500'	< 500'
# Aircraft	One	Two	> Two
Crew Proficiency	< 30 Days	30-90 Day	> 90 Days
Adversary	USMC	USAF	Foreign
Combined Codes	None	1 to 2	> 2
RVD Installed	Yes	No	
Brief	face to face	Phone	

Enclosure ()

- Overall the highest risk factor in each submatrix.
- Multiple elements of one category may raise the mission risk category to the next highest level.
- Squadron CO shall address all risk increases after flight schedule is signed.
- Risk Levels: L - Low; M - Medium; H - High; EX - Extremely High.

Date:

10 July 2017

Event #:

SM1719101

Unit Supported:

MAROC/VMGR 452

TPC:

Co-Pilot:

Flight Engineer:

TSO:

Crewmaster:

Crewmaster:

(b) (6)

48 HOURS

1. SUPPORTED COMMAND RELATIONSHIPS

MAW / MAG	L
MAGTF	L
United States	L
Allied	M

2. MISSION PLANNING (48 Hours)

Mission Type	Trng	Acc Trng	Contingency
MAW	L	L	M
MAGTF	L	L	M
Joint/Combined	L	M	M
Outside Agency	L	M	M

3. AIRCREW FACTORS

T&R Proficiency	Pilot	CP/FP	FE	TSO	CM	CM
Current	L	L	L	L	L	L
Non-Current	M	M*	M*	M*	M*	M*
Proficient	L	L	L	L	L	L
Nonproficient	M	M*	M*	M*	M*	M*

NATOPS / Instrument Currency

Current	L	L	L	L	L	L
Non-Current	M	M*	M*	M*	M*	M*

Flight Currency

< 30 Days	L	L	L	L	L	L
30 - 90 Days	M	L	L	L	L	L
> 90 Days	M	M	M	M	M	M

* Risk = L if training flight with qualified instructor

24 HOURS

1. SPECIFIC MISSION PLANNING

Core Competency	TAB	Risk Level for Specific Mission *
FAM / TRNR	1	L M H
TACNAV	2	L M H
FORMATION	3	L M H
ALZ	4	L M H
FISDU / ONAV	5	L M H
AAR	6	L M H
RGR	7	L M H
AERIAL DELIVERY	8	L M H
LAT	9	L M H
DEFTAC / ASE	10	L M H

* See reverse for specific tab

2. AIRCREW FATIGUE FACTOR

Crew Day	<18 Hrs	18-24 Hrs	>24 Hrs
	L	M	H

Brief Time

0500-2100	2100-2400	2400-0500
L	L	M

Briefing

face to face	telephone	SOP	None
L	L	M	H

Coordination

face to face	telephone	ATO	None
L	L	M	H

Operating Environmt

familiar	trained for	unfamiliar
L	L	M

Duration of Deploy

< 30 Days	30-60 Day	60-90 Day	> 90 Days
L	L	M	M

3. REVIEW OF 48 HOUR ASSESSMENT

Command Relationships	L	M
Mission Planning	L	M
Aircrew Factors	L	M

FLIGHT BRIEF

1. WEATHER/ENVIRONMENTAL FACTORS

Minimums	VMC	> Mins	< Mins
Launch	L	L	M*
Op Area	L	L	M
Recovery	L	L	M

* Risk = L if TPC maintains a special instrument rating

Conditions	None	Light	Mod	Severe
Icing	L	L	L	M
Turbulence	L	L	L	M
T-Storms	L	L	L	M

Crosswind Knots	< 35	> 35
	L	M

Rwy Conditions	Dry/Wet	Snow/Ice
	L	L

Rwy Srf Condition	Good	Fair	Poor
	L	L	M

Rwy Length	> 5000'	5K-3K	< 3000'
	L	M	EX

TOLD	Cal+1000	Cal+500	Cal	< Cal
	L	M	H	EX

WX or Maint Delay

< 2 Hrs	2-4 Hrs	> 4 Hrs
L	L	M

2. AIRCRAFT STATUS

Do UP Grips affect the mission?	NO	YES
	L	M

3. MISSION PLANNING (BRIEF)

Man Planning Time	> 12 Hrs	12-6 Hrs	< 6 Hrs
MAW	L	L	L
MAGTF	L	L	M
Joint/Combined	L	M	M
Outside Agencies	L	M	M

Personal Factors	TPC	Co-Pilot	FE	TSO	CM	CM
Health / Rest	L	L	L	L	L	L
Personal / Family	L	L	L	L	L	L
Collateral Duties	L	L	L	L	L	L

L = Adequate; M = Marginal, H = Suspect

Crew Rest	TPC	Co-Pilot	FE	TSO	CM	CM
> 8 Hrs	L	L	L	L	L	L
< 8 Hrs	H	H	H	H	H	H

* Crew rest is uninterrupted sleep

4. REVIEW OF 24 HOUR RISK ASSESSMENT

Command Relationships	L	M	H
Mission Planning (48 Hours)	L	M	H
Aircrew Factors	L	M	H
Specific Mission Planning	L	M	H
Mission Planning (24 Hours)	L	M	H

48 HOUR OVERALL RISK LEVEL: L M H

24 HOUR OVERALL RISK LEVEL: L M H EX

FLIGHT BRIEF OVERALL RISK LEVEL: L M H EX

Preparer's Signature

(b) (6)

OPS REP: _____

DSS REP: (b) (6)

FLIGHT BR

MAG CO Signature

(if required)

SQDR CO: _____

TPC Signa

(b) (6)

Enclosure ()

Identified Hazards	Risk Value	Phase	Control Measure(s)	New Risk Value
LAT/TACNAV MINS	L M H EX	48 (24) FLT BRF	VFR WX / QUALIFIED CREW / CREW BRIEF / ROUTE STUDY	L M H OPS
DEPTAC 102/3900M	L M H EX	48 (24) FLT BRF	VFR WX / QUALIFIED CREW / CREW BRIEF / ROUTE STUDY BRIEF W/ AGC/USORS	L M H OPS
	L M H EX	48 24 FLT BRF		L M H
	L M H EX	48 24 FLT BRF		L M H
	L M H EX	48 24 FLT BRF		L M H

GROUP CO SIGNATURE (High Risk Mission) _____

WING CG SIGNATURE (Extremely High Risk Mission) _____

Student Stage	RP	T3P / T2P	1000-5000
	L	L	M
Engine Out Training	One	Two / TPC	Two / CP
	L	L	M
Student Progress	Average	Above Avg	Below Avg
	L	L	M
FCF	No	Yes	
	L	M	

Routes per Sortie	One	Two	Three
	(L)	(L)	M
Route Author	DOD	Self	Foreign
	(L)	M	M
Terrain	Flat	Rolling	Mountain
	L	(L)	(M)
BASH	Low	Moderate	Severe
	(L)	M	H

Airspace	SUAS	ALTRV	Uncontrol
	(L)	L	M
Additional Mission	AD	AAR	Multiple
	L	L	L
Squadron	Same	VMGR	Other
	(L)	L	M
Location	Local	CONUS	Foreign
	L	(L)	M
# of KC-130's	< 4	> / = 4	
	(L)	M	

LZ Control	MMT	USAF	None
	L	L	M
Anti-Skid	Operative	Inop	
	L	M	
Combat Offload	Yes	No	
	L	L	
Runway Condition	Good	Fair	Poor
	L	L	M
Runway Length	> 5000'	5K-3K	< 3000'
	L	M	EX

POC	All	Partial	None
	(L)	L	M
GSE	Adequate	Minimum	None
	(L)	L	M
Wing Limiting Fuel	No	Yes	
	(L)	M	
Threat	No	Yes	
	(L)	M	
INS & GPS	Operative	Inop	
	(L)	M	
WX Radar	Operable	Inop	
	(L)	M	

Type Receivers	USMC	DOD	Foreign
	L	L	M
Altitude	> 5000'	5K-1K	< 1000'
	L	L	M
Receiver / Obs	Aided	Unaided	Mixed
	L	L	M
Track Location	Local	CONUS	Oceanic
	L	L	M
Mixed T/M/S	USMC	DOD	Foreign
	L	L	M
Crew Day	< 18 Hrs	> 18 Hrs	
	L	M	

Obs / Hazards	None/Few	Many	
	L	M	
Emergency Equip	Avail	Not Avail	
	L	H	
NVG Ops	Both	Rec Only	
	L	M	
Compatible Equip	Yes	No	
	L	M	
RGR Site Surface	Concrete / Asphalt	Sand/Gravel	
	L	M	

Drop Type	Per	MFF	Cargo
	L	L	L
Obstacles	None	Few	Many
	L	L	M
DZ Comm	Radio	Signal	None
	L	L	H
DZ WX / Vis	VMC	IMC Above	IMC Below
	L	L	EX
Altitude	< 18,000'	> 18,000'	
	L	M	
Service	DOD	Foreign	
	L	M	
# of Jumpers	< 25	> / = 25	
	L	M	
DZ Winds	IAW Controlling Order		

AGL Altitude	> 1000'	1000-300'	< 300'
	L	(L)	M
BASH	Low	Moderate	Severe
	(L)	M	H
Obstacles	None	Few	Many
	L	(L)	M
Routes / Sortie	One	Two	Three
	(L)	(L)	M
Route Author	DOD	Self	Foreign
	(L)	M	M
Terrain	Flat	Rolling	Mount
	L	(L)	(M)
Restrictions	None	Few	Many
	L	(L)	M

Altitude	> 1000'	1000-500'	< 500'
	L	(L)	M
# Aircraft	One	Two	> Two
	L	(L)	(M)
Crew Proficiency	< 30 Days	30-90 Days	> 90 Days
	L	L	(M)
Adversary	USMC	USAF	Foreign
	(L)	L	M
Combined Codes	None	1 to 2	> 2
	L	(L)	M
RVD Installed	Yes	No	
	(L)	M	
Brief	face to face		
	(L)		M

1 LTCOL (b) (6) Saturday, July 22, 2017. This is the
2 4th MAW command investigation. I'm the investigator, Lieutenant
3 Colonel (b) (6) And we're sitting with Major (b) (6) who was a
4 copilot on the mission of Yankee 62, who flew out as a section
5 with the plane that crashed, Yankee 72, on 10 July 2017.

6 **Questions by Lieutenant Colonel (b) (6)**

7 Q. Do you see, ma'am, that we're recording this
8 conversation?

9 A. Yes, sir.

10 Q. And you authorize us to record it?

11 A. Yes, sir.

12 Q. Thank you very much.

13 Go ahead and tell us what happened that day; what you
14 remember.

15 A. I was -- I was up for section lead warmup, so I prepped
16 the brief and then briefed the crew for the morning basically as
17 the section lead under training. Major (b) (6) was my instructor.
18 And we were gonna be the lead aircraft for the day.

19 So I came in the morning, finished up all the last
20 minute details based off, essentially, the aircraft -- where they
21 were parked, fuel loads. And then showed Major (b) (6) my form
22 card just to make sure that the timeline matched up with what he
23 kind of intended. I wanted to make sure that I had done
24 everything as ex -- kind of as expected and then went and
25 briefed.

1 We did -- we briefed as a crew, and then we broke out
2 into our own individual crew briefs. And then went down to grab
3 our flight gear, our helmets, MBGs[ph] that we would need for the
4 training -- the follow-on training for the week out in Yuma.

5 Loaded up the airplanes and -- and then took off as a
6 section from here, from Stewart. Flew as a section down to
7 Cherry Point and -- and then, you know, did the break down there,
8 landed, and then parked at the APOE.

9 I -- a bunch -- a few of us went to go grab some waters
10 and snacks from the seven-day store that's right there by the
11 APOE and then came back. I used the restroom, so I was a little
12 bit later than everybody else over there. And when I got there,
13 found out that they had -- that the -- that Major Goyette's crew
14 was gonna be delayed because of their cargo and that we decided
15 to switch call -- they had -- Major (b)(6) and Major Goyette had
16 decided to switch call signs and that we would take the parts for
17 our broken aircraft in -- in Palm Springs out to -- out to Palm
18 Springs instead of them. That's why we switched call signs.

19 And then -- and then we loaded up, started engines,
20 taxied out, and then flew on to -- flew on to Palm Springs.

21 We kind of took a northerly route, whatever they had --
22 whatever the other crew had ended up -- had ended up filing for
23 the day. We basically just took their flight plan; they took
24 ours.

1 And while we were flying along, we had -- we talked to
2 them -- talked to the other crew over interplane just briefly for
3 a couple minutes. And -- and then it's a couple of hours into
4 the flight, the controllers -- the ATC controller told us there
5 was an ALNAT out for -- for their crew, that they couldn't find
6 them, and if we could try to raise them on interplane.

7 So we did that. We attempted contact with them on a
8 number of different frequencies for probably three or four hours.
9 And then when we -- when we landed in Palm Springs, we were told
10 to shut down. And the CO told us what happened, told us about
11 the mishap, and -- and we stayed in Palm Springs overnight.

12 That was basically kind of the -- kind of how things
13 went that -- that morning.

14 Q. Gotcha. Gotcha.

15 What exposure did you have to the cargo plan before you
16 got down there?

17 A. I had briefly looked at the HAZDECs that -- and the --
18 and the cargo plan, the layout, just through what the ops
19 calendar had.

20 Q. Gotcha.

21 A. Didn't really dive much into it. And then when we --
22 when we briefed that next morning -- or I'm sorry, on Monday --

23 Q. Um-hmm.

24 A. -- I asked Gunny Johnson to brief us what the cargo
25 loads for each plane was gonna be, and he told us how -- how he

1 was gonna divvy it up. And that was really the only thing.

2 Q. So what did he say? How'd that go?

3 A. He told us that we were gonna have ten passengers on
4 each I believe, and then -- I think it -- not a hundred percent
5 sure on the -- on the passenger numbers, but that each plane
6 would have passengers. They would have two ISU-90s. One of the
7 dune buggy RZR things and then the ammo pallet. And then we
8 would have passengers and then three of the RZR dune buggies in
9 our plane.

10 Q. The -- did you-all save the binder for the Yankee 62?

11 A. Their crew binder?

12 Q. Yeah.

13 A. No, that would have been on the plane.

14 Q. No, no. I mean, your crew binder.

15 A. Oh, my crew binder?

16 Q. Because you-all started out as Yankee 62.

17 A. We started off as Yankee 72.

18 Q. Seven-two.

19 A. Yes, sir.

20 Q. So did you save that crew binder?

21 A. I didn't personally. Usually the navigators hold onto
22 that.

23 Q. Okay.

24 A. So if they -- if they did save it, the FDO or one of
25 the navigators might know where it is.

1 LTCOL (b) (6) Let's try to get that crew binder.

2 MAJ (b) (6) Okay.

3 LTCOL (b) (6) ANB may already have it, but just put
4 that on your list.

5 **Questions by Lieutenant Colonel (b) (6) continued:**

6 Q. So you went over there, got the food, you come back,
7 where's the loading process at the time you return back to the
8 aircraft?

9 A. Our plane was loaded already.

10 Q. Okay.

11 A. The other plane was still in progress.

12 Q. When you left, were you in the left seat or the right
13 seat?

14 A. Out of Cherry Point or out of here?

15 Q. Out of Cherry Point. You were -- you should have been
16 in the left seat out of here, right?

17 A. I was in the right seat out of here.

18 Q. The right seat out of here?

19 A. Um-hmm.

20 Q. And out of Cherry Point, you were in the left seat --

21 A. Yes, sir.

22 Q. -- or right seat?

23 A. Left seat.

24 Q. Left seat. Okay.

25

1 So once your plane was loaded up, you guys came back --
2 did you leave Major (b)(6) out at the airplane when you went to
3 go get food, or did he go with you?

4 A. He went with.

5 Q. Okay. So both the pilots come back, get loaded up.

6 A. Um-hmm.

7 Q. Walk me through what you did as you walk back. You see
8 the planes loaded, who do you talk to, what happened?

9 A. I walked over to where Major (b)(6) and Master Guns
10 (b)(6) ph] were standing underneath the left wing of our plane,
11 and they said that -- that the other crew was gonna be delayed
12 for their cargo and that we were gonna swap call signs and flight
13 plans.

14 Q. Um-hmm.

15 A. And then -- and that we were gonna go out to Palm
16 Springs.

17 Q. Gotcha.

18 A. So -- so as soon as they said that, I jumped -- walked
19 up to the plane and started getting -- started setting everything
20 up for -- basically because we had swapped seats, so I had
21 grabbed all my stuff from the right seat and moved it over to the
22 left seat.

23 Q. So you went right in the crew door, right up the steps,
24 brought your food with you, got in the -- moved his crap out of
25 the way, got in the left seat, and started going?

1 A. Um-hmm.

2 Q. Okay. Did Major (b) (6) -- what'd he do?

3 A. I don't know.

4 Q. Okay.

5 A. I didn't see him.

6 Q. Right.

7 A. So, I mean, I can only assume what he did.

8 Q. Yeah. No worries.

9 Did you go back and look at the RZR's before you got in?

10 A. I did not. I glanced at them as I walked through

11 the --

12 Q. Okay.

13 A. -- door but didn't -- didn't go back in there and

14 inspect them or anything.

15 Q. Gotcha.

16 And your only prep for the flight was doing the brief?

17 A. Yes. I mean, yes. That -- yes.

18 Q. Gotcha.

19 So you pull the binder, you do the brief, you go

20 through everything. And then during the brief, Gunny Johnson

21 stood up and he briefed how the loads would go --

22 A. Um-hmm.

23 Q. -- at the brief.

24 A. Um-hmm.

25

1 Q. That's your -- it's your best recollection that there's
2 two 10 PAX in each airplane, they're gonna have two ISU-90s and
3 one RZR and an ammo pallet. And you're gonna have the rest --
4 your 10 PAX and three RZRs.

5 A. Yes, sir. And I'm not a hundred percent sure on the --
6 on the --

7 Q. That's your best guess. I under --

8 A. -- on the passengers.

9 Q. Yeah, I understand.

10 A. But from what I can remember it was something around
11 those passenger numbers.

12 LTCOL (b) (6) Okay.

13 **Questions by Major (b) (6)**

14 Q. Did you write that down on -- on your kneeboard, like,
15 the -- the cargo plan when Gunny briefs it or on your section
16 lead brief?

17 A. I did.

18 Q. Do you still have that?

19 A. Yes.

20 Q. Is there any way we can get a look at that after?

21 A. Sure.

22 Q. And while you were -- you were gone, you came back, you
23 talked to Major (b) (6) and Master Guns (b) (6) Do you know at
24 any point did Major (b) (6) go over to the other plane and talk to
25 the other guy -- or talk to Major Goyette and kind of talk about

1 the game plan, here's how the X went? You know, that kind of
2 stuff?

3 A. To my knowledge, I don't know. I don't know what --
4 what they did with the two of them. I believe I saw them -- the
5 two of them talking at some point, but I'm not a hundred percent
6 sure, like, what they were discussing. I just did -- I did my
7 post-flight walk-around once we got there, and -- and so if they
8 were talking in between that time, I don't know.

9 Q. Okay. But you didn't see any -- was there any, like,
10 long conversations occurring between APO Marines -- APOE Marines
11 and the other aircraft crew?

12 A. I don't know.

13 Q. Okay. None that you saw?

14 A. None that -- none that I saw or nothing that sticks out
15 in my mind.

16 Q. Okay.

17 A. No.

18 MAJ (b) (6) The other stuff I have is a different
19 venue. I can go down a different path at this point.

20 LTCOL (b) (6) No, no. Don't, don't, don't. I got
21 one more question while we're in this area.

22 **Questions by Lieutenant Colonel (b) (6)**

23 Q. So, okay. We've all been there before. You get back,
24 load's ready to go, crew's ready to go, feel like they're waiting
25 on you, give an eyeball to the RZR's, you jump up there, start

1 moving your stuff, you're gonna get clearance while he's out
2 of -- you were in the cockpit first?

3 A. Um-hmm.

4 Q. Then while he's out of the plane, got all that. You
5 got everything moving. And -- and now, you -- you know, you play
6 the game where you've got to follow somebody, they don't have to
7 follow somebody or something like that, then you rotate and you
8 start flying, you get up in the flight.

9 A. Um-hmm.

10 Q. Okay. Do you remember any conversations? Were any of
11 them like, hey, what happened with that load? Why'd they have to
12 do this? Or some guys were sharing information? Lots of --
13 because I know I'll do that. I go, hey, I know we got to get in
14 the air, but we got here -- hey, what happened to those guys back
15 there? Would you discuss it?

16 A. I mean, sure. Yeah. I mean, we -- we asked -- I asked
17 what was wrong with the load. I mean, I can only tell you what
18 they told me.

19 Q. That's all we want.

20 A. But I don't know for a fact if any of it was -- they
21 said it was the ammo pallet that had -- was, for lack of a better
22 word, fucked up. That's -- that was what they said. The ammo
23 pallet was fucked up and that they were gonna rebuild it. But
24 beyond that, I -- that was -- that was really kind of it.

25

1 Q. And who told you that, do you remember?

2 A. I think it was Major (b) (6)

3 LTCOL (b) (6) You-all?

4 MAJ (b) (6) No, that was it.

5 MAJ (b) (6) Well, I was gonna go now. Why don't
6 you go down your other path, and I'll kind of wrap up.

7 MAJ (b) (6) Sure.

8 **Questions by Major (b) (6)**

9 Q. So I know you're the maintenance officer, correct?

10 A. Um-hmm.

11 Q. And you've been maintenance officer for?

12 A. A couple months. A month and a half.

13 Q. Yeah. Awesome.

14 Who was the maintenance officer before you?

15 A. Major (b) (6) .

16 Q. (b) (6) . Is he still with the squadron?

17 A. No, he PCS'd.

18 Q. Okay. Active duty?

19 A. Yes.

20 Q. Okay. And your MMCO also just recently departed,
21 correct?

22 A. Yes.

23 Q. Who is filling the gap of the MMCO at this time?

24 A. Chief Warrant Officer 4 (b) (6) [ph] is the MMCO. He
25 has checked in. He's PTAD right now. Actually, I think he might

1 be on leave right now.

2 Q. Okay.

3 A. Doing -- basically getting his family set up here.

4 Q. And before your last MMCO left, was there -- is that
5 before or after the mishap?

6 A. He PCS'd after the mishap.

7 Q. After the mishap.

8 A. Yeah.

9 Q. I know in -- can you just give me a QA -- or -- I mean,
10 QA, but you're going to have the -- your CGPO program is gonna,
11 you know, tell you what PUBs are in the plane. Each plane should
12 have the same PUBs. You should all be up to date. All that good
13 stuff.

14 Is there any way we could get -- pull up the listing
15 from your CGO program as far as what PUBs were in that particular
16 aircraft? You should have like the dates and versions and all
17 that stuff.

18 A. Sure. I should be able to get you that.

19 Q. I think -- I think I see the MMP and the maintenance
20 report there.

21 A. Yep. You guys asked for -- for both of those yesterday
22 I think, so I grabbed them and brought them up.

23 Q. Awesome. I'll get a copy of that --

24 A. Okay.

25 Q. -- when we're all said and done.

1 With -- from a -- from a maintenance officer's
2 perspective, have you seen any issues with, you know, the young
3 guns that are out there doing the dailies? Is there a lot of
4 flight engineers finding stuff from a -- they're doing the
5 turnaround to the daily piece that are kind of trends that you'd
6 be worried about?

7 A. Like, specifically -- what do you mean, specifically?

8 Q. Like -- like, I've had trends where my air-framers
9 weren't checking the breaks -- break pads correctly.

10 A. Um-hmm.

11 Q. And so it would trigger a chain reaction where every
12 time the -- the CM1 would go out and check the breaks, they
13 realize, well, the break pads are bad. Now I've got to get
14 airframes out there. It delays the launch.

15 A. Gotcha. Okay. So any trends like that?

16 Q. Yeah. Anything like that?

17 A. Not to my knowledge.

18 Q. Okay. I know on this particular aircraft, you -- there
19 was an issue with a spinner cap burning. It burned once.
20 Replaced it.

21 A. Okay.

22 Q. Burned again like 30 days later. Replaced it again. I
23 didn't really see a whole lot of corrective action except part
24 failed, it was just burnt, move and replace in accordance with,
25 you know, whatever publication.

1 Is that a -- again, I'm not a T-guy, so I only fly Js.
2 Is that something that's unusual or kind of out of place in a --
3 in a T-model that that would happen?

4 A. That something would repeat itself?

5 Q. Not necessarily repeat itself. That the spinner cap to
6 a prop would scorch.

7 A. I honestly don't know. I -- that's not something I've
8 heard of as something that continues to happen.

9 Q. But that was something that showed up this time -- a
10 normal thing necessarily have happened. Is that something the QA
11 would try to focus in on and figure out or -- signed off in
12 accordance with is signed off in accordance with, so it's good.

13 A. Um-hmm. I'm not sure.

14 Q. Okay.

15 A. The QA chief would probably have a better -- a better
16 idea of -- of that, so I don't know.

17 Q. And that particular aircraft is nothing you're overly
18 familiar with at this point?

19 A. No.

20 Q. Okay. When it comes to the CDIs, in your -- overall,
21 your CDIs, CDQs, that kind of stuff, how do you feel as a
22 maintenance officer your maintenance department's manned? Do you
23 have the right ratio of people, especially rank to qualifications
24 structure?

25

1 A. Yeah. I think -- I think we're manned pretty well as
2 far as, you know, like -- like you said, rank to qualification.
3 So having -- you know, having done CI interviews and CDQ
4 interviews, you know, I feel confident that the guys who are
5 qualified are qualified for a reason; that they're -- that
6 they're well qualified to do the job and that they're
7 knowledgeable. And everybody's got to learn somewhere, so --

8 Q. Right.

9 A. -- I think the other guys that are with them are
10 teaching them the right -- the right things as well.

11 Q. Okay. And do you have many CDI counselings you had --
12 you've had to do or that they've had to do in the last year for
13 anything?

14 A. No.

15 Q. No one's been -- had their stamp revoked or suspended?

16 A. I think we may have done one, but I'd have to -- I'd
17 have to look back. The QA chief probably has better knowledge of
18 that. Yeah, he -- they probably have a better record of that
19 than I do.

20 Q. Gotcha.

21 I know every maintenance officer has their issue,
22 right? My issue is I don't have rank qualified people, i.e., I
23 don't have the rank to billets that are supposed to exist. I
24 didn't have staff NCOs, and I had a bunch of young guns who were
25 filling ranks that they shouldn't be filling. You work through

1 it the best you can work through it.

2 A. Um-hmm.

3 Q. That was my problem at 152.

4 What would you say is -- from your perspective as
5 maintenance officer, what's your biggest challenge? Not a
6 problem, but just your challenge.

7 A. I honestly -- honestly don't know. I feel like we -- I
8 think we've been doing a lot of good work down there. I really
9 can't say that I've had any kind of trend of challenges really,
10 per se.

11 Q. Okay. And just so the question's asked, from a higher
12 level perspective above your department, is there any pressure to
13 make the mission; basically, get the job done so we can fly
14 planes that you feel gets pushed onto you as a maintenance
15 officer anywhere?

16 A. No. I mean -- no. I mean, there's always pressure.
17 It's the Marine Corps.

18 Q. Right.

19 A. So, I mean, that's part of the nature of the kind of --
20 kind of work that we do. But I don't -- I don't feel pressured
21 out -- you know, outside of what the Marine Corps already does.

22 Q. Okay.

23 A. I don't -- yeah. I don't feel obligated to meet every
24 single mission other than just, you know, do what we can to do
25 the best -- to do the best we can. I think my guys do that.

1 Q. Okay. And there's no -- at the work center level,
2 there's -- you don't witness any perceived pressure from the --
3 maybe a Staff NC -- Staff NCOs or whoever's saying, hey, man, I
4 got -- we got to launch this plane. We got to make -- we got to
5 make the line for the day.

6 A. No. I mean, like -- like -- I mean, basically you're
7 asking, like, are they pushing them to do something
8 that's outside of their -- outside the bounds, like, not
9 necessarily illegal but going against some -- like, the PUBs or
10 something like that, no. If that's what you're asking, no.

11 MAJ (b) (6) Okay. That's the big stuff I have.

12 LTCOL (b) (6) All right.

13 **Questions by Interviewer 4:**

14 Q. So just to follow up with what Major (b) (6) said a
15 moment ago, Marine Corps' got pressure. We're all aviators.
16 We -- do it safely, wink, wink, nudge, nudge, but do it, right?
17 That's the -- that's the mantra I think that we probably all live
18 with.

19 A. Um-hmm.

20 Q. So just to take that last question one step further and
21 maybe ask it a different way. Have -- do you guys have an
22 anti-mouse[ph] program?

23 A. Um-hmm.

24 Q. I'm assuming you do, right?

25 A. We do.

1 Q. Have you -- have you noticed anything in the anti-mouse
2 program or in just informal chats about, hey, look, ma'am,
3 it's -- no one's telling us to violate procedures or directives
4 or order --

5 A. Okay.

6 Q. -- but -- because you'd certainly want to know that,
7 right? And I don't think any of us want that to happen.

8 A. Right.

9 Q. But, you know, there's that right and left lateral
10 limit and they really want us to butt up against both sides of
11 that. Is that a concern from the garage coming to you as the AMO
12 where some of your senior NCO and Staff NCO leadership's going
13 along with?

14 A. So, like --

15 Q. We're burnt. We're burnt, and we're -- this is all we
16 got.

17 A. So, like -- so do you mean, like, has anybody come to
18 me asking if we're doing things kind of on the -- on the -- on
19 the edge? Kind of standing on the edge, getting ready to fall
20 over it --

21 Q. Yes.

22 A. -- as to whether we're doing something wrong or not?
23 No.

24 Q. And then same question without the doing something
25 wrong.

1 A. Um-hmm.

2 Q. Feeling like we might be rushing, hurrying, cutting a
3 corner here and there or just losing our attention to detail and
4 focus to make mission, to get airplanes in the sky to get the
5 flight hours.

6 A. No. I mean, I harp on my guys all the time. Do it
7 right. Do it by the PUBs.

8 Q. Okay.

9 A. And I've never been introduced to any feeling, any
10 sense that -- that anybody's feeling that way or that anyone is
11 even thinking that that's what we're doing, because I -- I want
12 them to do it by the book.

13 Q. I got it. Yeah. As well we -- I think we all do.

14 A. Yeah.

15 Q. And none of us is suggesting that anything was done not
16 by the book.

17 A. Um-hmm.

18 Q. Which is what led to July 10th.

19 A. Um-hmm.

20 Q. We are just -- we don't know.

21 A. Sure.

22 LTCOL (b)(6) I mean, we don't know what we don't know
23 yet, and we're trying to -- we're trying to figure it out.

24 LTCOL (b)(6) I think it -- I think it's more of a
25 perspective that right now the Marine Corps is doing a lot more

1 with less.

2 MAJ (b) (6) Sure.

3 LTCOL (b) (6) And we're not pointing the finger at
4 anybody, that did they cut a corner. It's more that we're trying
5 to look at it from the perspective of, you know, we're all
6 struggling here with this situation. And we need to determine
7 whether or not -- you know, turn every stone over. This could
8 have been one of the causal factors. Because worse-case scenario
9 here is this happens again.

10 MAJ (b) (6) Um-hmm.

11 LTCOL (b) (6) And we need to be honest about it and
12 try to find that out. That's what it is. We're not -- we're not
13 pointing blame. Do you understand the difference?

14 MAJ (b) (6) Yes, sir.

15 LTCOL (b) (6) And the -- you know, we know what the
16 readiness levels are across the fleet. [Unintelligible]
17 25 percent I think. You guys are -- you guys are struggling, you
18 know. And obviously, you know, guys in this context is gender
19 neutral, right? So --

20 MAJ (b) (6) I use the same thing.

21 LTCOL (b) (6) We're -- I know. We all do and it's --
22 so we're -- we're struggling.

23 MAJ (b) (6) Um-hmm.

24 LTCOL (b) (6) So just trying to get a sense for do you
25 have a feel for that. Let me -- let me -- go ahead.

1 MAJ (b) (6) I think -- I think we're actually doing a
2 really good job here. I really do. I've never had any kind of
3 sense that we're pushing our guys beyond their limits; that
4 they're feeling pressured. That's never been anything that's
5 been brought to my attention. I can't say for anybody else, but
6 at least for me I don't think that that's something.

7 **Questions by Interviewer 4 continued:**

8 Q. And do you think the -- do you think the -- do you feel
9 like the squadron is such that if that were to start to become an
10 issue, it would be raised to you?

11 A. I'd like to think so.

12 Q. Yeah.

13 A. I'd like to think so, yeah.

14 Q. Other than the BS'ing in the cockpit -- or in the
15 aircraft, excuse me, about the -- you know, what happened; like,
16 what -- what could have happened with respect to the delay for
17 triple nuts as you guys got out of there? Oh, yeah, something
18 about the pallet, blah, blah, blah.

19 Since July 10th, have you had any conversations with
20 anybody about pallets or loading or ammo and things of that
21 nature other than us or the ANB?

22 A. I mean, just -- I speculate on it because it's me.

23 Q. Um-hmm.

24 A. But I have no idea, so I run through every scenario in
25 my mind. But, I mean, that's kind of what we do because we're

1 human. We're trying to find the answer to the question.

2 Q. Right. What -- what kind of things do you speculate
3 about?

4 A. I mean, pretty much everything that everyone else is
5 thinking about. Was it the airplane? Was it the cargo? Was it
6 something else? Could it have -- you know, could we have
7 prevented it? But obviously nothing -- nothing comes to mind
8 other than just wondering.

9 Q. Um-hmm.

10 Has anyone outside 452 community -- and I mean,
11 friends, family, and Marines -- brought anything up to the
12 squadron that you're aware of regarding potential causation?

13 A. Not that I'm aware of.

14 Q. Okay. Have you had any conversations with anybody
15 outside of the squadron about that?

16 A. No.

17 Q. Have you had any conversations where Gunny Johnson's
18 widow?

19 A. No.

20 Q. Just the internet -- okay.

21 Let's talk about social media for a second. Obviously
22 there are social media sights and posts and blogs and bullets and
23 boards regarding memorials and remembrances and as well there
24 should be. There are also others.

25

1 Have you seen or read any of those that -- regarding
2 causation or -- or just speculation? Any of that stuff?

3 A. I have Facebook, but I am rarely on it. So I -- and
4 honestly, I don't read through anything on there. I post a
5 picture every now and then and that's it.

6 Q. Any other -- any other sources of online news, media,
7 anything of that effect that you've --

8 A. No. I've been trying to avoid it actually.

9 LTCOL (b) (6) All right. Okay. I don't have anything
10 else.

11 LTCOL (b) (6) (b) (6) do you have anything?

12 MAJ (b) (6) No. Just take a quick glance at the
13 schedule.

14 LTCOL (b) (6) I got one -- one thing that I have -- I
15 forgot to ask you about.

16 MAJ (b) (6) Sure.

17 LTCOL (b) (6) When you were flying out there, you
18 were left seat for that last leg -- not the last leg, but the leg
19 into Palm Springs, did you notice any significant weather?

20 MAJ (b) (6) Some thunderstorms we dodged around, but
21 nothing that -- nothing that wasn't able to get around it. It
22 was, like, isolated stuff from time to time.

23 LTCOL (b) (6) Okay. Gotcha. Thanks.

24 MAJ (b) (6) Yes, sir.

25 LTCOL (b) (6) All right.

1 MAJ (b) (6) Is there anything specific you want to look
2 at -- [end of recording].
3 [END OF PAGE]
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ATTESTATION

I attest that the following transcript is a true and accurate
verbatim account of the audio recording received in regards to
the Commanding General's Command Investigation into the crash of
Yankee 72.

I am a certified shorthand reporter for the State of California,
License No. 14113, and formerly certified as a United States Navy
and Marine Corps Court Reporter.

(b) (6)

(b) (6) 3 November 2017

1 LTCOL (b) (6) It's Sunday, July 23rd at 1103 in the
2 morning. We're in Newburgh, New York. This is the 4th MAW CG's
3 Command Investigation concerning the crash of Yankee 72 on
4 10 July 2017. I'm the investigator, Lieutenant Colonel (b) (6)
5 and we're interviewing the aircraft commander of the other plane
6 in the section, Major (b) (6) (b) (6)

7 **Questions by Lieutenant Colonel (b) (6)**

8 Q. Major (b) (6) do you see that we're recording the
9 conversation?

10 A. Yes, I do.

11 Q. And do you authorize us to record the conversation?

12 A. Yes, sir.

13 Q. Thank you very much. Appreciate it.

14 Tell us a little bit about what happened that day?
15 Just tell us what you recall.

16 A. I'm reluctant to share, to be honest with you.

17 Q. Okay.

18 A. Because I know the nature of this investigation. Given
19 absolutely everything I can possible give to the ANB because I
20 understand the nature of that investigation and the privilege of
21 that investigation which I lack in this one. So I'll share a
22 couple things, but I'm not gonna go into great detail.

23 We took off as a section. We briefed in the morning;
24 briefed the section, afford everyone the opportunity for
25 questions as a section. I stood up and spoke about the nature of

1 the mission that day. Three distinct missions that day. The
2 trainer down there, the individual flights out west, and then the
3 PREPO for our -- for our trainer.

4 Through our section down, uneventful. Debriefed under
5 the wing, and then each aircraft started to get their load
6 together. We walked over, got some food, came back, and there
7 was a delay in their load.

8 As a result, we took the longer mission that they were
9 going to take, meaning the Palms Springs stop, for obvious
10 reasons. If they're gonna be delayed and my load is ready, I'm
11 gonna take that extra stop because I don't know how long they're
12 gonna be there. Which led to the call sign change, which 72 is
13 mine.

14 We notified the FDO of the change -- only because of
15 the FAA inflight plans, we didn't want to go through that nut
16 roll of changing things around. We notified the FDO of the
17 change and pressed.

18 Saw them turning motors as we taxied out or as we took
19 off. And we heard them on Memphis Center, called them up on our
20 discrete freq, talked to them for a minute, and pressed out west.

21 Along the way, we're getting pimped by Kansas City
22 Center, Denver Center, L.A. Center, So Cal, et cetera, et cetera.
23 There's an ALNAT for Yankee 72. They wanted us to contact them.

24 So we tried to on our -- we were having UHF issues, so
25 we tried them on it. We tried them on our VHF. We tried them on

1 Guard. So I had the extra navigator I had on board fire up the
2 HFs to phone patch home to try to figure out what was needed. It
3 didn't work. So I got ahold of the FSS and at this time we were
4 at Prescott -- Prescott radio. They called back. I had
5 everybody else deselect the radio so they could back up (b) (6) on
6 the comms while I was taking care of this, because I was starting
7 to get that feeling.

8 So answered their questions, told them who was on
9 board, told them what was on board. Kept pressing. Got another
10 call, said, hey, L.A. Center, Staff Sergeant (b) (6) (b) (6) needs you
11 to call him.

12 Got ahold of Riverside Radio; patched me to (b) (6) He
13 said, hey, you guys need to full stop. Stopped in Palm Springs.
14 That's when we found out what happened, so...

15 Q. How'd you find out?

16 A. I knew about two hours out. (b) (6) (b) (6) (b) (6) and I did.
17 We just knew.

18 Q. Right.

19 A. Because of the nature of the questions that were being
20 asked.

21 Q. Right. Right.

22 A. You know, phonetically spell each person on the
23 airplane; tell us what cargo you have on the airplane. There's
24 only one reason that that's being asked.

25

1 Again, I had everybody else deselect. I look back at
2 (b) (6), Master Guns, and we just kind of looked at each other. We
3 knew. However, we had a job to do. We needed to get our plane
4 on the deck. So I played it off. You know what? We got these
5 snake eaters in the back. Maybe they've got a follow-on mission.
6 They've got to go do something special. We may not be going to
7 El Centro.

8 I kind of played it off just to kind of -- because the
9 crew, you know, they knew. They were like something's going on.
10 Something's going on here. I was like I think these guys are
11 getting re-tasked. We'll figure it out when we get on the deck.

12 And so that kind of took the -- everyone's minds off of
13 what's going on, because we were getting pimped. Every radio
14 change, we're getting pimped, and it kind of was getting
15 everybody worried. I didn't want that. So that's what we did.
16 We landed. The crew that was there came out and met us and told
17 us what happened, so...

18 Q. So the crew that was waiting for the part came out --

19 A. They came out.

20 Q. The CO was there, right?

21 A. Right. Yes, sir.

22 Q. And then -- and that's when everybody knew for sure.

23 A. That's right.

24

25

1 Q. Did he do it under the plane? Did he take you inside?

2 A. No. We went inside. We went into the conference room
3 there at Signature, and he told us.

4 Q. I know where you're talking about. I've been in there.

5 A. Yeah.

6 Q. Did -- so besides you and (b)(6), that's the first time
7 the rest of the crew found out?

8 A. That's right. And that's the first time we had it
9 confirmed, right, let's be honest, be fair here. We knew just
10 because of our experience, the nature of the questions and what
11 was happening, this is highly unusual. Highly unusual to be
12 pimped like that at every center. And then to specifically be
13 told to call Staff Sergeant (b)(6) and then to be asked who's on
14 the plane and what's on the plane.

15 Q. Right.

16 A. There's only one reason that that is happening, so we
17 figured it out.

18 Q. So we're explaining to our J-baby here the difference
19 is -- last night -- of being a T-model pilot and a J-model pilot.
20 Now, a T-model pilot requires you to lead the crew. Manage, lead
21 the crew. Whatever you want to call it.

22 And the reason I'm asking about that, I'm pointing that
23 out is when you saw -- you already knew. But when you saw -- so
24 you were in a better position, you understand? You were almost
25 like a third depart -- you're still affected by it. You could

1 see your crew right when they found out.

2 A. Right.

3 Q. How did your crew react?

4 A. Broken. Every one of us. We're still broken. You
5 guys are coming in at quite possibly the worse time you could
6 have. We're at our lowest point, and we're getting hit at the
7 knees. And it hurts even more, to be honest with you -- to be
8 brutally honest with you, because you guys are Herk guys. So
9 we're a small community; we're a small family. And we're
10 devastated.

11 And now we're getting interrogated by our own guys and
12 it sucks. It really sucks. Our guys aren't even in the ground
13 yet. And so you guys have got to hear this, you got to know it,
14 and I think you probably already have gotten that.

15 Q. You know, if we're gonna be honest, no. You're the
16 first one that's pointed that out, but (b) (6) (b) and I both do
17 know that because (b) (6) and I have both deployed with a lot of
18 these Marines.

19 A. Yeah.

20 Q. And we're here right now because we want to find out
21 what happened so we don't lose more of these kids that (b) (6) and
22 I have led into battle as well.

23 And I think -- I would ask you to maybe look at it from
24 that point of view, because I don't want to go through this
25 again.

1 A. I totally get it. I totally get it. But, I mean,
2 it's -- everybody was a little bit freaked out. Like, who's
3 coming? What are they -- what? Those are our guys. Those are
4 our guys. And they're coming for what? Can we at least get our
5 Marines back here?

6 I mean, again, the timing of this is just -- just
7 horrible. Just horrible. This entire week we've been trying to
8 deal with getting the remains back, you know. And now, you know,
9 ANB comes and God bless them for what they do; God bless you guys
10 for what you do. But shit. This -- this -- this squadron is
11 hurt and everyone's questioning everything, so...

12 Q. I appreciate you sharing that. Thank you very much.

13 A. I mean, you know, I'm the XO here, and I know all these
14 guys. I mean, I've raised these guys; come up with them. And
15 they all talk to me, and they're all -- you know, they're like
16 what the -- what do they want from us? What do they want from
17 me? What do they want me to tell them?

18 It's a real smoking gun. I don't know a smoking gun.
19 And everyone of them in their minds are just going over in their
20 heads everything that they did on this airplane or that airplane.

21 And the one thing that I think we should do right now
22 and we're not doing and that's flying airplanes. And as this
23 gets moved on and on, it's gonna -- it's gonna make people
24 question things more and more.

25

1 Q. You do realize as the XO of the squadron that for you
2 to get back up in the airplane, we have to finish these
3 investigations? You realize that's a necessary step to get back
4 up in the airplanes, right?

5 A. I do.

6 Q. Okay.

7 Thanks for sharing all that.

8 A. Yes, sir.

9 LTCOL (b) (6) You guys want to ask a question? I
10 still got some I'm gonna ask, but I was gonna open it up to
11 you-all.

12 MAJ (b) (6) Are you -- just so I'm clear -- active
13 duty or --

14 MAJ (b) (6) Active duty.

15 MAJ (b) (6) Active duty?

16 MAJ (b) (6) Twenty-five years.

17 MAJ (b) (6) And just observation on the HOG[ph]
18 quarter, are you the high flier?

19 MAJ (b) (6) By far.

20 MAJ (b) (6) And what's the -- what kind of -- is it
21 because you're the active duty guy that you're put in that
22 situation or...

23 MAJ (b) (6) No. I mean, there's lots of active duty
24 guys. It's availability. I have the instructor qualifications,
25 E&E. It's just how it works out. It just always works out that

1 way.

2 And we've got a lot of guys that are, you know, on
3 their way out, so they're just trying to, you know, taper down
4 what they're doing so that way they can focus on their next life.

5 So we've got people leaving. We've had a mass exodus
6 here. So all that together, I'm that guy. In fact, I should be
7 retired right now, but I was extended a year for this very reason
8 because there would be a major gap.

9 **Questions by Lieutenant Colonel (b) (6) continued:**

10 Q. Well, it's good that we have you here through this
11 whole thing. If there's a bright -- if there's a silver lining,
12 it's having you here during this event because I'd hate to be
13 short-manned.

14 You mentioned a mass exodus. What was that?

15 A. It happens all the time. I mean, it's cyclic here.

16 Q. Right.

17 A. It is in 234 as well.

18 Q. Right.

19 A. The manpower management is off-kilter for a variety of
20 reasons. You know, you get people that come here and think they
21 understand it, and they say I'm gonna do my three years and I'm
22 gonna move on. And then they look at the reserve side and they
23 say, ooh, that looks a little bit better. And so that messes up
24 the monitor's movement plan, because they don't know what this
25 guy is doing or this girl is doing.

1 So this year, I mean, we -- we've lost a lot of
2 Marines, a lot of our active duty, either to the reserves or to
3 school or to retirement. All within the last few months. And
4 they've been replaced with less than qualified people. And
5 that's not the fault of the individuals, and it's not the fault
6 of an MOA. I'm like a unicorn. I'm a straight T-guy that's
7 never touched a J. There's not any of us -- there's not many
8 around. On the active duty side, there's two.

9 MAJ (b) (6) Who's the other one?

10 MAJ (b) (6) (b) (6)

11 MAJ (b) (6) Okay.

12 MAJ (b) (6) Sorry. Three. (b) (6) (b) (6). There's three
13 guys in the entire Marine Corps, active duty, that have never
14 touched a J-model.

15 MAJ (b) (6) Wow.

16 MAJ (b) (6) So the transition plan or lack of for this
17 place very much has led to this problem that those of us in the
18 community have been screaming about for a decade. We said it's
19 going to happen. It's numbers. It's a numbers game. And that's
20 what's happened.

21 And so now we get individuals here like (b) (6)
22 (b) (6) (b) (6). Great guy. Not knocking him. He hasn't touched an
23 airplane -- any airplane in nine years, and he's come to a
24 T-squadron to be an active duty guy.

25 LTCOL (b) (6) What was he before?

1 MAJ (b) (6) He was a J-guy. He went to flight school
2 and taught but didn't fly. Went to NPS and did two back-to-back
3 payback tours from NPS, and now he's here.

4 **Questions by Lieutenant Colonel (b) (6) continued:**

5 Q. Now, you mentioned just a second ago the loss of
6 manpower. And it happens.

7 A. It does.

8 Q. Can you describe that a little bit more?

9 A. Well, people move on.

10 Q. Right.

11 A. But the problem is it's not spread out. You don't have
12 two one year, one the next year, and three the next year.
13 There's a gutting, and it always happens. It's always happened
14 here, and it always happens at 234 the same.

15 MAJ (b) (6) You know, in 152, where I came from --

16 MAJ (b) (6) I was there too.

17 MAJ (b) (6) -- three years there. We had -- you know,
18 our challenge was always -- I was the MO, so we always had a
19 challenge of, you know, having the right qualified people with
20 their CDIs and CDQs; and for us, really staff NCOs.

21 MAJ (b) (6) Correct.

22 MAJ (b) (6) Couldn't get staff NCOs. When we got
23 them, we'd get them for one-year orders, maybe two, because
24 there's some --

25 MAJ (b) (6) It's always a challenge overseas.

1 MAJ (b) (6) -- you know, challenge with that. Is
2 that -- when you say you're having quals challenges, is it full
3 spectrum through the squadron where you're looking --

4 MAJ (b) (6) It's totally different.

5 MAJ (b) (6) Yeah.

6 MAJ (b) (6) All right. So think about what you just
7 said. You have a pool to pull from. Your problem isn't the
8 pool. Your problem is the orders and the timing of the orders in
9 Okinawa. I've been over there twice. I'm very well versed with
10 that issue. Trust me. It's different in that there's no pool.
11 There's no pool of KC-130T pilots. Tell me who they are. A "J"
12 is not a "T."

13 MAJ (b) (6) Right.

14 MAJ (b) (6) You can't go get in that plane and just go
15 operate it. I can't go get in your plane and just go operate it.
16 It's a fallacy.

17 And what the monitors look at are numbers. Numbers
18 meaning 7557. A 7557 is not a 7557. We know that. They come
19 from different backgrounds, they come from different platforms,
20 and they come with different qualifications. But to a monitor,
21 round peg, round hole, reserve, move on.

22 MAJ (b) (6) It's the same thing with 6276. They're
23 not the same.

24 MAJ (b) (6) The exact same thing. They're not the
25 same.

1 MAJ (b) (6) And we -- we've been talking about this
2 for a long time.

3 MAJ (b) (6) Buddy, I know. Dude, I've been in this
4 community forever, and I know.

5 MAJ (b) (6) Yeah.

6 MAJ (b) (6) And we haven't been listened to.

7 And so here's who -- here's our last four we've gotten.
8 We've got (b) (6), hasn't touched an airplane in nine years.
9 None. Never touched a legacy.

10 (b) (6) (b) (6). Great girl. She flew legacy for a
11 very, very short amount of time, J, went to school, payback,
12 ATCO, done very little flying. She's got 76 hours in the last
13 year. And she's been sitting in ATCO, which you know.

14 Elliott, God rest his soul, just got here. He had 30
15 aircraft commander hours roughly.

16 So between the three of them, they have an average of
17 50 aircraft commander hours, none in this airplane. And they've
18 all shown up in very short order.

19 We just got another new guy who checked in actually,
20 like, the week of the accident. Poor kid. Just checks in and
21 he's gone to 252. Young Captain; doesn't know shit about this
22 airplane. But that's who we've got. That's who we've got to
23 replace (b) (6) who's got 3,000 hours in this airplane. Is
24 he gonna replace him? No fucking way. Not gonna happen.

25

1 (b) (6) [REDACTED] who was at A&I and just left and went to
2 school. Are they replacing him? Not gonna happen.

3 (b) (6) [REDACTED] (b) (6), who just went to the reserves. Are
4 they replacing him? Nope.

5 (b) (6) [REDACTED] (b) (6). (b) (6) started to get through it. He
6 was a J-guy. He came in here and by the end he had his basic
7 instructor qual after three years, but that's it.

8 And that's what it takes. It takes a long time. But
9 when all this happens at once, when it all happens at once, it
10 hurts. And when you don't have a pool of people to train them,
11 you know what I mean? It gets spread thin.

12 MAJ (b) (6) [REDACTED] Do you work with the -- the maintenance
13 chief at all at MMEA for --

14 MAJ (b) (6) [REDACTED] Work with MMEA, MMOA, work with the AR
15 monitors, work with the other squadrons.

16 MAJ (b) (6) [REDACTED] You said a lot about the pilot side.
17 What about the enlisted maintenance side?

18 MAJ (b) (6) [REDACTED] The enlisted maintenance side's not
19 terrible. We're actually doing okay with that, with the
20 maintainers. Engineers we have -- that's --

21 MAJ (b) (6) [REDACTED] Right.

22 MAJ (b) (6) [REDACTED] That's an eternal problem, because, you
23 know, you just mentioned that. Maintainers are okay. We're
24 actually doing all right for the maintenance side.

25

1 MAJ (b) (6) It was two months ago we were talking
2 about some kind of joint detachment where we help you guys out,
3 you know? We take -- where we take some of the missions. I
4 don't know where that went. (b) brought it up.

5 MAJ (b) (6) Yeah.

6 MAJ (b) (6) You know, maybe it was talked about at the
7 OAG or something like that, but...

8 MAJ (b) (6) The only work center that is hurting a
9 tiny bit is S&S, but that's -- that's minor and it's temporary.
10 And it got brought up most recently because we were training
11 Caine to go to WTI. And what they wanted for WTI would have
12 gutted our entire maintenance department. We would have been
13 shut down.

14 So we were dealing with that going into this week. You
15 know, that was kind of one of the things that was kind of hanging
16 out there as to -- that was one of the reasons for that trainer
17 is to work -- work up the crew for WTI.

18 **Questions by Lieutenant Colonel (b) (6) continued:**

19 Q. Now, correct me if I'm wrong, but when Caine was
20 working up to go to WTI, you-all were doing that at the squadron.
21 I guess you guys give up two airplanes for that. Is that how
22 that works? How does that work?

23 A. That's what they wanted, yeah.

24 Q. Right.

25

1 A. That's typically how it works. But in the past, they
2 would just -- you know, which you're familiar with and you're
3 familiar with is very different now. In the past, there's been
4 more than one squadron that's been going. So that -- that
5 airplane load, that maintenance footprint has been spread across
6 four, five squadrons, right? There's only one of us. There's
7 only one of us.

8 Q. That's a good point. I hadn't thought of that.

9 A. And so when we decided to take that on -- because I'm
10 the last WTI. I'm the last legacy WTI. When we decided to take
11 that on, I don't think everyone fully understood that. I did.

12 Q. Right. Right.

13 A. But I don't think everyone understood it until the
14 numbers actually came out. And so literally three weeks ago is
15 when the maintenance chief -- [unintelligible] maintenance chief
16 came out and said, okay, I MO'd it; said this is what we need.
17 And we looked at it, and we looked at what we have. I was like,
18 we'll be shut down.

19 And so right -- the week before the accident happened,
20 we pushed it up to Wings and said, okay, we want to do WTI but
21 this is what it's gonna cost to you.

22 Q. When the accident happened -- we want to do WTI.
23 You're talking about a week before this accident. A week
24 before -- around July 3rd you pushed it up the Wing? Okay.

25

1 A. Pushed it up to the Wing. Caine pushed it up while I
2 was at ITX.

3 Q. Um-hmm.

4 A. Basically he put the ball in the Wing's court; said, we
5 want to do WTI, these are the names we want to nominate, but this
6 is what the tax is gonna be. This is what it's gonna cost you
7 for us to do that.

8 Q. Um-hmm.

9 A. And that's where it was sitting when the accident
10 happened. We didn't know if we were doing WTI or not.

11 Q. Memory serves, you-all already had a WTI slot six
12 months ago, right?

13 A. We did.

14 Q. Where Caine was gonna go?

15 A. We did.

16 Q. And what happened with that?

17 A. He damn near cut his finger off, so he couldn't go.

18 Q. How?

19 A. Table saw.

20 Q. At his house?

21 A. Yeah.

22 Q. Wow. Okay.

23 A. Yep.

24 Q. So what happened with that effort? They just canned
25 it? Somebody else go? What happened?

1 A. They already had six airplanes on the line.

2 Q. Um-hmm.

3 A. So for us to even go to that was kind of a stretch.
4 They were making space. It didn't affect them really in any way.
5 They said, okay, we get it. We understand. You guys will just
6 do Blue Air. So that's what we did. We just shifted over to the
7 Blue Air side.

8 Q. So you didn't put anybody through the WTI class?

9 A. Nobody through class.

10 Q. Okay. So if you did -- so was this class, the proposal
11 you put up, was that for Caine to go again?

12 A. It was. For -- well, for everyone. Snow was gonna go
13 too.

14 Q. Oh, okay.

15 A. We had Caine, (b) (6) Snowden and (b) (6) (b) (6).

16 Q. How many -- Caine going as aircraft commander. How
17 many -- what's a measurement? What hours do you use to see if
18 somebody's ready for WTI?

19 A. It's not really hours based. I mean, it's desire, it's
20 their comfort in a tactical environment, availability, and
21 payback.

22 Q. Gotcha.

23 A. You know what I mean?

24 Q. Right.

25

1 A. I mean, we're not gonna train somebody who's just gonna
2 walk out the door.

3 Q. Gotcha. It's like a three-year commitment, isn't it?

4 A. It's supposed to be two years after you get your patch.

5 Q. It was three years when I -- when I came through.

6 A. Yeah.

7 Q. Let's come back. I understand this is -- this is no
8 sort of reprisal. I hate coming at this time. It hurts. It is
9 good that I got to see a lot of the people that (b) (6) and I have
10 flown with over the last four or five years. But the fact of the
11 matter is you-all were in a section with these guys.

12 A. I was.

13 Q. You-all were the last ones to see these guys. You are
14 really the only people we can talk to at that time.

15 A. Yep.

16 Q. So let's go back and just focus at the turn of
17 events that -- I mean, if nothing -- did anything stick out to
18 you before you-all left Newburgh?

19 A. Nothing.

20 Q. Okay.

21 A. No. We were delayed in our radio checks by 15 minutes
22 because (b) (6) couldn't get her damn products printed.

23 Q. Okay.

24 A. Her E-board cards. We just did our radio checks. That
25 was it. Took off uneventful. Did a simulated loss common route

1 for a lead change.

2 Q. Um-hmm.

3 A. Because I wanted to teach (b)(6) a little lesson.

4 Q. Um-hmm.

5 A. And I also wanted to put her in the dash too so it
6 could demonstrate for her the position, some of the things that
7 I've seen go wrong.

8 But after we passed Philly, I wanted to get out of
9 Philly's airspace, because I didn't want to be messing with that.
10 Took the lead back into Cherry Point. Break runway 23, no
11 problems. Full stop.

12 There was nothing. Nothing wrong with the planes. We
13 met under the wing, did a quick debrief, safety items, because we
14 needed to move on to Phase Two.

15 Q. Um-hmm.

16 A. And nothing was noted safety-wise.

17 Q. We've got to look into the load on the other airplane.
18 Did you have any exposure to their load?

19 A. I did. Walked right by it. Walked by both of our
20 loads. One load -- my load had three MRZRs. Their load had an
21 MRZR, two IC-90s, and an ordnance pallette that I didn't see
22 because it was out to CALA[ph] being rebuilt.

23 Q. Okay.

24 A. Which is what the delay was.

25

1 Q. Yeah. Tell us what you know about that delay. What
2 Caine might have told you; anything you know.

3 A. He didn't. I walked around to the back of my plane to
4 check my load, because they had loaded it. I wanted to make sure
5 they were all secured, all the chains were secured, et cetera.

6 And I talked to the APOE kid, a Corporal. I said,
7 how's it going over there? He's like, ah, he's like, the
8 pallet's all fucked up. He said they're gonna be here awhile.
9 Which prompted me to call Caine over and say, hey, give me those
10 parts. We'll take the Palm Springs run. You guys are gonna be
11 delayed. We'll go do that. And we'll meet you -- we'll meet you
12 in Yuma. And it'll give you and Elliott a chance to refine your
13 aircrew training plan for the week, because there was some holes
14 that I needed filled and some questions answered, so...

15 Q. Gotcha. Gotcha.

16 So did -- we talked with Major (b)(6) and she said she
17 went to the seven-day store. Did --

18 A. We all did. Yeah.

19 Q. You-all went to the seven day --

20 A. Most of us did. Yeah. The crew master's didn't and
21 Elliott. The crew master's and Elliott stayed back, but the rest
22 of us walked over to the seven day and just grabbed some food.

23 Q. You went with Goy -- Caine there?

24 A. Caine.

25

1 Q. Did you-all talk about anything?

2 A. Talking about the concerns and the questions I had
3 about the aircrew training plan, because I blasted them pretty
4 good in the brief. And I'd do it again. I feel bad about it,
5 but I'd do it again. Because there were some training issues
6 that just didn't make sense.

7 And he apologized. He's like, you know, he's like, I
8 have to take ownership of some of that. I was like, yep, you do,
9 but we'll fix it. So you guys are in route, just start putting
10 together the pieces of all the things that I pointed out to you.
11 And prioritize our training for the week, because we're not going
12 to get everything done. It's not gonna happen. So tell me what
13 your first, second, and third priorities are, so...

14 Q. Caine's a good guy. I flew with him in Special MAGTF
15 12.2 when he was a Captain.

16 A. He's excellent. I was with him at 152. He was -- we
17 were WTI augments together.

18 Q. Awesome.

19 A. And then of course here.

20 Q. So the conversation basically on the way to the
21 seven-day store and back had -- you know, is basically your alone
22 time with him. You go, hey, here's how you improve on this. The
23 aircrew training plan -- the issue with the aircrew training plan
24 was the fact that?

25 A. It was very aggressive.

1 Q. Okay.

2 A. Very aggressive for who we had, and the expectations
3 were just high.

4 Q. Okay.

5 A. And, again, I hit Elliott on it really, really hard
6 because he was thrust into a position here that he just wasn't
7 ready for. But we didn't have a ton of choice. And what I mean
8 is we put him in aircrew training, a J-Captain put into a
9 T-reserve aircrew training, it doesn't translate.

10 And so he was having issues just understanding the
11 restrictions and the limits of what we have and who we have.
12 Meaning, the J-guys, they'll start motors at seven in the
13 morning, hot seat, hot pit throughout the day, and those motors
14 won't shut down until 2300.

15 Q. Um-hmm.

16 A. That's how they do it. Not knocking them, but that
17 doesn't work here.

18 Q. Um-hmm.

19 A. It doesn't work with these planes.

20 Q. That's right.

21 A. It just doesn't. And that's something that he was
22 experiencing. And it was a -- it was a tough learning experience
23 for him. And we have reserves. So you can't just grab a reserve
24 and say, hey, you're going to go do a DEFTAC[ph]. That's just --
25 that -- that doesn't work.

1 Q. So having him in that position is an example -- is also
2 an example of what you were talking about earlier, your shortage
3 of people.

4 A. Yeah. We have 11 people to do the job of 50 in an
5 active duty squadron.

6 Q. And you were at the OAG in New Bern when the CO here
7 stood up and said I'm having trouble recruiting pilots.

8 A. Yeah.

9 Q. I think we were in the same room.

10 A. Yeah.

11 Q. Yeah.

12 A. No. I mean, it's been a known problem.

13 Q. Right.

14 A. And coming up, you know, here recently, I've been
15 screaming for the last year there's one name -- one name that
16 could have helped us tremendously, and we were told no. And
17 that's (b) (6) . (b) (6) . You probably met him; you
18 know him. Was just leaving the Pentagon, legacy aircraft
19 commander, JWTI, working in the Pentagon in Aviation Hallway as
20 the senior Herk guy. There is no better guy to have here to help
21 us instruct and transition to the J. None. Nobody else in the
22 Marine Corps better suited. We were told no. Because the
23 outgoing site commander --

24 Q. Right.

25 A. -- (b) (6) (b) (6) --

1 Q. Right.

2 A. -- wanted to stay here.

3 MAJ (b) (6) And what are his --

4 MAJ (b) (6) So --

5 MAJ (b) (6) What are his quals?

6 MAJ (b) (6) He doesn't have any. He's a basic
7 aircraft commander.

8 MAJ (b) (6) Gotcha.

9 MAJ (b) (6) And so that, you know -- we can only
10 scream so much. And they basically gave us a choice. They said
11 you can have -- not us. When I say us, not 452. The Wing. You
12 can have (b) (6) stay or you can have (b) (6) come. And I
13 screamed (b) (6) is a Band-Aid and not a good Band-Aid. He's a
14 Band-Aid. One year.

15 (b) (6) is three years, comes with a ton of
16 experience that that guy will never have. And we lost him. We
17 lost that battle. The CG made his choice, so...

18 **Questions by Lieutenant Colonel (b) (6) continued:**

19 Q. The -- come back to the going to the seven-day store.
20 I got a little lost. Got a little confused.

21 A. Yep.

22 Q. I think I might have missed something.

23 I understood you were having a conversation with
24 Goyette about the aggressive aircrew training plan that you-all
25 planned for this DET. But then you mentioned Elliott's name.

1 A. Yeah. Because I hit them both in the brief. Elliott
2 wasn't there though.

3 Q. You hit them both in the brief, or you hit them on the
4 way to the seven-day store?

5 A. I hit them in the brief.

6 Q. Okay.

7 A. Both in the brief. Elliott didn't go to the seven day.
8 Elliott stayed back.

9 Q. That's what I was looking for. Okay. That's what
10 confused me, because you -- I didn't realize you'd -- I thought
11 we were talking about the seven day.

12 A. No, no. Caine was taking -- you know, Caine says,
13 listen, you know, I own a lot of what you said in the brief.

14 You do. You and Elliott. You both own this. So you
15 have a chance to fill these holes in while you're sitting on
16 autopilot for the next seven hours.

17 Q. Gotcha.

18 So you go to the seven day with Caine. Elliott's back
19 watching the loads, doing the loads.

20 A. Right.

21 Q. Your load's easy. It's not an issue. You didn't have
22 any HAZMAT in your load, did you?

23 A. Of course. Yeah, we did. Those MRZRs are HAZMAT.

24 Q. Oh, that's right. That's right.

25

1 A. And we had our own ordnance because we were doing ASC
2 training.

3 Q. You had the shaft and flares.

4 A. Yep. Right.

5 Q. And they had the squibs.

6 A. Right.

7 Q. So the -- so Elliott's back doing that. You guys come
8 back. You leave the seven-day store.

9 You realize this is important. This is the last time
10 anybody saw Caine. This is why I need to talk to you. What
11 was -- what did you-all talk about from the seven-day store back?
12 The same thing?

13 A. Nothing sticks out in my mind. We were all just kind
14 of walking as a gaggle, just BS'ing.

15 Q. I know. Yeah.

16 A. Talking about, you know, where we were gonna go, what
17 we were gonna do.

18 Q. Gotcha.

19 A. The order of the events. Hey, what are we doing
20 tomorrow? DEFTAC, day and night. You know, whatever. When are
21 we doing night stuff. When are we doing your NSI check. Just
22 basic jaw jacking. Nothing.

23 Q. Okay. So you go -- so you-all walk, planes aren't by
24 each other, I'm assuming. You-all said --

25

1 A. We were right next to each other. We were in -- we
2 were in the hot pits.

3 Q. Okay.

4 A. Fourteen and thirteen.

5 Q. So he goes over and walks to his plane; you walk to
6 your plane.

7 A. Yep.

8 Q. He --

9 A. I go back and look in the load, and I talk to the APOE
10 kid. And so I said, okay. And that's when I walked over, met
11 Caine under his wing; was like, hey, give me your parts. We're
12 gonna take it. We'll do that.

13 Q. So just trying to get everything -- you know, I'm
14 trying to keep everything straight from everybody.

15 So you walk back, you go to your plane --

16 A. Right.

17 Q. And the APO kid's at your plane. Are you behind the
18 airplane?

19 A. Behind the airplane.

20 Q. Behind the airplane?

21 A. I jumped up on the ramp somewhere --

22 Q. Gotcha.

23 A. -- to look at our -- my load.

24 Q. Gotcha. So you talk to him. Is he on the ramp when
25 you were talking or behind it?

1 A. Who?

2 Q. The APOE kid.

3 A. He was on the deck behind the ramp.

4 Q. He was on the deck.

5 A. Yep.

6 Q. And the ramp -- was the ramp up? Down?

7 A. The ramp was down.

8 Q. Ramp was down. So you walk up the ramp --

9 A. Ramp down, door's open.

10 Q. You talk to him, walk up the ramp, then when did you --

11 which door did you leave out of to go talk to Caine?

12 A. Crew entrance door.

13 Q. Okay.

14 A. I walked all the way up through. I wanted to check all

15 the RZRs, make sure they were all secured. And went up to the

16 cockpit, and that's when I just called Caine. He was on the

17 radio. I was like, hey, come on and meet me under the wing,

18 because I think we should switch.

19 Q. Okay. So he comes out. They're rebuilding this.

20 They're doing some work.

21 A. Right.

22 Q. We don't know what the deal is.

23 A. Yeah. I didn't see it.

24 Q. And did he give you any indication of what -- did you

25 ask him what's going on?

1 A. No. The -- no. The CALA kid, he just said, listen,
2 there's -- there's just some issues with it. He didn't say --
3 not the CALA kid. The APOE kid.

4 Q. Um-hmm.

5 A. It's over at the CALA getting rebuilt. So I'm
6 assuming -- I can't assume. I mean, there was obviously issues
7 with how it was built. Whether it's nets, compatibility, I don't
8 know. But it was being rebuilt.

9 Q. So this is obviously important, so -- because we don't
10 know what happened, so we're trying to look at everything.

11 So the APOE kid behind the ramp, you talked to him, he
12 says they're having some issues because the ammo pallet's not
13 here, it's at the CALA getting rebuilt right now.

14 A. Right.

15 Q. So I guess that means something happened initially and
16 it had to be rebuilt.

17 A. In the JAI, I'm sure. I'm sure in the JAI they looked
18 at it, and they found something wrong. Whether it's improperly
19 netted, maybe the HAZDEC was improperly filled out. I don't
20 know. But he alluded to the fact that it was being rebuilt, so
21 that tells me obviously something physically was fucked up.

22 MAJ (b) (6) Did that seem to bother Goyette at all
23 or...

24 MAJ (b) (6) No.

25

1 MAJ (b) (6) Was it kind of the standard deal? You
2 pull in, the load's screwed up, oh, big -- big surprise, right?
3 Especially over there.

4 MAJ (b) (6) Especially over there.

5 MAJ (b) (6) Okay. Do you remember if -- roughly
6 how many APOE Marines who were around and what their -- like the
7 senior-est person was?

8 MAJ (b) (6) The most senior is the Corporal.

9 MAJ (b) (6) Corporal.

10 LTCOL (b) (6) You don't remember any names probably?
11 I know I wouldn't.

12 MAJ (b) (6) No. No. Now inside -- when we came back
13 from the seven-day store, the -- the terminal door was locked up,
14 so we had to walk through the 2d MLG. They always do that.

15 LTCOL (b) (6) I know where you're at.

16 MAJ (b) (6) Yeah. We had to walk the 2d MLG work
17 center there and that's -- that's who owns the APOE. There were
18 a lot of Marines in there. A lot of Marines sitting around in
19 the air conditioning, but the young kids were sitting out on the
20 flight line sweating their sack off of course. It was hot, hot,
21 hot, hot, hot, hot, hot that day.

22 MAJ (b) (6) And those Marines are the ones who
23 actually drove the MRZR's on, right, and did all the loadings for
24 you guys?

25 MAJ (b) (6) Yep.

1 MAJ (b) (6) Okay.

2 LTCOL (b) (6) Any other issues with the refueling
3 portion of that? Pretty straightforward?

4 MAJ (b) (6) You mean at the hot pits?

5 LTCOL (b) (6) Yeah.

6 MAJ (b) (6) No. It was easy. No issues.

7 MAJ (b) (6) Could I go back in time for a second?

8 LTCOL (b) (6) Please.

9 MAJ (b) (6) Is that fine?

10 LTCOL (b) (6) Please.

11 **Questions by Major (b) (6)**

12 Q. When you guys landed, you talked about landing, you did
13 the post -- post-mission debrief --

14 A. We did.

15 Q. -- talked about safety and flight stuff. Was it the
16 whole crew or just pilots?

17 A. We had everyone except the crew masters. The crew
18 masters were off taking care of the load.

19 Q. Getting everything ready for the load. Okay.

20 Now was that under your wing? Their wing?

21 A. My wing.

22 Q. And was there any ambulate debrief points to talk
23 about? Anything like that?

24 A. No. The only thing we pointed out to them and I
25 pointed out in the air was -- and it's -- it really is nothing,

1 but the only thing I pointed out was as we came onto the left
2 side, I noticed that their -- that the door hinge cover for the
3 crew entrance door, the forward door hinge cover was open. I was
4 like, hey, you guys need to check your hinge when you guys land.
5 It's like okay. And so we talked about that. I was like, hey,
6 you need to check that. It looks like it was --

7 Q. You're talking about the little hinge pin underneath?

8 A. Yeah.

9 Q. And this was a section lead workup, right? It wasn't
10 the check?

11 A. Workup for (b)(6). Yep.

12 Q. Got it. And when you guys -- the plan was to take off
13 after you figure out everything. You're single ship, different
14 directions. Anything on your flight with weather that -- of
15 note, or is this kind of standard flying across the midwest?

16 A. Standard. It was just, you know, little storms dodging
17 around but nothing significant.

18 MAJ (b)(6) I don't have anything. No questions.

19 **Questions by Lieutenant Colonel (b)(6)**

20 Q. Let me change gears here a little bit. Let me
21 understand some of the things at 452. When -- and this changes
22 all the time and every squadron's different, but the ops side of
23 it. If we want to find out more about who scheduled this with
24 2d Marines, how would we find that out? Who -- normally it's the
25 FDO a couple days before or --

1 A. FDO takes it after it's already done.

2 Q. Right.

3 A. We have a future ops guy.

4 Q. Gotcha.

5 A. Right. (b) (6) (b)] just left, so (b) (6)

■ (b) (6) in there now. But (b) (6) (b)] and (b) (6)

■ (b) (6)] had tag-teamed that.

8 Q. Um-hmm.

9 A. And they hand it over when it's about 48 hours out --
10 48 to 72 hours out, they hand it over to the FDO for current ops,
11 and that's kind of our cutoff. That's how we work it. So those
12 things, they're worked out well in advance.

13 MAJ (b) (6) Were you-all already (b) (6) straight
14 to MARSOC?

15 MAJ (b) (6) Oh, yeah.

16 MAJ (b) (6) For a while?

17 MAJ (b) (6) Oh, yeah.

18 MAJ (b) (6) Because you -- okay.

19 MAJ (b) (6) Yeah. And we've been talking to them.

20 Now leading up to this, there was all kinds of -- there
21 was issues at ITX.

22 LTCOL (b) (6) Um-hmm.

23 MAJ (b) (6) Which I know you know about because you're
24 at the Wing. Getting people out to ITX.

25 LTCOL (b) (6) Yeah.

1 MAJ (b) (6) And there was -- you know, division had
2 problems getting people from Syracuse and Yakima down to -- to
3 Twentynine Palms. And so they were looking for a large, large,
4 large movement. And of course they looked right to us. We said,
5 okay, we can't do everything. So we need you to tell us what you
6 want us to do.

7 And I told Caine, I was like, be prepared to either
8 lose that Yuma trainer or at least pare it down to one plane.
9 And that was just kind of pimping him, kind of seeing what was
10 happening to how it was unfolding. To my surprise, we were able
11 to continue on and do that mission. We dropped another mission
12 to move 223 instead, so -- but that was nothing catastrophic.
13 That's ops normal for us.

14 LTCOL (b) (6) No. It's -- no. We're the most sought
15 after aviation asset with the less --

16 MAJ (b) (6) And the first thing that gets dropped is
17 training. So we have to layer our training into FRAGs like this.
18 A section lead workup on the front of a two-ship movement. It's
19 not unsafe, nothing unsafe, but it just goes to my point that
20 I've said for, you know, ev -- this is my second tour here. It's
21 just not -- training is just not a priority, unfortunately. I
22 don't think it is in either squadron. I think FRAGs take
23 priority every day of the week.

24 MAJ (b) (6) But you're still supposed to be green
25 across the board.

1 MAJ (b) (6) That's right.

2 MAJ (b) (6) The fourth -- well, the Wing just
3 doesn't get that. Unless you're a C-130 guy, you just don't get
4 that.

5 MAJ (b) (6) So with op tempo to assets to personnel,
6 how -- how do you feel you guys are -- have been for like the
7 last year or two?

8 MAJ (b) (6) Oh, it's been a real cyclic, right? So
9 we've had a lot of MODs going on.

10 MAJ (b) (6) Okay.

11 MAJ (b) (6) All kind of simultaneously and
12 overlapping.

13 LTCOL (b) (6) A lot of what going on? MODs?

14 MAJ (b) (6) Modifications, yeah.

15 LTCOL (b) (6) Right.

16 MAJ (b) (6) You know, EPCS was a big one down at
17 Stennis and that one was extensive. Radars getting modded. ADSB
18 starting plus PMI.

19 So we've got -- you know, we -- I think June was our
20 low for planes. We've got six planes available out of which may
21 have four, maybe. And just tapped, you know? Because the -- you
22 know, ITX was coming and everything else was coming and it
23 doesn't slow down.

24 MAJ (b) (6) You know with your -- you guys take your
25 birds to Hill, right, to get your MODs?

1 MAJ (b) (6) We do.

2 MAJ (b) (6) Do -- I know their turnaround time is way
3 better than Malaysia so thank God for that, but are you guys
4 doing above and beyonds or are you just doing the bare minimum,
5 get that plane in, do what is due per their DEPO DEC's and out the
6 door back to squadron?

7 MAJ (b) (6) That's maintenance, and I believe it
8 depends on the tail.

9 MAJ (b) (6) Okay.

10 MAJ (b) (6) Right. And so obviously we're at the end.
11 It's not like the J. It's very different. So there is a plan
12 for each of these tails.

13 LTCOL (b) (6) By tails you mean BUNOS?

14 MAJ (b) (6) Right.

15 LTCOL (b) (6) Okay.

16 MAJ (b) (6) But there is a plan for each of these.
17 Whether we keep them and give them to the Navy, we put them up
18 for FMS, foreign military sales, there's a plan. And so that
19 level of DEPO I think plugs directly into what the ultimate plan
20 for these airplanes is gonna be.

21 You follow me?

22 MAJ (b) (6) Yeah. So do you have like a retrograde or
23 a retirement plan for each plane basically?

24 MAJ (b) (6) There is one. And it's -- it's a living
25 document for obvious reasons. I mean, if they -- we know when

1 we're gonna retire each plane, when we're going to divest of each
2 plane, and then obviously the Pentagon and the State Department
3 are putting that out for foreign military sales.

4 MAJ (b) (6) Right.

5 MAJ (b) (6) And then it depends on what they bite.
6 You know, who bites on what, who wants what, what we can give
7 them, what kind of systems we can include with that. There's so
8 many levels of detail that go into it.

9 MAJ (b) (6) So what -- you know, you've got extensive
10 experience with aircraft, extensive experience with the squadron,
11 and, you know, every plane is different like every pilot's
12 different. It's all about their quirks and their things.

13 Is there anything over the last two years especially
14 with the DEPOs and MODs like you're talking about that's just
15 been something that's just a little off that you're getting back
16 as product or anything like that?

17 MAJ (b) (6) No. The integration of the EPCS was
18 abysmal.

19 MAJ (b) (6) What -- I'm not familiar with that. Could
20 you explain that?

21 MAJ (b) (6) Electronic Prop Control System.

22 MAJ (b) (6) Okay.

23 MAJ (b) (6) So before we had EPCS, we had speeders,
24 springs, and flywheels. All mechanical.

25 MAJ (b) (6) Okay.

1 MAJ (b) (6) This is the component we saw the other
2 day. About yay big.

3 MAJ (b) (6) Okay.

4 LTCOL (b) (6) It was on the floor right by that other
5 engine. The guy was pointing to it.

6 MAJ (b) (6) There's several. I mean, it's -- you've
7 got the electronic panel for housing and you've got the prop and
8 tool box. There's several components to it, but we didn't have
9 that.

10 Now, when I say we didn't have that, it's kind of
11 deceiving because Aircraft 106 had it as early as I think 2005.
12 And that's the infamous barrel roll plane where we had the L --
13 we had the raft come out.

14 MAJ (b) (6) (b) (6) .

15 LTCOL (b) (6) Yeah. (b) (6) (b) (6) .

16 MAJ (b) (6) That's right. That was Aircraft 106 and
17 that was the first EPCS plane that we had.

18 And they looked at that and they looked at the study on
19 this, and it's like that system was rock solid. It didn't go
20 plus or minus .1 percent. You know, the RPMs. It's like, it --
21 it very well could have saved their lives or at least it helped
22 save their lives.

23 LTCOL (b) (6) Didn't he lose like 6,000 feet or
24 something?

25 MAJ (b) (6) Almost ten.

1 LTCOL (b) (6) 10,000 feet --

2 MAJ (b) (6) Almost ten.

3 LTCOL (b) (6) Before the raft came off his horizontal
4 stabilizers.

5 MAJ (b) (6) That's right.

6 MAJ (b) (6) So do they have -- it's one per engine
7 then, right?

8 MAJ (b) (6) That's right.

9 MAJ (b) (6) And then is it -- what centrally --
10 system-wise, what -- what controls it in the front?

11 MAJ (b) (6) There's a box on the 245.

12 MAJ (b) (6) It's on the 245?

13 MAJ (b) (6) Right. On the back of the 245, there is a
14 box. And it's got a window.

15 MAJ (b) (6) Okay.

16 MAJ (b) (6) And it shows you the status of each of the
17 props. And then on the front, the right copilot's side panel,
18 there are -- there's -- there were lights for each engine and
19 they show maintenance lights. Channel A, Channel B.

20 MAJ (b) (6) Right.

21 MAJ (b) (6) And then on the -- on our EEDS we have a
22 no rev light as well.

23 MAJ (b) (6) Okay.

24 MAJ (b) (6) So -- and they all kind of work together.
25 But there's that central box on the back of the 245 where if we

1 have a maintenance light, we go to the back and you can say
2 there's a fault. It's Fault Code 52. You can scroll down, okay,
3 Fault Code 52, low pitch stop failure. Something like that.

4 LTCOL (b) (6) Are -- are any of those things that --
5 you know, when you guys are on the road, that a flight engineer
6 has the ability to actually fix if you get a popped code?

7 MAJ (b) (6) Yeah. Well, yeah. I mean, there's ways
8 to clear them. It just depends on the code -- the severity of
9 the code.

10 MAJ (b) (6) Okay.

11 MAJ (b) (6) So you go into the manual and you see what
12 the code is and it tells you the corrective action.

13 MAJ (b) (6) Gotcha.

14 MAJ (b) (6) Usually it is -- it's a simple correction,
15 so you can clear the fault.

16 **Questions by Major (b) (6)**

17 Q. Okay. But if -- so it's after market MOD, is there
18 anything in the surrounding area that -- that you guys load onto
19 the -- near the 245 that could possibly bump it?

20 A. No.

21 Q. You know what I mean? I don't know how protected it is
22 or anything.

23 A. No, no.

24 Q. Okay.

25 A. No.

1 Q. Is that something we could see before we leave here?

2 A. What? The EPCS and all the components?

3 Q. Well, just in the -- on the 245. I'd just like to
4 understand where it looks like.

5 A. I'll walk you out to the hangar and show you right now.

6 Q. I'm a visual guy. Sorry.

7 A. Yeah.

8 Q. And if that -- if one went -- from a system's
9 perspective, if one didn't operate correctly, I don't know
10 what -- does it control high and low?

11 A. It controls the pitch of the propeller electronically.

12 Q. So if it lost electrical power, would that -- what
13 would happen?

14 A. There's redundancies in the system that are supposed to
15 correct for it, and -- and it's got its own generation from the
16 turning of the propeller.

17 Q. Okay.

18 A. So as long as that propeller is spinning, it's getting
19 power.

20 Q. Gotcha.

21 A. So that's the last source of power. DC is its primary;
22 AC is its secondary; the third is its own internal.

23 Q. Okay.

24 A. Right.

25

1 Q. Gotcha.

2 A. So as long as that propeller is spinning that
3 electronic valve housing is given power, in theory.

4 Q. Okay. Because I'm not familiar with the model.
5 It's -- in all your experience in the T, have you ever seen a
6 spinner cap burn? Like, get scorched?

7 A. No.

8 Q. I know it's really weird, but --

9 A. No, that's strange.

10 Q. -- can you think why that would happen? Like, what
11 would -- I know there's -- all the wires are connected, it's
12 similar to a J in some ways. Would it -- I mean, this is all --
13 we're just thinking through it systematically. But I would think
14 it's probably a wire would get disconnected somewhere, get frayed
15 a little bit from something over time.

16 A. A deicing. Any icing.

17 Q. And then it would just maybe cause some arking.

18 A. Spin, rainy, icing. I don't know how it would do that.
19 I've never seen that.

20 Q. Okay.

21 A. Never seen a scorch.

22 Q. Gotcha. I know this is maintenance stuff, so I'm
23 sorry. I know you're not the MO.

24 A. Yeah, yeah. No.

25 Q. Do the engines you guys get when they come to you as

1 new -- probably not new anymore, right? They're refurbished from
2 somewhere.

3 A. They're rebuilt, yep. Down in Texas.

4 Q. Do you know where they come from?

5 A. Fort Worth.

6 Q. Okay.

7 A. I believe they come from Forth Worth ultimately, yeah.

8 Q. That's where the DEPO is done?

9 A. I believe, yeah.

10 Q. Okay. Got it.

11 And then when you guys do MODs, I think you guys have
12 an A through F profile for FCF?

13 A. We do.

14 Q. But if it's just a -- if it's not an intrusive MOD, you
15 don't have to do an A-profile. I mean, you'd do a transfer
16 acceptance, right?

17 A. Well, it depends. It depends on the level of transfer.

18 Q. Right.

19 A. Right. Was it -- was it actually transferred? Did we
20 give them the books? If we gave them the books, then we take the
21 books back. We're gonna do a full "A."

22 Q. So like --

23 A. For instance, EPCS, we did an A-card every time we did
24 that.

25

1 Q. That makes sense. What about the radar MODs?
2 A. Radar MODs, no.
3 Q. Okay.
4 A. No. We do "F," because that's not very intrusive.
5 That's electronic.
6 Q. Okay.
7 A. And they're just putting antennas, pulling antennas, et
8 cetera.
9 Q. Is it just they're -- I mean, are the antennas on top?
10 Bottom? I'm just trying to visualize.
11 A. In the nose and on top. They're -- they're removing
12 a -- our interrogator -- air-to-air interrogator. They're
13 removing that.
14 Q. Gotcha. Okay. So it would change what the top portion
15 of the fuselage would look like slightly.
16 A. A little yeah.
17 Q. Okay.
18 A. Yeah. Reduces our drag slightly.
19 And really, with the level of FCF that we do, kind of
20 depends on how long it's been there. This radar MOD has been
21 excellent. Sierra Nevada Corporation is doing it, and it's been
22 excellent.
23 Q. Gotcha.
24 A. I mean, they're knocking it out in a couple of weeks.
25 So we don't even go 30-day no fly.

1 MAJ (b) (6) Oh, wow.

2 MAJ (b) (6) Nice.

3 MAJ (b) (6) That's awesome.

4 **Questions by Major (b) (6) continued:**

5 Q. How many -- and then with that, like, how many FCF --
6 like, how many FCF full-card guys do you have in the squadron?

7 A. We don't have full card, partial card.

8 Q. Okay.

9 A. You're not an FCF guy unless you've gone down a full
10 card. That's it. That's your check.

11 Q. Okay. Got it. Okay. That makes sense. I don't know
12 why we do it in the J that way. I really don't. It makes no
13 sense to me.

14 A. That doesn't make sense.

15 We don't let anybody go on the road unless they are
16 FCF.

17 MAJ (b) (6) Okay. So FCF is an early qual you get?

18 MAJ (b) (6) It's one of the first ones you get?

19 MAJ (b) (6) Absolutely. You're not leaving home
20 station.

21 MAJ (b) (6) That's smart. So just so you know I -- my
22 background is SCTE[ph] guy originally.

23 MAJ (b) (6) Yeah.

24 MAJ (b) (6) And then we do things the same way in the
25 SCTE community. So you're -- you're an aircraft commander or

1 A -- we call it AC, and then you pick up FCP right away. And
2 that way once you leave on the road, you can fix your own plane
3 or test your own plane if you have to.

4 MAJ (b) (6) That's the point.

5 MAJ (b) (6) It kind of makes sense to me. Well,
6 that's good. I like that.

7 **Questions by Major (b) (6) continued:**

8 Q. Had there been any -- I don't know where I was really
9 going with that one, but it's good to know that that's how the
10 system works.

11 A. Yep.

12 Q. And then is there any currency requirement for FCF or,
13 like, do you have to do one every so often?

14 A. There's not one in -- I believe it's to get a -- 6106
15 is the code, but I think it's like a one-year refly, if I
16 remember correctly.

17 Q. Okay.

18 A. But we don't -- we don't put anybody out there
19 internally on an FCF if they haven't done one. We look for the
20 currency on that. But internally we do that.

21 Q. And do you -- is there many done here? I know it's an
22 older plane, but maintainers tell me it's a rock -- it's a
23 rock-star plane. It does stuff all the -- like, you guys can
24 crush some stuff without needing to do a whole lot of maintenance
25 compared to the J.

1 A. I mean, it's that, but my level of comparison isn't
2 there, right? So I flew this and I flew the UC-35 in Okinawa,
3 right?

4 Q. Like, how many FCFs would you say you do in a month? I
5 know it's all different. It's just an average.

6 A. Five or six.

7 Q. Okay.

8 A. Yeah. Nothing crazy.

9 Q. Okay.

10 A. Now, if you add in the MODs, then you're gonna get more
11 than that, maybe eight. Because we're picking up a couple planes
12 a month --

13 Q. Sure.

14 A. -- over in -- in Carver[ph] Springs.

15 Q. Okay.

16 A. Now when we were getting EPCS, it was way more than
17 that because we were down at Stennis, and that's a way more
18 intrusive modification.

19 Q. Did that change your FCF DEC when your IDP --

20 A. No.

21 Q. What was it? EP?

22 A. EPCS.

23 Q. EPCS.

24 A. Electronic Prop Control System.

25 Q. Okay. Thank you.

1 So there's no -- so how do you know the system's
2 testing properly if the FCF tech didn't change? What -- what did
3 you -- what's verified in there? You know what I mean? Am I
4 making sense?

5 A. Kind of. I mean, you did -- did our FCF change with
6 EPCS?

7 Q. Yeah. Did it add a lot to it or --

8 A. The only thing that -- the only thing that changed with
9 EPCS control-wise is that we can't mechanically govern our
10 propellers anymore. They're always electronically governed.

11 Q. Okay.

12 A. So our shut-down conditions are prop conditions. We
13 can't stabilize our propellers mechanically anymore.

14 Q. Okay.

15 A. That's the only difference.

16 Now, that being said, there isn't any -- there isn't
17 any change in how we do an FCF.

18 MAJ (b) (6) You're just given a different readout
19 from the --

20 MAJ (b) (6) Yeah.

21 MAJ (b) (6) -- EPCS.

22 MAJ (b) (6) But it still falls in the same lines of --

23 MAJ (b) (6) We're doing the same things. Same
24 shutdowns. Same things. We're just not -- we're just not
25 mechanically governing it before we shut down.

1 MAJ (b) (6) That makes sense. Okay. That makes
2 sense.

3 No, thank you. That's a wealth of knowledge.

4 MAJ (b) (6) Yeah. Have you guys looked at EPCS at all
5 in the program?

6 MAJ (b) (6) No.

7 MAJ (b) (6) I would do that. I would do that. I
8 would look at the program from its inception, research and
9 development, integration and follow-up. Because the process is
10 not good.

11 MAJ (b) (6) What don't you think is good about it?

12 MAJ (b) (6) The integration and the follow-up. Look
13 at our -- look at our NATOPS.

14 MAJ (b) (6) What's missing?

15 MAJ (b) (6) EPCS.

16 MAJ (b) (6) Okay.

17 MAJ (b) (6) There's been no additions to the
18 NATOPS.

19 MAJ (b) (6) None. You were the NE before, right?

20 MAJ (b) (6) Yeah.

21 MAJ (b) (6) The program manager. How long has this
22 been going on?

23 MAJ (b) (6) Man, you guys have had it for a while.

24 MAJ (b) (6) There's no addendum that they added?

25 MAJ (b) (6) Now I have taken over -- I took over as

1 the program manager about a month ago on the NE, and I
2 immediately elevated all the airworthiness interim change
3 requests regarding EPCS to urgent, which I know you're familiar
4 with. And within a minute of my phone call -- or within a minute
5 of doing that, I got a phone call from Air 4.OP, (b) (6)

■ [ph] is this guy's name.

7 MAJ (b) (6) Yeah.

8 MAJ (b) (6) He's in charge of interim changes for the
9 Navy and the Herks. He calls me, he said, (b) (6), you can't do
10 that. I did do that. He says, when you do that, we have 48
11 hours to get a change in place. I said, then I guess you better
12 get off the phone and get to work. He says, the level and the
13 volume of what you're asking for is too high. We can't do that
14 in 48 hours. I said, okay, but understand that you're on notice.
15 Dealing with a radar, dealing with software upgrade, we can -- we
16 can get our way through that. But we are talking about our
17 propellers. That's a big problem.

18 MAJ (b) (6) Yeah.

19 MAJ (b) (6) And so I said I'm gonna bump them back
20 down a priority, but we need to see movement on this immediately.
21 So in the last three weeks, I've seen more movement than we've
22 seen since 2005.

23 LTCOL (b) (6) When was that phone call?

24 MAJ (b) (6) Oh, my gosh, there's been numerous phone
25 calls and e-mails with (b) (6).

1 MAJ (b) (6) But the trigger to the -- the urgent.

2 MAJ (b) (6) I do remember the date. I can look it up.
3 I can probably go off my e-mail and kind of --

4 MAJ (b) (6) Okay.

5 MAJ (b) (6) And you can look -- you can talk to him.
6 What you can see with (b) (6) -- and I can't do this, but he can do
7 it. He can pull up the progress of the interim change requests,
8 so...

9 MAJ (b) (6) Gotcha.

10 MAJ (b) (6) If we have a problem with the system,
11 anybody can go into airworthiness and say, hey, I want happy
12 changed to glad on this checklist. Boink. And then I look at it
13 and I say, go to hell, that doesn't make sense or, hey, valid
14 concern, let's move this up and move it up in the priorities.

15 What he can show you is each one of our things that
16 have been put in -- interim change requests -- where they went,
17 how they've gone up and down, and who had them for action.

18 **Questions by Major (b) (6) continued:**

19 Q. So if I'm understanding correctly, you're NATOPS does
20 not cover this at all?

21 A. EPCS? No.

22 Q. So how does your guys know how it operates and how to
23 work on it?

24 A. That's the question. We haven't been taught.

25 Q. So what --

1 A. So here's what's been taught: FST came in in 2015 in
2 the summer. It was during AT. I think you were probably still
3 in the squadron, sir. During AT out at Davis-Monthan, they gave
4 a PowerPoint --

5 Q. Okay.

6 A. -- to a handful of engineers and engineer students that
7 were behind -- that were here, and that -- that was it.

8 Q. That's it.

9 A. That was it.

10 Q. No other products.

11 A. That's it.

12 And so I was out at Colorado Springs with the first
13 radar MOD to do the test on the radar, and Ms. (b) (6) (b) (6)
14 from PMA-207 and then (b) (6) from PMA-207 -- PMA (b) (6). We're
15 standing there and she says, just small talk, so what do you
16 think of EPCS? And I let her have it. I said, well, it would be
17 great if we knew more about it. And I just went on to tell her
18 what we didn't know. And she immediately got on the phone and
19 the next week, the FST, he was up here giving a more detailed
20 class about the system. But still nothing in our NATOPS.

21 Now (b) (6) --

22 Q. No documentation. There's nothing in writing for you
23 guys to --

24 A. We have maintenance. We have maintenance manuals.

25 Q. You do?

1 A. We do have maintenance manuals.

2 Q. Did you get that when you got the system?

3 A. We did.

4 Q. Okay. So as pilots and aircrew you could review the
5 MIMS and get an understanding of how the system works.

6 A. We have a general understanding, but there's no
7 procedures. What do we go by. When something happens in the
8 cockpit, what do we go by? I don't go by fucking MIMS.

9 MAJ (b) (6) Yeah.

10 MAJ (b) (6) I don't give a fuck about MIMS. I want to
11 know what my procedure is. And so what I've told everyone,
12 because I'm just, you know, safety, if you get a fault code, you
13 get a Channel A failure, you get Channel B failure, shut that
14 motor down.

15 MAJ (b) (6) So you have no EPs.

16 MAJ (b) (6) That's right.

17 MAJ (b) (6) Was (b) (6) expecting you to write the EP?

18 MAJ (b) (6) Ha. Yes. And it doesn't make any fucking
19 sense.

20 So that's what we're doing right now. So Master
21 Sergeant (b) (6) (b) (6)] and I -- I got -- I got a manual from
22 Hamilton Sunstrand from someone I know there because I wanted to
23 know what this is. And I went through that document, which has
24 its flaws as well. Let's be clear, it's not the most -- it's not
25 the greatest document, but it's something.

1 So (b) (6) and I looked at that. We looked at the Navy's
2 procedures, and we pulled the Air Force's procedures because all
3 have EPCS, different versions, and E-2s do too. Different
4 versions of the system. We looked at their processes and their
5 procedures, and we came up with ours. And we submitted it.

6 MAJ (b) (6) So do you have -- do you have in-house
7 procedures?

8 MAJ (b) (6) The interim change is in print right now.
9 It's getting ready to be printed, like, literally right now.

10 MAJ (b) (6) Can we get a copy of that?

11 MAJ (b) (6) I can send it to you.

12 MAJ (b) (6) Okay. That would be helpful.

13 MAJ (b) (6) The -- the best person to talk to so you
14 can see where it is officially is (b) (6).

15 MAJ (b) (6) Yeah. I probably still have his
16 number --

17 MAJ (b) (6) Because that is -- that's the guy that
18 pushes our NATOPS changes.

19 MAJ (b) (6) But right now --

20 MAJ (b) (6) So it doesn't even matter what I have.

21 MAJ (b) (6) Right. Right. But right now, you guys
22 are operating off of in-house procedures you've created, the CO's
23 blessed, you guys move forward with these until you're getting
24 something from (b) (6), basically, that's official.

25 MAJ (b) (6) Yeah.

1 MAJ (b) (6) Okay. Wow. I would consider that
2 unusual.

3 MAJ (b) (6) Yeah.

4 MAJ (b) (6) I mean, it's a great --

5 MAJ (b) (6) It's a bit --

6 MAJ (b) (6) -- for coming up with it.

7 MAJ (b) (6) And now the -- it's the tail wagging the
8 dog. So the NATOPS guy -- who he doesn't know the systems. He's
9 just the guy that puts it together and formats it. He's like, I
10 need you guys to tell me your procedures. Well, I need somebody
11 from the company to tell me what the procedures are, right? And
12 so it's been this Mexican standoff since 2005.

13 Now to be clear, this is not the same system that 106
14 had. It is a newer version.

15 MAJ (b) (6) Right.

16 MAJ (b) (6) But my point is it sat for 12 years or
17 more, EPCS has been around.

18 MAJ (b) (6) And even with the new version, then you
19 should get an update to --

20 MAJ (b) (6) Yeah.

21 MAJ (b) (6) -- all those steps --

22 MAJ (b) (6) And --

23 MAJ (b) (6) -- that you don't have.

24 MAJ (b) (6) And one year after integration there
25 should be a follow-up. The company should come in, how's it

1 going? Are you seeing anything weird?

2 MAJ (b) (6) Yeah.

3 MAJ (b) (6) Is there anything going on with our
4 product that we didn't advertise?

5 Now, I don't know what was contracted. That's a PMA
6 question.

7 MAJ (b) (6) Yeah.

8 MAJ (b) (6) Was Hamilton Sunstrand contracted to give
9 us procedures and documents? I would fucking hope so. I would
10 hope so. And I would hope that PMA-207 would follow-up on that.
11 And there's a guy there, (b) (6). You've heard of (b) (6) name.

12 MAJ (b) (6) Yeah.

13 MAJ (b) (6) (b) (6), when did you get this? When --
14 when were you instructed to write NATOPS procedures for this?

15 **Questions by Major (b) (6) continued:**

16 Q. So for your in-house procedures, do they go from mild
17 to catastrophic? The EPs?

18 A. No.

19 Q. What's the -- what's the most severe that kind of puts
20 you into a --

21 A. Channel A/B failure.

22 Q. Which does what?

23 A. If you have a Channel A/B failure on the motor or you
24 have a no rev it's a mandatory shutdown.

25 Q. Okay.

1 A. And the shutdown is exact -- the same as it was before.

2 Q. Does it -- does the prop do anything? Like, what's not
3 happening with the Channel A/B failure?

4 A. There's a power -- there's a power problem.

5 Q. Okay.

6 A. So there's two channels. There's a Channel A and a
7 Channel B redundant systems.

8 Q. Makes sense.

9 A. So if they both fail, you need to shut that motor down
10 immediately.

11 Q. No restart?

12 A. Right. No restart.

13 Q. Because you lose your, I'm guessing, overspeed and
14 underspeed protection and all that stuff.

15 A. Yeah.

16 Q. Okay. So full control is lost on the prop, you lose
17 the electronics -- the electrical inputs, right?

18 A. Right.

19 Q. Okay.

20 A. And the only time that we've ever seen that was
21 actually the week of ITX and the week before the accident. And
22 it was Aircraft 180, the Number 4 engine. Had it in flight,
23 there was a power surge. Elliott was doing a three-engine go
24 around. And you J-guys love your fucking auto throttles, and you
25 just jam them up. You can't do that with this plane.

1 MAJ (b) (6) Yeah.

2 MAJ (b) (6) You cannot do that with this plane.

3 MAJ (b) (6) Over torque/over --

4 MAJ (b) (6) And so there was a power surge and a
5 fuel -- an associated fuel surge as well. So they got Channel
6 A/B, no rev on the Number 4.

7 MAJ (b) (6) Gotcha.

8 MAJ (b) (6) On Aircraft 180. Different airplane,
9 but -- it's the only time it's been seen. We've gotten Channel A
10 failures. We've gotten maintenance lights on the ground. We've
11 got a no rev light on the ground. But in flight, honestly, the
12 systems have been pretty solid.

13 MAJ (b) (6) Was that the parts that you guys were
14 bringing out then to fix for 180?

15 MAJ (b) (6) No, it was a fire loop.

16 MAJ (b) (6) That was the fire loop.

17 MAJ (b) (6) Fire loop.

18 MAJ (b) (6) Okay.

19 MAJ (b) (6) We had a primary pump. So we had that
20 problem with the Number 4. They landed like they were supposed
21 to. And the requirements were to do a ground run and do rapid
22 throttle movements to see if you could repeat.

23 MAJ (b) (6) Interesting. Okay.

24 MAJ (b) (6) Didn't repeat. Fault cleared. But in the
25 course of doing the run, they had a primary pump failure and a

1 paralleling battle failure.

2 MAJ (b) (6) Same engine?

3 MAJ (b) (6) Same engine. Number 4. So there was
4 issues with the fuel system on that, right? And there was some
5 torching seen as well. So there was some fuel problems. So we
6 brought a paralleling valve, we brought a fire loop, and I think
7 a fire handle.

8 MAJ (b) (6) I know we just spent a huge time talking
9 about props. Thank you so much. Man, it really helps me
10 understand it.

11 **Questions by Major (b) (6) continued:**

12 Q. From an experience to safety perspective, is there
13 anything else on this aircraft that, you know, your concern was
14 it's like this is kind of the safety issue that everyone watches
15 out for, that you train your guys, especially the new J-babies
16 coming in, hey, these are some things you got to look out for on
17 this aircraft that are different?

18 A. Well, everything's different.

19 Q. Well, I know it's all different. But the big things
20 than stand out. Is there anything that's like this is rough on
21 this plane?

22 A. Throttles.

23 Q. Throttles.

24 A. Throttle movement.

25 And Elliott had an issue with that. You-all have an

1 issue with it.

2 MAJ (b) (6) Yeah. As NATOPS evaluator, doing a --
3 doing a check BRAG[ph] for a new J-guy, you're watching their
4 elbow. Because you'd see them get up ready to, you know, cock
5 and throw it forward. Like, hold on, man, you got to do that
6 nice and slow and listen to the engineer.

7 MAJ (b) (6) Yeah.

8 MAJ (b) (6) You're --

9 MAJ (b) (6) And so what you just said is the second
10 most important thing, and that's using the crew. Because you
11 guys don't do that the same way. Not a knock. It's just a
12 different crew concept. So throttle movement and -- and using
13 the crew. And I -- I -- the way I explain it is these guys
14 behind you, that's your CIMU. That's -- that's your computer,
15 are these guys. So you've got to use this and use this instead
16 of using your fingertips.

17 MAJ (b) (6) Makes sense.

18 MAJ (b) (6) Understand?

19 MAJ (b) (6) Yeah.

20 MAJ (b) (6) So that's the biggest thing that -- the
21 hardest thing to get across to a J-guy is using that crew and
22 understanding the limitations of the airplane.

23 LTCOL (b) (6) You guys have any pressurization issues
24 with -- with this aircraft at all?

25 MAJ (b) (6) No.

1 MAJ (b) (6) The T-model?

2 MAJ (b) (6) No. I mean, every plane's different, you
3 know?

4 MAJ (b) (6) Right. Right.

5 MAJ (b) (6) Pressure controllers, sometimes they --
6 you've got to manually control them. Others, you know, safety
7 valves. But nothing different than a J. I mean, they just all
8 have their own personalities.

9 LTCOL (b) (6) You-all have anything else?

10 MAJ (b) (6) That plane was solid. Triple nuts was a
11 solid, solid airplane. Straight as an arrow.

12 MAJ (b) (6) I really don't have any other questions.
13 I'd really like to see the EPCS if I could.

14 LTCOL (b) (6) We'll go -- we'll go down and look at
15 it at the end.

16 What else -- put yourself in our position here. What
17 else should we know? What else -- you're the -- you are the
18 pinnacle of information on this, being the other aircraft
19 commander.

20 MAJ (b) (6) And I would be --

21 LTCOL (b) (6) And you've got so much knowledge of the
22 airplane and your knowledge is far better than mine. I'm trying
23 to find out, you know, what -- what would you want me to know to
24 try to solve this?

25 MAJ (b) (6) That's a big one. And then look at the

1 loads. I'd say look at the loads. And I would say get in the
2 Marine Corps Order P4030.19K, and I would read through that after
3 you look at the loads.

4 MAJ (b) (6) You said P40 --

5 MAJ (b) (6) P4030.19K. That is the -- that is the
6 mother document for hazards declaration certification.

7 MAJ (b) (6) NAVMAT. Same thing.

8 MAJ (b) (6) It's all the same.

9 MAJ (b) (6) It's just -- check.

10 MAJ (b) (6) I would check that.

11 MAJ (b) (6) Yeah. We've gotten familiar with that
12 the last week.

13 MAJ (b) (6) There's a lot of little nuances to it.

14 MAJ (b) (6) Yeah.

15 MAJ (b) (6) Have you ever been to the course at all?
16 Probably not.

17 MAJ (b) (6) No.

18 MAJ (b) (6) I have. It's a lot to it, so take your
19 time and dig through it, because it's -- it's a puzzle.

20 MAJ (b) (6) Yeah.

21 MAJ (b) (6) It's a chain, and you've got to follow it.
22 And there's exceptions to some things, and there aren't
23 exceptions to others, so...

24 LTCOL (b) (6) You-all want to go look at that?

25 MAJ (b) (6) Yeah.

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MAJ (b) (6) Yeah.

LTCOL (b) (6) This concludes the interview.

Thank you very much.

MAJ (b) (6) Yes, sir.

[END OF PAGE]

Automated Aircraft Discrepancy Book

ORG: SM1 BUNO: 165000 TMS: KC-130T Next Phase: NONE Up/Down/Partial: P Cancel

MODEX: 000 Assy Cd: ACMY Basic Wgt: 89007 Acft Hours: 8,084.300 Last Flown: 08 JUL 2017 1958

Engine/APU/Prop Data Open Work Orders Awaiting Maintenance Control Approval Closed Work Orders Last 10 Flights

Acceptance For Flight Consumption Inspections Near Due Removals Near Due Summary

Icons: Print, Refresh, Edit

Oxy Qty	Fuel Grade: JET-A	Oil Grade	Oz. Of Oil Added	Multiplier	Description
25.00	Fuel Qty: 38,000.00				
Hot Seat Ind: NO					
Ordinance: NO AAE OR COUNTERMEASURES INSTALLED	Special Equipment: MVGS				
Limitations:		Pilot Signature Date 10 JUL 2017 0932			
I have personally inspected this aircraft IAW the applicable MRCs/checklists. Any discrepancies noted have been entered on a work order.		Certification of safe for flight condition by MMCO, MO or MCO. If authorized, other persons may sign.		I've reviewed discrepancy reports of 10 previous flights, insured wgt. and balance data filed and accept this aircraft for flight.	
Signatures: Plane Captain: SGT O LENNON		Safe for Flight: SGT (b) (6)		Pilot: MAJ C GOYETTE	
A-Sheet	Daily Maint Record	Turnaround Maint. Record	Aircraft Limitations	Daily/Turnaround - Local Card Reference	Last 10 A-Sheets



Automated Aircraft Discrepancy Book

ORG: SM1 BUMO: 165000 TMS: KC-130T Next Phase: NONE Up/Down/Partial: P
 MODEX: 000 Assy Cdt: ACMY Basic Wgt: 88007 Acft Hours: 8,084.300 Last Flown: 06 JUL 2017 1956
 Engine/APU/Prop Data | Open Work Orders | Awaiting Maintenance Control Approval | Closed Work Orders Last 10 Flights
Acceptance For Flight | Consumption | Inspections Near Due | Removals Near Due | Summary



Oxy Qty	Fuel Grade: <u>JETA</u>	Oil Grade	Oz. Of Oil Added	Multiplier	Description
25.00	Fuel Qty: 38,000.00				
Hot Seat Ind: <u>NO</u>					
Ordinance: <u>NO AAE OR COUNTERMEASURES INSTALLED</u>		Special Equipment: <u>NVGS</u>			
Limitations:					Pilot Signature Da 10 JUL 2017 0930
I have personally inspected this aircraft IAW the applicable MRCs/checklists. Any discrepancies noted have been entered on a work order.		Certification of safe for flight condition by MMCO, MO or MCO. If authorized, other persons may sign.		I've reviewed discrepancy reports of flights, insured wgt. and balance da accept this aircraft for flight.	
Signatures: Plane Captain: <u>SGT O LENNON</u>		Safe for Flight: <u>(b) (6)</u>		Pilot: <u>MAJ C GOYETTE</u>	

A-Sheet | Daily Maint. Record | Turnaround Maint. Record | Aircraft Limitations | Daily/Turnaround - Local Card Reference | Last 10 A-Sheets

000

SAFE FOR FLIGHT SCREENING

1. Ensure aircraft corresponds with the assigned mission:

- ✓a. Fuel/LOX requirements 36A
- ✓b. Aircraft Configuration (Pre-D), as prescribed by the mission, if applicable 451
- ✓c. Daily is signed off within 72 hours of takeoff time, 24 hours on a turnaround from the 1st takeoff time not exceeding 72 hours of a daily 7

**Ensure fuel samples are still valid; (Must be within 72 hours prior to flight) 7 JUL 201 800

2. Screen SFF file

- ✓a. Message and Waiver N/A
- ✓b. Weight and Balance (within 180 days and signed by MMCO) 2017/03/06

3. Verify flight Reports against OOMA

- ✓a. Last 10 A-Sheets
- ✓b. Flight Report containing the last 10 flights
- ⊗ Verify MSHARPS against the Flight Report for accuracy.

4. Screen reports

- ✓a. Closed work orders over the last 10 flights in the ADB VED (looking for any trends, missing QA or FCF requirement)
- ✓b. Special Inspection and phase inspection in the aircraft logset for last date completed
- ✓c. Screen all active work orders in the ADB VED, ensure SFF issues have appropriate QAR/CDI in-process
- d. Screen all ALSS gear for crew prior to flight in the ALSS VED

5. Print/Screen reports

- ✓a. Aircraft/Equipment Workload
- ✓b. CDI In process Inspections (Highlight WOs, select print, select CDI/QAR In processes)
- ✓c. Scheduled Inspections (1 year backward to 2 years forward) 150 HR FOR 1,2,4 @ .9 HRS CRET
- ✓d. Component Removal Near Due Report
- ✓e. Outstanding TD Report
- ✓f. Installed Explosives
- ✓g. Tools CDI'd ADHOC
- ✓h. Daily Inspection
- ✓i. Turnaround Inspection
- ✓j. Acceptance for Flight "A" Sheet (once Plane Captain is verified Current in the MMP)

All printed reports should be filed in the Safe for Flight Packet until the next Safe for Flight screening is completed

6. Backup the ADB Summary and Daily to the Maintenance Control Hard drive once the pilot has completed the "A" Sheet. (Use XPS file, save to the aircraft folder created within the drive)

Safe for flight completed by: SGT (b) (6) on 10 JUL at 0930 A/C 000

ADB Backup complete by: SGT (b) (6) on 10 JUL at 0942 A/C 000

LOCKHEED MARTIN AERONAUTICS COMPANY
TECHNICAL REPORT OF KC-130T 165000
CLASS A FLIGHT MISHAP, 10 July 2017



(b) (6)

(b) (6)

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MISHAP SYSTEM: KC-130T, USMC Bureau Number (BUNO) 165000

MISHAP DATE: 10 July 2017

INVESTIGATORS: (b) (6)
(b) (6)
Lockheed Martin Aeronautics Company

(b) (6)
(b) (6)
Lockheed Martin Aeronautics Company

EXECUTIVE SUMMARY:

On 10 July 2017, a KC-130T, Bureau Number (BUNO) 165000 belonging to Marine Aerial Refueling Transport Squadron (VMGR)-452, out of Newburgh, New York, had been tasked with transporting personnel and cargo belonging to Marine Corps Special Operations Command from Cherry Point, North Carolina to El Centro, CA, for team-level pre-deployment training. At approximately 3:48 PM central standard time, an inflight event occurred causing the aircraft to break up in flight. The mishap aircraft (MA) inflight break up resulted in two primary debris fields. The two debris fields were separated by over a mile and the MA debris for both fields followed a track from east to west. All sixteen crew members and passengers aboard the aircraft were fatally injured.

The north debris field consisted primarily of aircraft fuselage structure forward of the forward wing box attachment fuselage station. This area included the cockpit, a significant portion of the cargo and portions of forward fuselage panels and structure. There was limited fire damage at the north debris field.

The south debris field consisted primarily of aircraft fuselage structure aft of the forward wing box attachment fuselage station, the aircraft's wing and its four turboprop engines. Fire evidence was significant at the south debris field.

Several major aircraft components from the aircraft fuselage structure aft of the forward wing box attachment fuselage station that would be expected to be in the south debris field, were found in the north debris field.

- The #2 engine rotary gear box, propeller hub and the four propeller blades
- The #3 engine rotary gear box, propeller hub and the four propeller blades
- Approximately 80 percent of the aircraft's right horizontal tail
- The aircraft's right elevator broken into two pieces

The MA was not equipped with a flight data recorder or a cockpit voice recorder.

LM Aero investigation determined multiple fuselage penetrations caused by the #2 and #3 engine propeller blades into the fuselage skins along with the impact damage of the propeller blades on the fuselage longerons weakened the bending strength of the forward fuselage section to the point where the fuselage structure was unable to carry the payload being carried. The fuselage broke up into two primary sections a section in front of FS 477 and a section aft of FS 477. The aircraft debris from the inflight break up was located in an area larger than one square mile.

INTRODUCTION:

This factual report contains information captured during the investigation conducted by Lockheed Martin Aeronautics Company (LM Aero) personnel of the KC-130T, BUNO 165000 (LM Aero Type/Version number 5303) mishap on 10 July 2017. The KC-130T is a variant of the C-130H airplane with an upgraded avionics package. The primary mission of the aircraft is to transport cargo or troops, but the aircraft can be readily converted for use as a tanker aircraft to provide refueling of helicopters and other aircraft. Power is supplied by four Allison T56-A-16, turboprop, constant-speed engines. Each engine drives a four-blade Hamilton Standard Hydromatic, constant-speed propeller with full feathering and reversible pitch. This technical report is comprehensive in the affected airframe systems examined.

KC-130T, BUNO 165000 belonged to Marine Aerial Refueling Transport Squadron (VMGR)-452, out of Newburgh, New York, had been tasked with transporting personnel and cargo belonging to Marine Corps Forces Special Operations Command from Cherry Point, North Carolina to El Centro, CA, for team-level pre-deployment training. The aircraft had an uneventful flight from the Stewart, NY to Cherry Point, NC. The aircraft departed Cherry Point on 10 July at 1807 GMT. Approximately two hours and 41 minutes after takeoff, KC-130T, BUNO 165000 was in cruise flight at an approximate pressure altitude (PA) of 20,000, on a magnetic heading of approximately 270 degrees over Leflore County Mississippi about seven miles west of Greenwood, Mississippi. At approximately 3:48 PM central standard time an inflight event occurred causing the aircraft to break up in flight. All sixteen crew members and passengers aboard the aircraft were fatally injured.

AIRCRAFT CONFIGURATION OBSERVATIONS:

OBSERVATION: The mishap aircraft configuration was recorded as follows:

- External tanks mounted under the wings on pylons between the inboard and outboard engines.
- Refueling pods mounted under the wings on pylons between the outboard engines and the wing tips.

Weight and Balance Clearance (Form F):

- Operating Weight – 91,007 pounds

- Takeoff Fuel – 55,000 pounds

Total Aircraft Weight – 146,007 pounds

- Cargo to include seven Passenger's – 17,012 pounds

Takeoff Condition – 163,019 pounds

Note: This aircraft was not equipped with a flight data recorder therefore the weight and balance information at the time of the mishap are calculated values and are approximate. Two weight and balance numbers are shown:

- Takeoff weight and balance
Gross weight at takeoff: 163,019 pounds.
Center of gravity at takeoff: 534.77 in. (28.8% of MAC)
- Weight and balance at the beginning of the inflight break up
Weight at time of inflight break up: 148,436 pounds.
Center of gravity at time of inflight break up: 533.10 in. (27.8% of MAC)

ANALYSIS: Weight and balance calculations were performed with the cargo loaded on the MA and documented on the Form F prior to departure from Cherry Point, NC, indicating the aircraft weight and center of gravity were within allowable limits in accordance with (IAW NAVAIR 01-75GAA-9. IAW NAVAIR 01-75GAH-1, NATOPS Flight Manual, Navy Model KC-130T Aircraft, states, "Gross weight in excess of those recommended must be authorized by the commanding officer." The maximum recommended takeoff weight for the MA's configuration is 155,000 pounds and the overload is 175,000 pounds. The calculated takeoff gross weight of the MA was 163,019 pounds¹.

CONCLUSION: The MA calculated takeoff gross weight of 163,019 pounds was within authorized weight and balance limits.

RECOMMENDATION: None

MISHAP SITE OBSERVATIONS:

The MA was in cruise flight at an approximate pressure altitude (PA) of 20,000, on a magnetic heading of approximately 270 degrees over Leflore County Mississippi about seven miles west of Greenwood, Mississippi. At approximately 3:48 PM central standard time an inflight event occurred causing the MA to break up in flight. This inflight break up resulted in two primary debris fields from the MA. The two debris fields were separated by over a mile and the aircraft debris for both fields followed a track from east to west.

For clarity these debris fields will be referenced throughout the remainder of this report as the north debris field (NDF) and the south debris field (SDF). The majority of aircraft structure was

¹ Refer to Attachment 1, 165000 Form F.

found in these two debris fields. Some aircraft structure and aircraft cargo was located between the two primary debris fields.

The mishap site observations will be covered in four parts: the NDF, the crew station (a subset of the NDF), the SDF and the aircraft components aft of FS 477 which were in the NDF (see figure 3).

The NDF consisted primarily of aircraft fuselage structure forward of the forward wing box attachment fuselage station (FS). The FS for the forward wing box attachment is FS 517. The NDF also contained a significant portion of the cargo which was loaded in the forward area of the aircraft. The forward crew area of the aircraft along with portions of forward fuselage panels and structure were some of the last components (furthest west traveling components) in the NDF.

The fuselage forward of FS 477 and aft of the crew station (approximately FS 245) had large structural pieces which came to rest at the NDF. Some of the pieces were a left fuselage side, a right side fuselage side, the floor and two pieces of upper fuselage skin with longerons attached.

The floor structure in the NDF was bent outward and the structure ended at approximately FS 437. The lower skin had a significant buckle at approximately FS 400

The crew station area had extensive crushing from the mishap. Due to the crew station impact crushing, the emergency response team used cutting tools to extract the mishap crew (MC). The extrication process of the MC caused unknown alterations to the structures and systems of the crew station (see photograph 1).

There was limited fire damage at the NDF.

The SDF consisted primarily of aircraft fuselage structure aft of FS 477 the aircraft's wing and its four turboprop engines.

Fire evidence was significant at the SDF and was recorded by news outlets who photographed the MA after the incident (see photograph 2)

The MA structure at the SDF came to rest inverted on an approximate heading of 270 degrees.

The #1 engine at the SDF had one propeller blade visible located around where the #1 engine propeller hub and gear box were found.

The #4 engine at the SDF had four propeller blades visible located around where the #4 engine propeller hub and gear box were found.

All four aircraft engines were located at the SDF.

Several major aircraft components from the aircraft fuselage structure aft of the forward wing box attachment fuselage station that would be expected to be in the south debris field, were found in the north debris field:

- A propeller blade from the #2 engine. This was the first component found and was the East most component found (see photograph 3).

- The #2 engine's propeller hub, rotary gear box and two propeller blades were the 2nd items found (see photograph 4).
- The fourth propeller blade from the #2 engine was approximately one half of a mile from the first propeller blade (see photograph 5).
- The #3 engine rotary gear box, propeller hub, and the four propeller blades from the #3 engine. Two propeller blades were found next to hub and were fractured outside the propeller hub area. The other two propeller blades were still attached to the hub and found at approximately 90 degrees of pitch (see photograph 6).
- Approximately 80 percent of the right horizontal tail. The right horizontal tail had red paint transfer on the sheared surface skin. The leading edge of the right horizontal had a localized area of crushing damage (see photograph 7&8).
- Two sections of the right elevator. The right elevator had red paint transfer on the lower surface of the aluminum honeycomb trim tab.



Photograph 1. North Debris Field Crew Station



Photograph 2. South Debris Field Shortly After Mishap



Photograph 3. North Debris Propeller Blade From #2 Engine



Photograph 4. North Debris Field Rotary Gear Box and Propeller Blades from #2 Engine



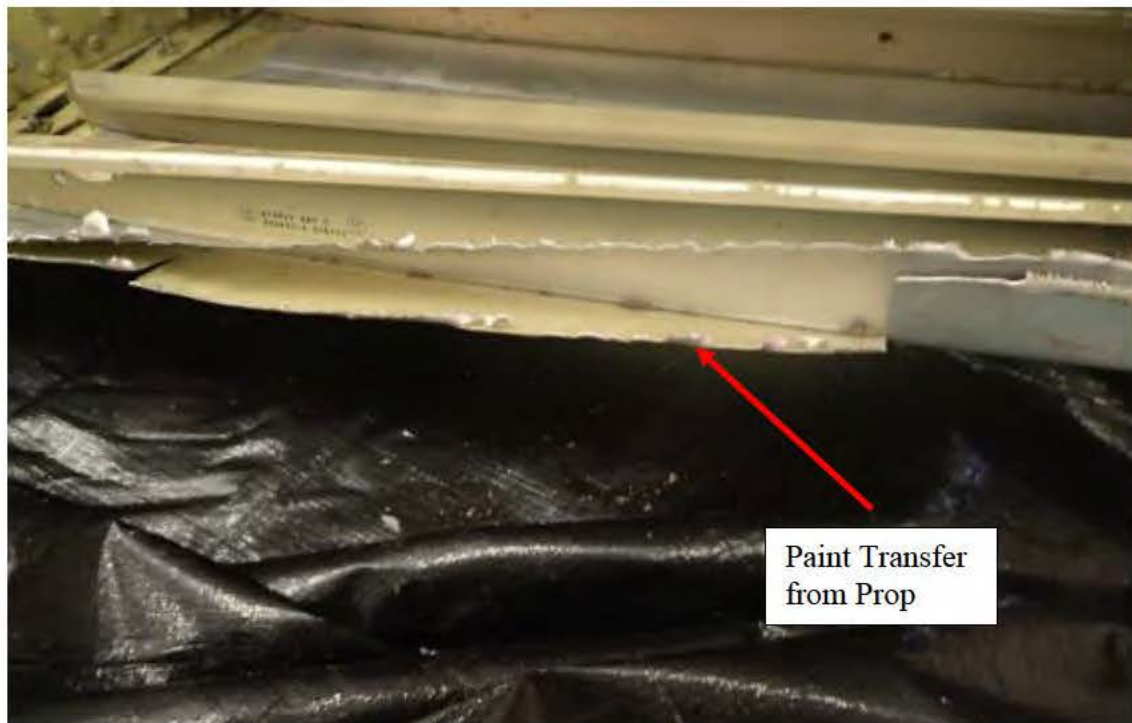
Photograph 5. North Debris Field 4th Propeller Blade From #2 Engine



Photograph 6. North Debris Field Propeller Blades, Hub and Rotary Gear Box From #3 Engine, Blade Angles Approximately 90 Degrees



Photograph 7. North Debris Field Portion of Right Horizontal Tail



Photograph 8. Right Horizontal Tail Paint Transfer



Photograph 9. Right Elevator Trim Tab

ANALYSIS: The MA's #2 propeller, propeller hub, spinner and gear box separated from the #2 engine. The MA's #3 propeller, propeller hub and gear box separated from the #3 engine. Propeller blade-rotary gear box debris impacted the right horizontal tail, right elevator and right elevator trim tab. Approximately 80 percent of the right horizontal tail and the right elevator separated from the aircraft.

CONCLUSIONS: The loss of the right horizontal tail and right elevator resulted in a reduction in aircraft pitch stability. The MA's fuselage separated into two primary segments a forward section in front of FS 477 and a rear section aft of FS 477.

RECOMMENDATION: None

DEBRIS FIELD MAP:

KC-130T 165000 Mishap Partial Debris Map			
Item #	Description	Latitude	Longitude
1	#2 Engine: Propeller Blade #2	33:28:3.7200	90:25:36.4440
2	#2 Engine Gear Box, Hub & Propeller Blades #1 and #3	33:28:6.9480	90:25:45.1620
3	#2 Engine: Propeller Blade #4	33:28:7.8600	90:26:10.7820
4	#3 Engine Gear Box, Hub and Propeller Blades	33:28:4.7100	90:26:16.6920
5	Forward Fuselage Side Structure 1	33:28:6.3120	90:26:15.9960
6	Right Horizontal Tail Section	33:28:10.0000	90:26:15.9999
7	Right Elevator Section 1	33.469114	90.442136
8	Right Elevator Section 2	33.46913397	90.44206931
9	Crew Station	33:28:22.1399	90:26:39.7980
10	Forward Fuselage Side Structure 2	33:28:13.1520	90:26:38.6700
11	Forward Fuselage Floor	33:28:13.4160	90:26:41.7480
12	Upper Fuselage Structure 1	33:28:11.5500	90:26:43.1040
13	Upper Fuselage Structure 2	33:28:5.2860	90:26:39.2100
14	South Debris Field	33:27:4.4428	90:26:13.9980



Figure 1. Figure 1 Debris Field

CONCLUSIONS: The #2 engine's propeller hub and rotary gear box were separated by over ½ mile from the #3 engine's propeller hub and rotary gear box.

PRIMARY FLIGHT CONTROL SYSTEM:

BACKGROUND: The primary flight control system consists of ailerons, rudder, elevator, and the associated components of each. They are utilized for maintaining attitude and directional control of the aircraft in flight.

The flight control hydraulic boost units (HBU) assist the pilot in moving the ailerons, elevator, and rudder. Each boost unit is equipped with a control valve and actuator. The control valve is remotely controlled from the flight station through the mechanical linkage and cable runs.

OBSERVATIONS: Starting at the rear of the MA in the SDF both elevator pushrods were found still connected to the HBU and elevator pivot shaft control arms. The elevator segments that were still attached could be rotated slightly and movement was seen up to the connections with the HBU.

The rudder HBU was connected to the rudder pushrod and the pushrod extended back to the rudder pushrod attachment fitting on the rudder. The rudder pushrod bolts were installed in the rodends and was secured with a cotter pin. The rudder actuation fitting where the rodend attached was fractured near the rodend attachment bolt (see photograph 10).

The control cables from the rudder and elevator HBU's extended forward and no interruptions were noted up to the approximate location of the aft face of the wing box FS 597.

The elevator, aileron and rudder HBU's were all measured for position at the time the MA impacted the terrain. No hydraulic leaks were detected or noted around the rudder and elevator HBU's. The MA's aileron HBU sustained extensive fire damage in the mishap and no determination about hydraulic leakage at the aileron HBU was possible.

The aileron pushrods in the wing were documented with photographs and examination to the extent possible due to the fire damage. The left wing aileron pushrod extended to the approximate buttline (BL) location where the left aileron actuation pushrod would attach.

The right wing aileron pushrod was traced to approximately 12 feet inboard of the buttline (BL) location where the right aileron actuation pushrod would attach. The right aileron pushrod was buckled and fractured near this. The pushrod tube appeared to match with a portion of pushrod that was still attached to a portion of the right aileron (see photograph 11).

The crew station area had extensive crushing and was further damaged when the crew members were extracted from the wreckage. The control column position and rudder pedal positions could not be established. All swaged cable ends on the control cables viewed had pieces of control cable attached to them.

ANALYSIS: Elevator: The longer strut (right elevator) (see photograph 12) on the elevator actuator, as found, would position the elevator very close to aircraft full nose down. The shorter strut (left elevator) is close to neutral position of the elevator. The position of the elevator at

break-up could not be determined. In normal operation the HBU's pistons would have approximately the same displacement.

Rudder: The rudder actuator strut (see photograph 13), as found, would position the rudder right of neutral position. The position of the rudder at break-up could not be determined.

Aileron: The aileron actuator (see picture 14) , as found, would position the ailerons left trailing edge up and right trailing edge down. The position of the aileron at break-up could not be determined.

CONCLUSION: The flight control system was working properly until the inflight break-up

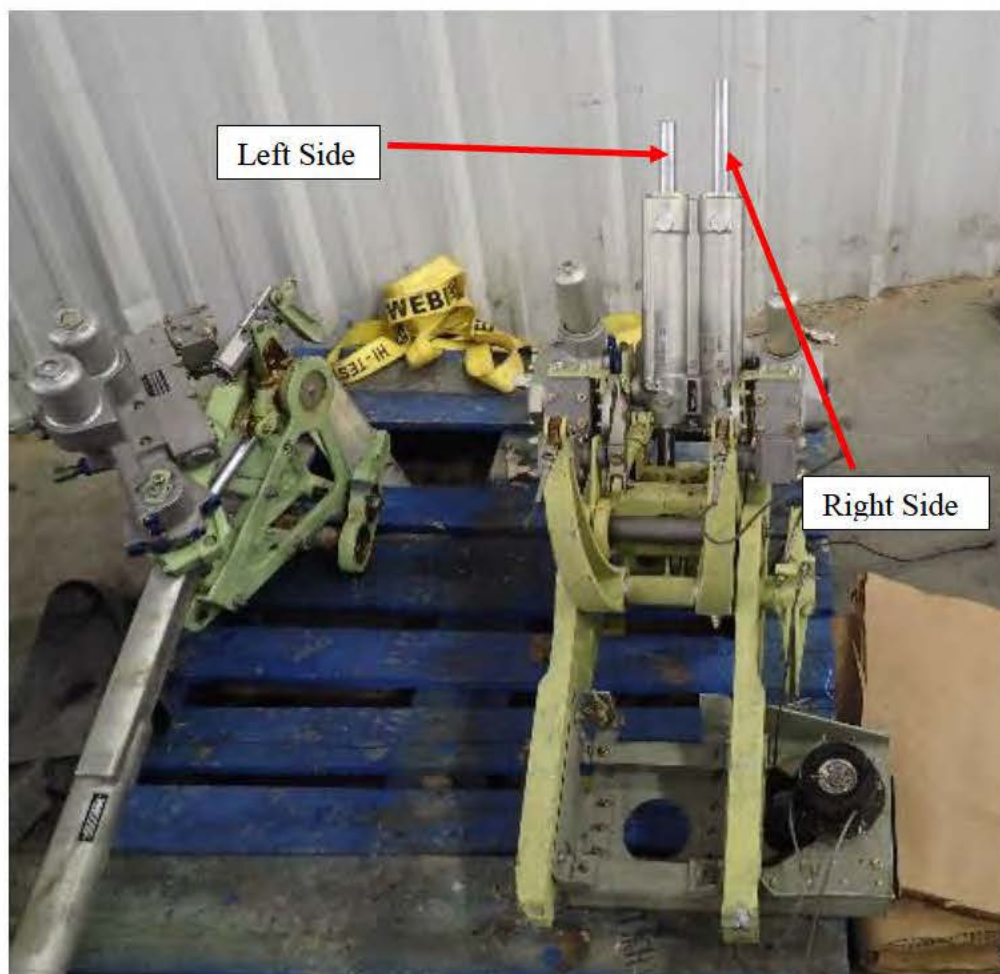
RECOMMENDATION: None.



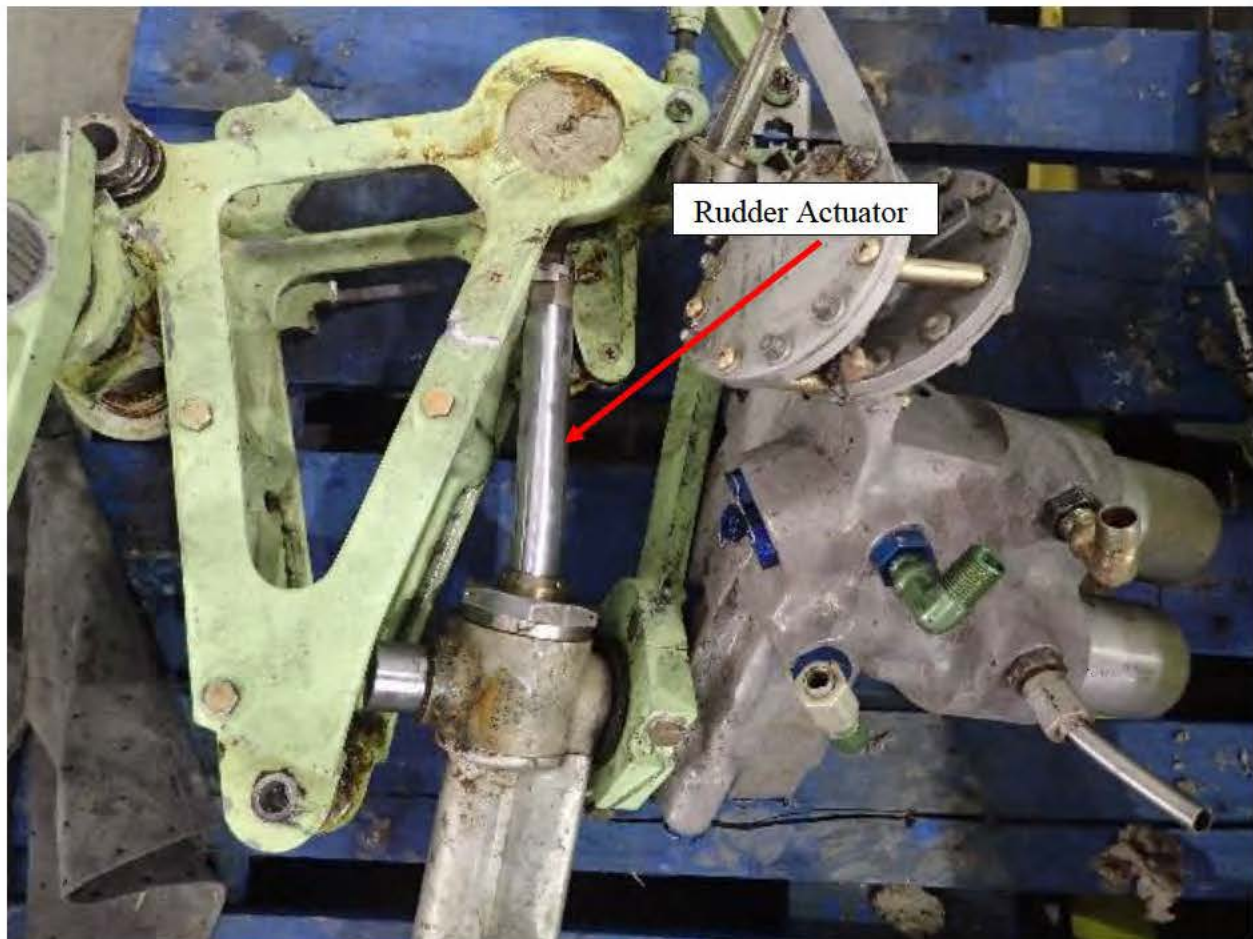
Photograph 10. Rudder Actuation Fitting



Photograph 11. Right Inboard Aileron Section & Pushrod Tube



Photograph 12. Elevator Actuator



Photograph 13. Rudder actuator



Photograph 14. Aileron Actuator

FLIGHT CREW STATION DOCUMENTATION:

The four condition levers on the center pedestal were all found in a run position. The #1 engine power lever was found in a position near idle while the #2, #3 and #4 power levers were found in a forward position flight range (see photograph 15)

The maximum positive g shown on the gauge was over 4 g's, with the lowest g shown as 0.6. (see photograph 16).

The liquid oxygen tank (LOX) in the crew station area was ruptured and burned.

The pilot and copilot airspeed indicators (see photographs 17 & 18) were examined after the accident. The airspeed indicators are electrically and pneumatically powered. The numeric read out for the airspeed is electrically powered and the analog needle is pneumatically powered. It was not determined which airspeed indicator was the pilot's and which was the copilots.

Airspeed Indicator # 1:

Numeric readout: 202 Analog Needle: 325

Airspeed Indicator # 2:

Numeric readout: 205 Analog Needle: Missing from instrument



Photograph 15. North Debris Field Power & Condition Levers



Photograph 16. North Debris Field G-Meter



Photograph 17. North Debris Field Airspeed Indicator #1



Photograph 18. North Debris Field Airspeed Indicator #2

ANALYSIS: The g-meter is an unpowered instrument and the maximum indication needles will remain at their highest readings until the push-to-set button on the gauge case is pushed; then they will both return to plus 1g and immediately register maximum value until again reset. The maximum positive reading on the g meter was over 4 g's. The minimum reading shown on the g meter was 0.6 g's. Since the aircraft broke up in flight and the crew station impacted the ground separated from the aft portion of the aircraft the g meter needle readings are not considered reliable data for what the maximum and minimum g values the MA experienced while in flight.

The airspeed indicator is an electrically and pneumatically driven instrument. The numeric indication is electrically powered with the analog needle being pneumatically powered. With the loss of electrical power, due to the inflight break up, the captured 202 knot and 205 knot indicated airspeeds agree with each other and the approximate predicted airspeed at the time of the event. The static vent lines became disconnected during the inflight break-up, rendering all pitot static system indicator unreliable from that point onward.

The #1 engine's power lever was found in a position near idle.

CONCLUSION: The numeric airspeeds captured appear to be a reliable indication of MA velocity at the time of inflight breakup. The MA broke up inflight at an airspeed of approximately 200 KIAS.

It could not be determined if the positions of the power levers happened prior to the inflight breakup, during inflight breakup or were caused by ground impact.

FLIGHT DATA RECORDERS:

OBSERVATION: The MA was not equipped with a flight data recorder or a cockpit voice recorder. The MA did have a structural data recording system (SDRS) and an electronic propeller control system (EPCS), both of which have non-volatile memory.

The SDRS was added to the MA after delivery. The SDRS is located in cockpit next to the co-pilot. The SDRS is not designed to be crash survivable. It does not record time histories, it is an "event" recorder. Information is recorded at discrete events:

- Elapsed Time
- Normal Acceleration (Nz)
- Normal Yaw (Ny)
- Airspeed
- Altitude
- Wing Station 518 Strain
- Wing Station 95 Strain
- Differential Pressure

The EPCS was added to the MA after delivery. EPCS replaced the hydromechanical propeller governing system with an electrohydraulic system. The electronic propeller control units (EPCU) are located in the dry bays behind each engine. The EPCU's store engine/propeller faults for the duration of the flight. The EPCU is not designed to be crash survivable.

ANALYSIS: The four EPCU units and the SDRS were recovered. The Naval Safety Center sent the units out for examination and data download if possible.

CONCLUSION: None

RECOMMENDATION: Recommend the USMC/USN install crash survivable flight data recorders and cockpit voice recorders in the remaining aircraft that do not have this capability.

ELECTRICAL POWER SYSTEM:

OBSERVATION: All internal electrical power for the aircraft use comes from five ac generators, or from the battery. Each engine drives one 40 kVA, ac generator, and a fifth 40 kVA generator is driven by the auxiliary power unit (APU). The APU-driven generator is the same type as the engine-driven generators.

ANALYSIS: The MA's transponder was working until the point of the inflight breakup. Prior to the inflight breakup, the crew was communicating with the Memphis air traffic control prior to the inflight breakup. The airspeed indicators rollers found in the wreckage were reading the approximate airspeed the aircraft was cruising, at the time of the inflight breakup.

The following are the buses the above-mentioned run off of:

VHF #1 = ISO DC

VHF #2 = ESS DC

Airspeed Indicator (Pilot) = ESS AC (26VAC)

Airspeed Indicator (Copilot) = ESS AC (26VAC)

CONCLUSION: Based on the available evidence, the aircraft had electrical power to the following buses up until the inflight break-up: ISO DC, ESS DC and ESS AC. No determination of electrical power could be made for the other buses.

RECOMMENDATION: None.

FUEL SYSTEM:

OBSERVATION: The fuel system is a modified manifold flow type, incorporating a fuel crossfeed system, a single point refueling and defueling system, an inflight refueling system, and a fuel dump system. The system provides fuel supply for the four engines, auxiliary power unit, and on the KC-130T aircraft, inflight transfer of fuel to receiver aircraft. It is adaptable to a

number of flow arrangements. On the KC-130T aircraft, fuel is available for air refueling through the hose reels.

Each engine may be supplied fuel either directly from the main respective fuel tank or through the crossfeed manifold system from any tank. Fuel for the APU is routed directly from the No. 2 fuel tank.

ANALYSIS: The fuel panel was found in the wreckage; the switches were found to be consistent to what would be expected for the phase of flight the MA was in prior to the event. All engines appeared to be operating at the time of break-up, indicating sufficient fuel flow was making it to the engines.

CONCLUSION: Based on the available evidence, fuel was being provided to the engines at the time of the inflight break-up. No determination could be made regarding the fuel quantity in the individual tanks.

RECOMMENDATION: None

AIRCRAFT RECONSTRUCTION:

FLIGHT CONTROLS AILERONS:

The remains of what appeared to be the melted aluminum left aileron was found at the SDF.

Approximately 90 percent of the right aileron appeared melted due to fire at the SDF. The remaining inboard portion of the right aileron was also fire damaged but was connected to the aileron pushrod actuation system (see photograph 11).

FLIGHT CONTROLS ELEVATORS:

The majority of the right elevator was found in the NDF. The trim tab which attached to the right elevator appear to be the complete. The elevator portions inboard and outboard of the trim tab was separated. The piano hinge installed felt tight when the tab was pulled on by hand. No loose or missing rivets were found along the piano hinge. The two large pivot hinges on the tab elevator connection both have pins installed and they are retained. All drain holes were found open. The honeycomb trim tab had a circular crushed area on the lower surface which also has red paint transfer imbedded into this circular crushed area. The shear web on the inboard side is displaced aft. There was leading edge crushing near the outboard hinge closest to the horn balance at the tip. Leading edge crushing was also found on the inboard side approximately BL180. The upper and lower spars of the right elevator failed at approximately BL 170. The failed spars at BL170 are bent aft.

The left elevator was found in the SDF. The trim tab which attached to the right elevator appear to be the complete. The elevator portions inboard and outboard of the trim tab was separated. The piano hinge installed felt tight when the tab was pulled on by hand. No loose or missing

rivets were found along the piano hinge. The two large pivot hinges on the tab elevator connection both have pins installed and they are retained. All drain holes were found open.

FLIGHT CONTROLS RUDDER:

The rudder was found underneath the aft fuselage in the SDF. There were multiple sections of rudder when inspected after the accident. The rudder section with the trim tab attached was inspected and no loose rivets on the hinge were detected and the hinge pin felt tight when the trim tab was pulled on by hand.

FLIGHT CONTROLS FLAPS:

The four wing flaps were found in the SDF. All flaps sustained damage from fire. No detail examinations were conducted on any of the four flaps.

CENTER FUSELAGE:

The center fuselage section is that part of the fuselage between FS 245 and FS 737 (see figure 2). This entire section, except the main landing gear wheel wells, is pressurized during flight. The vertical frames at FS 517 – 597 are the primary structural members which support the weight of the fuselage during flight. The primary area of focus for this investigation is the area above the floor which is waterline (WL 146) between FS 245 and FS 477 (see figure 3). The bending stiffness for this upper portion of the fuselage is primarily carried by the following structural items: The left buttline LBL and the right butt line RBL 20 longerons, the upper LBL 61.6 and upper RBL 61.6 longerons and the fuselage skin. (b) (4)

[REDACTED]

[REDACTED]

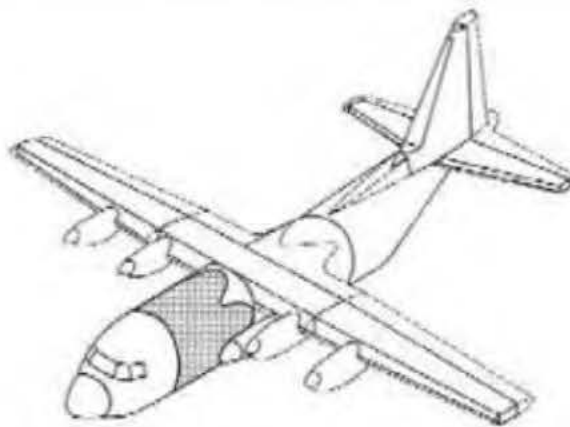


Figure 2. Center Fuselage

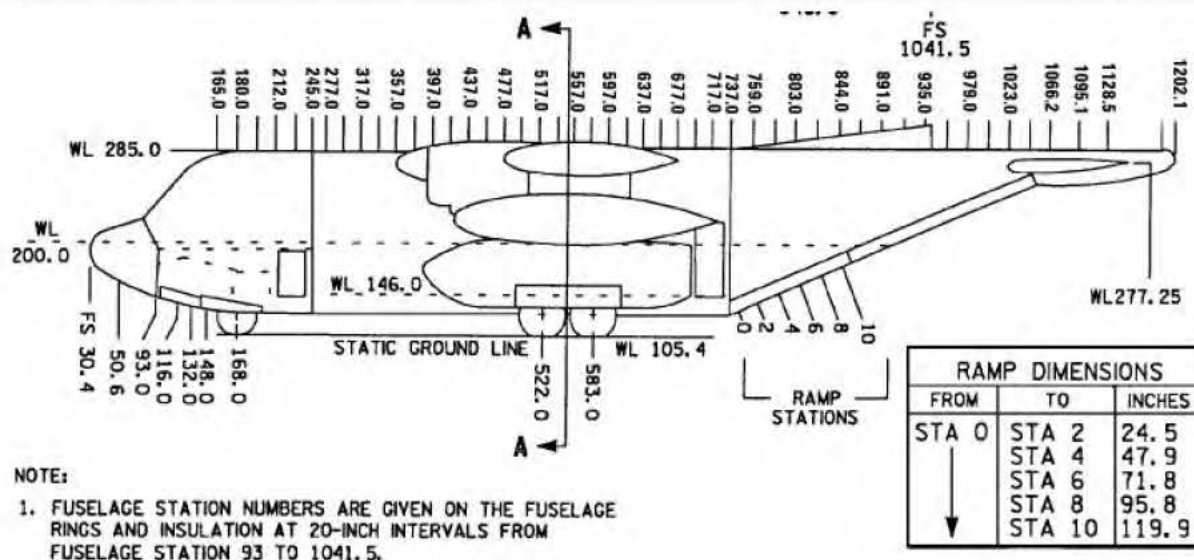


Figure 3. Fuselage Station Diagram

RIGHT BUTTLINE 20 LONGERON:

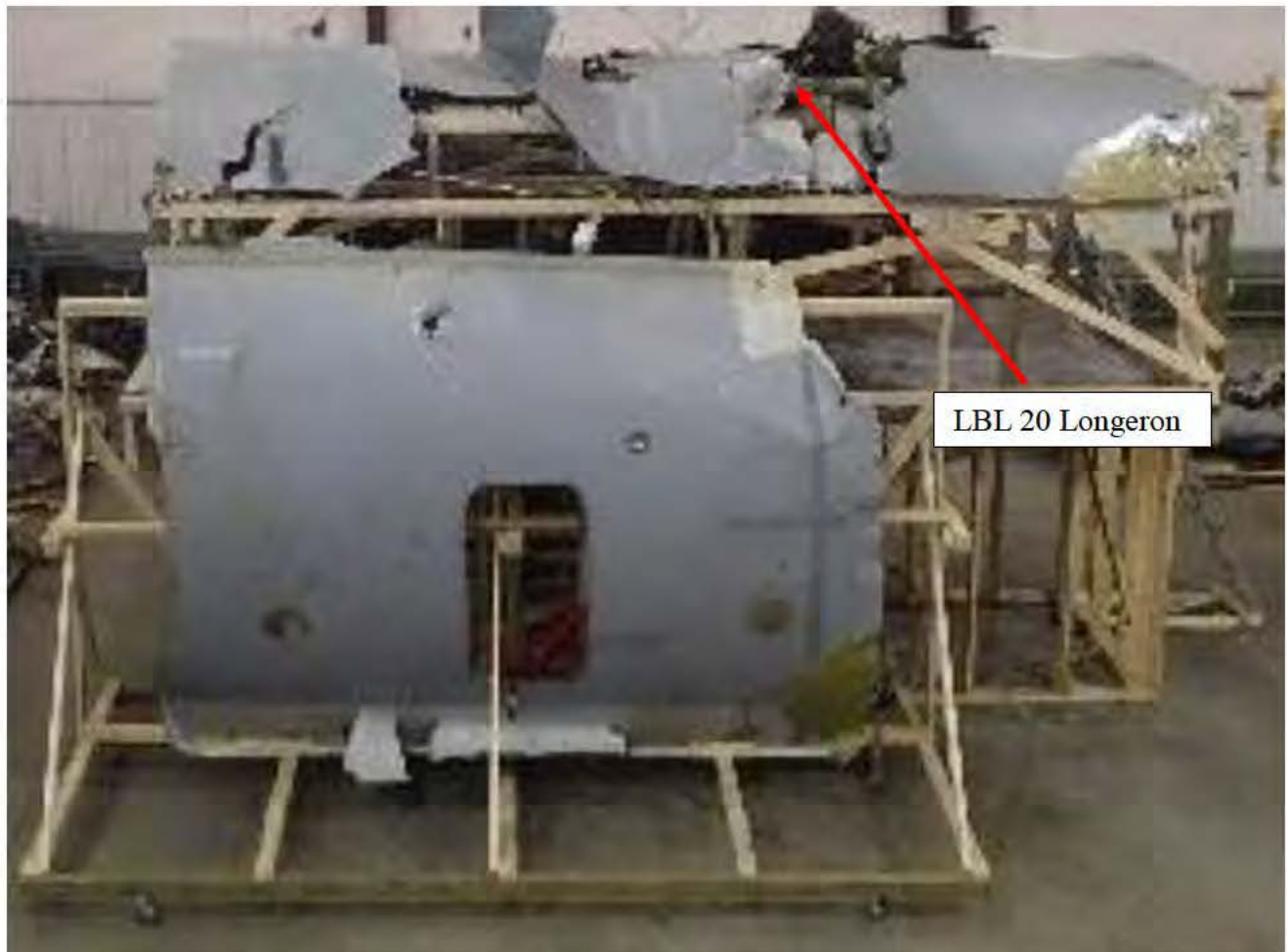
The RBL 20 longeron was photographed after the mishap during the aircraft reconstruction. The RBL 20 longeron was buckled in three locations near FS 380 which is the approximate FS of the MA's propeller FS (see photograph 19).



Photograph 19. RBL 20 Longeron

LEFT BUTTLINE 20 LONGERON:

The LBL 20 longeron was photographed after the mishap during the aircraft reconstruction. The LBL 20 longeron was fractured and the upper longeron cap was missing between FS 377 and FS 397 the lower portion of the longerons T section was bent inward towards the center of the MA. (See Photograph 20)



Photograph 20. LBL 20 Longeron

RIGHT UPPER BUTTLINE 61.6 LONGERON AREA:

The right upper RBL 61.6 longeron was separated from the MA over a length of approximately 45 inches between FS370 and FS 325 (see photograph 21). A fuselage skin area of approximately 33 inches long by 28 inches wide and the fuselage frames in this area were torn ripped and bent. The external fuselage skin in this area had red paint transfer



Photograph 21. RBL 61.6 Longeron

LEFT UPPER BUTTLINE 61.6 LONGERON AREA:

The left upper LBL 61.6 longeron was separated from the MA over a length of approximately 20 inches between FS370 and FS 390 (see photograph 22). A fuselage skin area of approximately 15 inches long by 20 inches wide and the fuselage frames in this area were torn ripped and bent. The external fuselage skin in this area had red paint transfer



Photograph 21. LBL 61.6 Longeron

CONCLUSION: The multiple fuselage intrusions caused by the #2 and #3 engine propeller blades into the fuselage skins along with the impacts of the propeller blades on the fuselage longerons weakened the bending strength of the forward fuselage section to the point where the fuselage structure was unable to carry the payload being carried. The fuselage separated into two sections a section in front of FS 477 and a section aft of FS 477.

The #4 blade on the #2 engine had evidence of corrosion and fatigue when examined. See separate metals report for complete propeller blade analysis details.

CONCLUSION SUMMARY:

1. The MA calculated takeoff gross weight of 163,019 pounds was within authorized weight and balance limits.
2. The loss of the right horizontal tail and right elevator resulted in a reduction in aircraft pitch stability. The MA's fuselage separated into two primary segments a forward section in front of FS 477 and a rear section aft of FS 477.
3. The #2 engine's propeller hub and rotary gear box were separated by over one-half mile from the #3 engine's propeller hub and rotary gear box.
4. The flight control system was working properly until the inflight break-up.
5. The numeric airspeeds captured appear to be a reliable indication of MA velocity at the time of inflight breakup. The MA broke up inflight at an airspeed of approximately 200 KIAS. With the pneumatic portion of the airspeed indicator, the analog needle would have been effected by the disconnected static vent lines and is not considered an accurate source of airspeed when the MA impacted the terrain. It could not be determined if the positions of the power levers happened prior to the inflight breakup, during inflight breakup or were caused by ground impact.
6. Based on the available evidence, the aircraft had electrical power to the following buses until inflight break-up: ISO DC, ESS DC and ESS AC. No determination of electrical power could be made for the other buses.
7. Based on the available evidence, fuel was being provided to the engines at the time of the inflight break-up. No determination could be made regarding the fuel quantity in the individual tanks.
8. The multiple fuselage intrusions caused by the #2 and #3 engine propeller blades into the fuselage skins along with the impacts of the propeller blades on the fuselage longerons weakened the bending strength of the forward fuselage section to the point where the fuselage structure was unable to carry the payload being carried. The fuselage separated into two sections a section in front of FS 477 and a section aft of FS 477.
9. The #4 blade on the #2 engine had evidence of corrosion and fatigue when examined.

(b) (6)

(b) (6)

(b) (6)

(b) (6)

WEIGHT AND BALANCE CLEARANCE FORM I - TRANSPORT										NOT FOR USE WITH C-130, C-141, C-17, C-17A, C-17B, C-17C, C-17D, C-17E, C-17F, C-17G, C-17H, C-17I, C-17J, C-17K, C-17L, C-17M, C-17N, C-17O, C-17P, C-17Q, C-17R, C-17S, C-17T, C-17U, C-17V, C-17W, C-17X, C-17Y, C-17Z, C-18A, C-18B, C-18C, C-18D, C-18E, C-18F, C-18G, C-18H, C-18I, C-18J, C-18K, C-18L, C-18M, C-18N, C-18O, C-18P, C-18Q, C-18R, C-18S, C-18T, C-18U, C-18V, C-18W, C-18X, C-18Y, C-18Z, C-19A, C-19B, C-19C, C-19D, C-19E, C-19F, C-19G, C-19H, C-19I, C-19J, C-19K, C-19L, C-19M, C-19N, C-19O, C-19P, C-19Q, C-19R, C-19S, C-19T, C-19U, C-19V, C-19W, C-19X, C-19Y, C-19Z, C-20A, C-20B, C-20C, C-20D, C-20E, C-20F, C-20G, C-20H, C-20I, C-20J, C-20K, C-20L, C-20M, C-20N, C-20O, C-20P, C-20Q, C-20R, C-20S, C-20T, C-20U, C-20V, C-20W, C-20X, C-20Y, C-20Z, C-21A, C-21B, C-21C, C-21D, C-21E, C-21F, C-21G, C-21H, C-21I, C-21J, C-21K, C-21L, C-21M, C-21N, C-21O, C-21P, C-21Q, C-21R, C-21S, C-21T, C-21U, C-21V, C-21W, C-21X, C-21Y, C-21Z, C-22A, C-22B, C-22C, C-22D, C-22E, C-22F, C-22G, C-22H, C-22I, C-22J, C-22K, C-22L, C-22M, C-22N, C-22O, C-22P, C-22Q, C-22R, C-22S, C-22T, C-22U, C-22V, C-22W, C-22X, C-22Y, C-22Z, C-23A, C-23B, C-23C, C-23D, C-23E, C-23F, C-23G, C-23H, C-23I, C-23J, C-23K, C-23L, C-23M, C-23N, C-23O, C-23P, C-23Q, C-23R, C-23S, C-23T, C-23U, C-23V, C-23W, C-23X, C-23Y, C-23Z, C-24A, C-24B, C-24C, C-24D, C-24E, C-24F, C-24G, C-24H, C-24I, C-24J, C-24K, C-24L, C-24M, C-24N, C-24O, C-24P, C-24Q, C-24R, C-24S, C-24T, C-24U, C-24V, C-24W, C-24X, C-24Y, C-24Z, C-25A, C-25B, C-25C, C-25D, C-25E, C-25F, C-25G, C-25H, C-25I, C-25J, C-25K, C-25L, C-25M, C-25N, C-25O, C-25P, C-25Q, C-25R, C-25S, C-25T, C-25U, C-25V, C-25W, C-25X, C-25Y, C-25Z, C-26A, C-26B, C-26C, C-26D, C-26E, C-26F, C-26G, C-26H, C-26I, C-26J, C-26K, C-26L, C-26M, C-26N, C-26O, C-26P, C-26Q, C-26R, C-26S, C-26T, C-26U, C-26V, C-26W, C-26X, C-26Y, C-26Z, C-27A, C-27B, C-27C, C-27D, C-27E, C-27F, C-27G, C-27H, C-27I, C-27J, C-27K, C-27L, C-27M, C-27N, C-27O, C-27P, C-27Q, C-27R, C-27S, C-27T, C-27U, C-27V, C-27W, C-27X, C-27Y, C-27Z, C-28A, C-28B, C-28C, C-28D, C-28E, C-28F, C-28G, C-28H, C-28I, C-28J, C-28K, C-28L, C-28M, C-28N, C-28O, C-28P, C-28Q, C-28R, C-28S, C-28T, C-28U, C-28V, C-28W, C-28X, C-28Y, C-28Z, C-29A, C-29B, C-29C, C-29D, C-29E, C-29F, C-29G, C-29H, C-29I, C-29J, C-29K, C-29L, C-29M, C-29N, C-29O, C-29P, C-29Q, C-29R, C-29S, C-29T, C-29U, C-29V, C-29W, C-29X, C-29Y, C-29Z, C-30A, C-30B, C-30C, C-30D, C-30E, C-30F, C-30G, C-30H, C-30I, C-30J, C-30K, C-30L, C-30M, C-30N, C-30O, C-30P, C-30Q, C-30R, C-30S, C-30T, C-30U, C-30V, C-30W, C-30X, C-30Y, C-30Z, C-31A, C-31B, C-31C, C-31D, C-31E, C-31F, C-31G, C-31H, C-31I, C-31J, C-31K, C-31L, C-31M, C-31N, C-31O, C-31P, C-31Q, C-31R, C-31S, C-31T, C-31U, C-31V, C-31W, C-31X, C-31Y, C-31Z, C-32A, C-32B, C-32C, C-32D, C-32E, C-32F, C-32G, C-32H, C-32I, C-32J, C-32K, C-32L, C-32M, C-32N, C-32O, C-32P, C-32Q, C-32R, C-32S, C-32T, C-32U, C-32V, C-32W, C-32X, C-32Y, C-32Z, C-33A, C-33B, C-33C, C-33D, C-33E, C-33F, C-33G, C-33H, C-33I, C-33J, C-33K, C-33L, C-33M, C-33N, C-33O, C-33P, C-33Q, C-33R, C-33S, C-33T, C-33U, C-33V, C-33W, C-33X, C-33Y, C-33Z, C-34A, C-34B, C-34C, C-34D, C-34E, C-34F, C-34G, C-34H, C-34I, C-34J, C-34K, C-34L, C-34M, C-34N, C-34O, C-34P, C-34Q, C-34R, C-34S, C-34T, C-34U, C-34V, C-34W, C-34X, C-34Y, C-34Z, C-35A, C-35B, C-35C, C-35D, C-35E, C-35F, C-35G, C-35H, C-35I, C-35J, C-35K, C-35L, C-35M, C-35N, C-35O, C-35P, C-35Q, C-35R, C-35S, C-35T, C-35U, C-35V, C-35W, C-35X, C-35Y, C-35Z, C-36A, C-36B, C-36C, C-36D, C-36E, C-36F, C-36G, C-36H, C-36I, C-36J, C-36K, C-36L, C-36M, C-36N, C-36O, C-36P, C-36Q, C-36R, C-36S, C-36T, C-36U, C-36V, C-36W, C-36X, C-36Y, C-36Z, C-37A, C-37B, C-37C, C-37D, C-37E, C-37F, C-37G, C-37H, C-37I, C-37J, C-37K, C-37L, C-37M, C-37N, C-37O, C-37P, C-37Q, C-37R, C-37S, C-37T, C-37U, C-37V, C-37W, C-37X, C-37Y, C-37Z, C-38A, C-38B, C-38C, C-38D, C-38E, C-38F, C-38G, C-38H, C-38I, C-38J, C-38K, C-38L, C-38M, C-38N, C-38O, C-38P, C-38Q, C-38R, C-38S, C-38T, C-38U, C-38V, C-38W, C-38X, C-38Y, C-38Z, C-39A, C-39B, C-39C, C-39D, C-39E, C-39F, C-39G, C-39H, C-39I, C-39J, C-39K, C-39L, C-39M, C-39N, C-39O, C-39P, C-39Q, C-39R, C-39S, C-39T, C-39U, C-39V, C-39W, C-39X, C-39Y, C-39Z, C-40A, C-40B, C-40C, C-40D, C-40E, C-40F, C-40G, C-40H, C-40I, C-40J, C-40K, C-40L, C-40M, C-40N, C-40O, C-40P, C-40Q, C-40R, C-40S, C-40T, C-40U, C-40V, C-40W, C-40X, C-40Y, C-40Z, C-41A, C-41B, C-41C, C-41D, C-41E, C-41F, C-41G, C-41H, C-41I, C-41J, C-41K, C-41L, C-41M, C-41N, C-41O, C-41P, C-41Q, C-41R, C-41S, C-41T, C-41U, C-41V, C-41W, C-41X, C-41Y, C-41Z, C-42A, C-42B, C-42C, C-42D, C-42E, C-42F, C-42G, C-42H, C-42I, C-42J, C-42K, C-42L, C-42M, C-42N, C-42O, C-42P, C-42Q, C-42R, C-	
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INTERVIEW OF SERGEANT (b) (6) FROM 27 JULY 2017

[Interview began at 1118 on 27 July 2017.]

LTCOL (b) (6) Today is Thursday, July 27, 2017, at 1118 in the morning. This is the Commanding General's command investigation. I am the investigator, Lieutenant Colonel (b) (6) and we are interviewing Sergeant (b) (6)

Sergeant, do you see that we are recording the conversation?

SGT (b) (6) Yes, sir, I do.

LTCOL (b) (6) And do you authorize me to record the conversation?

SGT (b) (6) I do, sir.

LTCOL (b) (6) That is awesome. Sergeant (b) (6) tell me about your billet and what you do.

SGT (b) (6) I am the Embarkation Chief for Hotel Company.

LTCOL (b) (6) And what kind of responsibilities does that billet have?

SGT (b) (6) Prepare transport, really whatever they need to be able to carry out missions and operations.

MAJ (b) (6) Sergeant (b) (6) I am just going to remind you to keep your voice up a little bit because we are --

SGT (b) (6) Yes, sir.

MAJ (b) (6) -- recording it, and this is kind of an echo chamber so it might be hard to hear. Thanks.

SGT (b) (6) No, I understand. Sorry about that.

LTCOL (b) (6) How long have you worked in this?

SGT (b) (6) I have been with Hotel Company for, I would say, just over a month now.

LTCOL (b) (6) And who had the job before you?

SGT (b) (6) I couldn't tell you right now.

LTCOL (b) (6) So when you do this job, are there any sort of special billet qualifications that you have to have?

SGT (b) (6) I mean, just the casual ones to be able to operate out of Hotel Company, such as like SEER. As far as embarkation goes, it would generally be HAZMAT, load planning, and a general understanding for MDSS II.

LTCOL (b) (6) MDSS II, what is that?

SGT (b) (6) It's Marine Deployment Systems. We didn't use it for this general movement though. It is very uncommon that we are using it as far as I have seen. At the Company level right now, they just want to see the data that we are moving.

LTCOL (b) (6) Got you. Now, how many years have you had this billet, just for a month? Or did you work in this billet before this job?

SGT (b) (6) I was the Embarkation Chief for my previous unit, but we didn't have movements like this.

LTCOL (b) (6) Got you. And what unit was that?

SGT (b) (6) That was 1st Medical Battalion.

LTCOL (b) (6) And how long did you work in that position?

SGT (b) (6) I was the Embarkation Chief at 1st Medical Battalion for, I would say, about three to five months.

LTCOL (b) (6) And what did you do before that?

SGT (b) (6) Just Embarkation NCO. There wasn't a lot of movement in embark for 1st Medical Battalion.

LTCOL (b) (6) How many years have you been working in embarkation?

SGT (b) (6) Well, since joining the Marine Corps; but as far as the level of expertise that I had, I would say it has advanced greatly since coming to this unit.

LTCOL (b) (6) Because they do more real world operations?

SGT (b) (6) Yes. They have a better understanding for the equipment that they are moving and how different ways they can move it.

LTCOL (b) (6) So in your experience, have you worked with CLC-21, the group that works over at APOE at Cherry Point?

SGT (b) (6) I have not.

LTCOL (b) (6) This was your first exposure to those guys?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) And have you ever worked with VMGR-452, the squadron that flew the plane?

SGT (b) (6) I have not.

LTCOL (b) (6) Got you. Have you met Mr. (b) (6)

SGT (b) (6) Yes, sir, I have, but just briefly.

LTCOL (b) (6) Was that just for this operation or have you met him before?

SGT (b) (6) Just for this operation.

LTCOL (b) (6) And when is the first time you met Mr.

(b) (6)

SGT (b) (6) I spoke to him over the phone prior to coming up to the APO [ph] to make sure that we had everything per specifications and to get an understanding for what he wanted to see prior to us reaching the CALA. Other than that, I saw him just briefly.

LTCOL (b) (6) Which day did you speak to him on the phone?

SGT (b) (6) That was Sunday -- that Sunday.

LTCOL (b) (6) You spoke to him on Sunday, and you went to the CALA?

SGT (b) (6) No, sorry. I spoke to him about three weeks in advance to us coming up to the CALA. As far as a specific day, I couldn't give you that at this time.

LTCOL (b) (6) No worries. Three weeks in advance. And what was the subject matter of the conversation?

SGT (b) (6) I was just asking about general pre-stage at the CALA, and made sure that it was within 24 hours of the

actual flight -- that was how long they could have it -- made sure that we had personnel posted throughout the night to watch the ammunition. That was really the bases of it. Aside from that, where to get the key from so that we have access to the CALA and where the joint inspection would be conducted at.

LTCOL (b) (6) And that was all provided three weeks prior to the flight?

SGT (b) (6) Oh yeah, it was.

LTCOL (b) (6) Then Sunday you go up there. Did you talk to him on Sunday before the flight, July 9th?

SGT (b) (6) I did not.

LTCOL (b) (6) But you did go to the CALA?

SGT (b) (6) I did. So it was Monday that I actually saw him, but I did not speak to him.

LTCOL (b) (6) So when you got to the CALA, what did you do that night, Sunday?

SGT (b) (6) We got up there. The other company was up there, so we just waited our turn. They had a tram pull around and offload the ammunition. We conducted the joint inspection. And that was really it. It was smooth. I think the longest part was just waiting for the other company to get done.

LTCOL (b) (6) And who did you conduct the joint inspection with?

SGT (b) (6) That was with Lance Corporal (b) (6)

LTCOL (b) (6) At that point Sunday, were there any issues with the ordinance pallet?

SGT (b) (6) No, sir, there was not.

LTCOL (b) (6) No issues were identified?

SGT (b) (6) None whatsoever.

LTCOL (b) (6) So did you come on the 10th again, Monday?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) And tell me about that -- tell me about Monday, January 10th [sic], with respect to the ammo pallet.

SGT (b) (6) We drove up there. We got there a little bit earlier as we usually do just to make that our guys leave the battalion in a timely manner. I also personally got up there to relieve Talon Leach [ph] so that could change, shower, and get ready to leave. We posted up; and right as we came through the gate, they called us and they said -- they being the APO -- that Mr. (b) (6) had, I guess, checked our ammunition after our inspection the day prior and had his own personal references that he wanted to see.

LTCOL (b) (6) By "references"?

SGT (b) (6) They weren't requirements. They were more so his personal advice. So I wouldn't -- I can't really describe a word for them, but it was nothing substantial to where I didn't feel that we couldn't meet his needs. As long as the ammunition wasn't unbonded and taken off that pallet, it did not bother me

because we had accurate weights of where the ammo was the day prior.

LTCOL (b) (6) By "unbonded," you mean?

SGT (b) (6) Already strapped from the ASP. So that was already attached to that pallet, and it was already tight. So his only requirement that I saw that would have made any change whatsoever was a top net; and even then, it was below knee level, so that was easy to put on there.

LTCOL (b) (6) Were there any other advice that Mr. (b) (6) had with respect to this load of ammo?

SGT (b) (6) General marking, which we just marked it there. Before I actually came back around for him to finish, he had already been done and said it was good, so that was really it. I didn't even meet him really. I just saw him for a split second when he was driving out.

LTCOL (b) (6) So all of his advice or recommendations -- for a lack of a better word -- they were all completed as far as you know?

SGT (b) (6) Yes. Before he left, they were completed.

LTCOL (b) (6) So what time did you get there about?

SGT (b) (6) About 9:30 in the morning I would say that we actually got to the CALA. He wanted to see those changes made. I went over to the APO; we just review documents there. I don't sign them until they have been kind of like, you know, reviewed

by the joint inspector because he wanted another inspection completed. So I was there. By the time we came back around, he had already been gone.

LTCOL (b) (6) So at 9:30 when you showed up, was he there already?

SGT (b) (6) I guess he had been there prior. As far as the hours that he showed up, I wasn't aware.

LTCOL (b) (6) Okay.

SGT (b) (6) That was what the APO told me.

LTCOL (b) (6) And did he come back?

SGT (b) (6) Yes. So he showed up. I guess he saw what it looked like and gave his directions to the joint inspectors, which they then passed to myself, and I had our ammo tech make those corrections with -- I couldn't tell you -- but there was one other ammo guy there from the APO. Then they -- he left, and I hadn't seen him again, and they said, All right, we can just re-conduct it.

LTCOL (b) (6) So you arrived at 9:30 and he arrived about what time?

SGT (b) (6) I would say between 10 and 10:30 to do a re-inspection.

LTCOL (b) (6) Did he arrive before or after Gunny

(b) (6)

SGT (b) (6) Before all of us. We came up together. So he was there prior to us arriving at 9:30.

LTCOL (b) (6) And then he came back again at 10:30?

SGT (b) (6) To make sure that those corrections were made.

LTCOL (b) (6) With respect to the pallet, who build and shipped the pallet?

SGT (b) (6) I mean, shipment would just be general movement from the ASP; that would have been myself really just putting it in a truck and got it moved up there. It was a small load. It wasn't over really any weight that was too hard. But I guess, technically, the ASP you could say built it. I mean that is where it was originally banded at, and they also crated it. As far as what the ammo was inside was built by the ASP. We had our ammunition tech present, but they have a bonding crew there that do that with them as assistance.

LTCOL (b) (6) Explain that "bonding."

SGT (b) (6) It is like banding wire, any bonded materials inside of it, for movement and transportation; but as far as I saw it, it was just banding that was done.

LTCOL (b) (6) The word "bonded" has a lot of different meanings. So when you say "bonded," you are referring to the bands on the ammo.

SGT (b) (6) Yes. Sorry. I get misconstrued sometimes. So, yeah, the banding wire across it; that is what I am trying to get at as well as the clamps that were on them.

MAJ (b) (6) Would it help if you had pictures?

SGT (b) (6) I mean, if I had pictures --

MAJ (b) (6) I can show you an enclosure for what Mr.

(b) (6) sent out.

SGT (b) (6) Oh, yes. I have seen these.

MAJ (b) (6) If that helps you just describe the stuff.

SGT (b) (6) Yeah. So like these black wires here as well as those clamps, that is done prior to our actual movement from the ammo supply point.

LTCOL (b) (6) So the ASP built it; and by that, you mean crated it, banded it, and loaded it on the truck?

SGT (b) (6) Well, yeah, generally from my understanding, but I wasn't present. But from my understanding, it is -- nothing was -- none of the ammunition was touched by our ammo tech going into the boxes that they are inside. As far as I know with the banding, he might give them a reference on, but they generally know how they are going to do it from my previous experiences at the ASP.

LTCOL (b) (6) So then you took it on the truck up there? Who drove with it?

SGT (b) (6) I had already been up there. It was pre-staged on the vehicle prior to the actual movement, so it was already ready to go.

LTCOL (b) (6) When was it -- so you moved it Sunday. When was it pre-staged on the vehicle?

SGT (b) (6) I believe either Thursday or Friday. I don't want to give you an indefinite answer.

LTCOL (b) (6) So by Thursday or Friday -- sometime we are not sure when it was -- the ammo was all put on the crate, banded up, and loaded on a truck, and I am assuming the truck was in a secure area?

SGT (b) (6) It is generally pre-staged at the ASP, yes.

LTCOL (b) (6) Then sometime on Sunday -- it wasn't you, it was someone else -- drove that truck to the CALA at Cherry Point, and you met it there, you didn't drive it?

SGT (b) (6) I was the A-driver for that movement, yes.

LTCOL (b) (6) So you were on the truck?

SGT (b) (6) Yes. I did the joint inspection up on Sunday by myself. I was just the A-driver. As far as the pre-staging, I didn't. But the general movement of it, I was.

LTCOL (b) (6) So that gets pre-staged and you don't know that much about it because it is done by the ASP?

SGT (b) (6) Yeah.

LTCOL (b) (6) But it is pre-staged. So Sunday morning you get up, and you drive where and get in the truck?

SGT (b) (6) I went to the battalion. The duty drove us over to the ASP where we then got in that vehicle, and then drove it up to the APO.

LTCOL (b) (6) Were you steering or was there another --

SGT (b) (6) No, I wasn't driving.

LTCOL (b) (6) You were just a passenger. There was another driver with you. Who was that?

SGT (b) (6) That was Corporal (b) (6)

LTCOL (b) (6) Okay. So you all drive it up the CALA.

SGT (b) (6) We get there. We get out. They told us to be there 24 hours prior to the flight, so we just pre-staged. And then once they were finished with the company before us, they came over, offloaded on their own. We waited a while. They came around, conducted a joint inspection. It went smoothly, nothing out of the ordinary. They checked our HAZDEC's. It was easy honestly. It wasn't anything extraneous. We got the weight. We realized that all the weight requirements met that of the bird to be able to go in Pallet Position 6, which that was my biggest thing. I was trying to get it in Pallet Position 6 just because that's what I -- every embarker kind of has their, like, preference on how they want loads to go. I prefer it in the easiest movement for like a jettison, if

need be, so that is just sort of my mindset behind it. But, yeah, we got the weight on it, and we realized it was just about perfect. It was an easy load.

LTCOL (b) (6) Okay. So they have the forklifts, they pull it off your truck, they lay it there in the CALA. Where is Talon? Is Talon riding with you all or did he meet you there separately?

SGT (b) (6) No. Talon came up about 2 o'clock in the afternoon, and he met us there. We had them change over the keys with the company before us who was then leaving. Talon took the keys, and then pre-staged at the ammunition until the following day.

LTCOL (b) (6) So you were with the ammo until 1400 when Talon showed up?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) All right. And then you did a changeover with him. Was there any signature, any documents, anything like that, anything to note it?

SGT (b) (6) No. He -- as far as -- it is more so him taking responsibility over the CALA. When he got a key -- I am not sure where. I never went and did that. But they did have a key changed over in his name from the person who had the key out prior to him. So I waited at the ammunition for him to go that, come back, and then he could take over.

LTCOL (b) (6) So at that point when you passed control of the ammo to him, were you aware of anything incompatible with the pallet?

SGT (b) (6) No.

LTCOL (b) (6) So you came back the following day on Monday?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) And did you have any interaction with the 452 crew, with the airplane crew?

SGT (b) (6) Yes, sir. I went up to them, shook their hands. It's usually just a custom and courtesy that I have with the crews before. I met Gunny Johnson, and briefly spoke with him, and then, you know, thanked him for helping us out.

MAJ (b) (6) Keep your voice up, Sergeant (b) (6)

SGT (b) (6) I am sorry. Yeah. He was really nice, and I hadn't had much interaction with loadmasters that made it that easy. He was just really good work with on it, and he was very polite. It just -- it's bad because you could see that he was like passionate about doing these kinds of things and, yeah, I just shook his hand and said, you know, thank you, it's a pleasure to meet you and he said the same at that was it.

LTCOL (b) (6) He's a good friend, a tremendous aircrew. That is great that you say that about him. I really appreciate it. But when you say he was compassionate, talk more about

that. What did you see him do on the flight line when you were there?

SGT (b) (6) He took interest in helping us, and I think that is what kind of made it stand out because there is a lot times where you see other guys and they are sort of like "give me all this," and then, you know, do the work behind it and we are just going look at it. And he was that guy that was, like, "Yeah, send me it. I will look at it. Yeah, we might change this here, you know, maybe we want this moved here. This load would be better. Do this one instead." And it was just like, okay, like, he really actually -- I don't know. From my point from how long I have been in the Marine Corps, I see a lot of people shrug stuff off, and he actually seemed like excited about stuff. Even it was just a little bit, he seemed like he was excited about moving, which I know that sounds strange. But just sort of by his expression, like meeting him, he was just happy, and that is not something you always see from crew members coming into the APO. Usually they are disgruntle or they want to stop and get something to eat, but he was just -- he was a good guy.

LTCOL (b) (6) So he was happy, he was enthusiastic about it.

SGT (b) (6) Yeah.

LTCOL (b) (6) Would you say he had attention to detail?

SGT (b) (6) Oh, without a doubt. We were sending him stuff prior to the flight on everything. You know, I asked him about "Hey, can you guys fly this?" "Hey, fuel levels are going to be at this. Is that cool with you?" Because I wanted to make sure that everything meets his specifications as well as the bird's so that it goes off on that day. So I gave him everything. I gave him load plans before taking them up to the APO. I sent them to the APO and him. I let him see everything that I was moving left and right. I gave him all of my HAZDECs before even having the APO sign them off. I pretty much showed him everything that we were moving so that he knew. I didn't want anything to kind of, like, catch him off guard like last minute; that is something that I try to avoid as much as possible. So way in advance, I would make communication with the APO. I can only hope that we get load masters as intertwined with us as much as he was for this movement.

LTCOL (b) (6) Did you learn anything from him?

SGT (b) (6) From him? I can't say that I did, but I did learn how helpful it can be to actually work with the load masters prior to a flight. I never thought of that. I always thought the APO is your main point of contact for this kind of detail work with the APO, and then the bird shows up. But working with him just made it so much easier. If the APO had a question, I could go -- I could simply ask either Gunny who

would then ask him or I could ask him in an email and answer it really because the bird doesn't go up unless they want it to go up. The APO only does the joint inspection saying that it is good; that the gear is good. But as far as the flight, that's the crew, and I think that's why I learned that it was pretty important to make communication with the crew.

LTCOL (b) (6) Did you have any exposure to any of the other crew?

SGT (b) (6) No, not at all.

LTCOL (b) (6) How much detail do you want to go into this?

MAJ (b) (6) I think we can let Major (b) (6) start asking his more specific questions.

LTCOL (b) (6) Let's go ahead.

MAJ (b) (6) Sergeant, I am Major (b) (6) You referenced, you know, I don't think you said what your MOS was exactly, but how long have you been in the Marine Corps?

SGT (b) (6) Coming up on five years.

MAJ (b) (6) Five years. When did you first complete your school? Were you able to do load plans, stacks, and everything?

SGT (b) (6) I actually did my load planning for the second time earlier this year. That was a big thing. Right when I get to MARSOC get as much qualifications done as I can, and then just learn from the other embarkers and watch how they

do stuff, and I did that right from the start. From India Company going out, I was there for every movement, every load, watching how they did it. I saw the crew change things. I saw the embarkers change things. I saw a lot of last minute decisions. I saw a lot of decisions made way in advance. As far as load plan school, that was just easy for me, honestly. It was a walk in the park. I know that sounds bad, but it was really easy for me. Then following that, I went to HAZMAT, and I didn't find much struggle with that either. I kind of like going to schools and getting a little bit more proficient because coming from -- at my previous unit, I didn't have that opportunity, so I was definitely very enthusiastic about advancing. So I got those done right away; and then of course, followed that with any extra courses that I needed to do prior to deployment.

MAJ (b) (6) Are you JI certified or no?

SGT (b) (6) No, sir.

MAJ (b) (6) So your past experience before MARSOC, you were -- you had the certifications to do load plans?

SGT (b) (6) Yes, sir.

MAJ (b) (6) But you weren't HAZMAT certified?

SGT (b) (6) No, sir.

MAJ (b) (6) So HAZMAT, when did you get -- when was the -- can you give me a rough idea of when you picked up your HAZMAT qual?

SGT (b) (6) A rough estimate, I would say either like April or May. Again, that's a guess.

MAJ (b) (6) Of this year or last year?

SGT (b) (6) This year, sir.

MAJ (b) (6) This year.

SGT (b) (6) Yes, sir.

MAJ (b) (6) And prior to that, so you are not HAZMAT qual'd, but you do -- you are load plan qual'd in your previous units. Did you ever move HAZMAT or --

SGT (b) (6) No, sir. I have only seen it done.

MAJ (b) (6) Okay. So if it was on there -- any loads previous, did you have to get a HAZMAT certified Marine to back you up or you just didn't have HAZMAT at all?

SGT (b) (6) I didn't have HAZMAT. I didn't create them. I more so watched the other embarkers make them so that I could kind of do it.

MAJ (b) (6) Understood. And prior to this movement, how much -- how many loads have you done that had HAZMAT on them?

SGT (b) (6) I would really say just -- I didn't create the load, so I couldn't say that I did. But being present for

would just be previous deploying units going out, but I didn't create HAZMAT since I didn't have that certification.

MAJ (b) (6) So was this your first HAZMAT load that you created?

SGT (b) (6) Yes, sir.

MAJ (b) (6) Okay. So being your first HAZMAT load and all that stuff, is there anything in your guys' procedures that requires follow-on oversight for someone to review your HAZDECs or anything else before it moves out of the unit -- your company?

SGT (b) (6) The first step would generally be the joint inspection. It doesn't go unless they pass it, and they have guys review it and they have to look over every single thing and also inspect the container. So that is the step before loaded on the aircraft. That is really the only step in between us and the bird.

MAJ (b) (6) Okay. But from the Company though, you got Logistics Chief, Gunny (b) (6) you don't -- you and Gunny (b) (6) don't sit down and review the load plans and HAZDECs or anything before it leaves the Company?

SGT (b) (6) Oh, yes, sir. I mean, we review them. He takes a look at them to make sure that I do it very detailed as well as I also, like I said, sent them up to the load master as well as the APO in advance to make sure that they understood

what we were bringing. In case any changes need to be made, I create the HAZDECs in advance so that we can change them up with the APO if need be. I don't sign anything until they review them. But, yeah, that is really it as far as the HAZMAT goes.

MAJ (b) (6) And when did you and Gunny (b) (6) have a chance to sit down and review this?

SGT (b) (6) I couldn't give you an exact date. I just gave him my completed, like, my completed documents really in an email so he could look at them and tell me if he liked them or not or if he saw anything that was out of the ordinary, but he definitely had me go into great detail with them with looking single thing up to make sure it was good.

MAJ (b) (6) And was he backing you up? Was he calling stuff out of the AFMAN or were you the one showing him stuff in the AFMAN?

SGT (b) (6) He gave me insight into it. He definitely said, like, "Well, look this up. Well, look that up." I called the APO a few times saying, like, "Okay, so for this, where do I need to look? Okay, so this is good. Okay, cool." I know a few times, I mentioned the crew, like, "Yeah, the crew is cool with taking that; that's good, it's fine. They are awesome." Even a few questions up at battalion, just left and right, like, just UN's really. The HAZMAT wasn't -- I mean, neither of them were really a tedious process because of how little ammunition

we took, but the HAZMAT was relatively easy in like -- I hate to use the word "like" -- but in regards to like the ammunition that was maybe the longer piece.

MAJ (b) (6) Okay.

SGT (b) (6) And I went ridiculously into detail with that ammunition. It can general just be broken down by UN's, and I prefer to use DODAC's just so they know exactly what rounds are getting on that plane.

MAJ (b) (6) And when you are doing all of that, are you using -- I know there is the AFMAN, there is the CFR-49, there is an Army version -- what was your primary reference?

SGT (b) (6) My ammo tech gave me a cargo -- I guess it is for like all of his rounds, everything. It has the net explosive weight for them. It has how much is in each container. It has every DODAC in there. And I just refer to that, and then use that in conjunction with the HAZDEC; but as far as the HAZMAT, that was solely with the AFMAN. I just looked up, you know, what was being loaded, how it was being loaded, the mass of it. It was again an easy load.

MAJ (b) (6) Okay. When you say "ammo tech," you mean Corporal (b) (6) right?

SGT (b) (6) Yes, sir.

MAJ (b) (6) Okay. When you did the first joint inspection -- I am going to show you the enclosure we have for

the final copy from the APO. So we have got your signature down at the bottom saying, yeah, this is it, you concur with the joint inspection and so did Lance Corporal (b) (6)

SGT (b) (6) Yes, sir.

MAJ (b) (6) This occurred on Sunday, correct?

SGT (b) (6) Yes, sir. This is the ammo pallet.

MAJ (b) (6) Did you do two joint inspections?

SGT (b) (6) Yes, sir.

MAJ (b) (6) Okay.

SGT (b) (6) So the cargo was done on Friday.

MAJ (b) (6) Okay.

SGT (b) (6) The ammunition was the only one done on Sunday due to the 24-hour waiting period that the CALA can hold it for.

MAJ (b) (6) Got you. And help me out with that. So when you did two, did she actually check the ammo previously on Sunday?

SGT (b) (6) Yes, sir. She inspected the ammo on Sunday.

MAJ (b) (6) And then did you do a joint inspection again on Monday for the ammo or just Sunday?

SGT (b) (6) I say that we did two of them because Sunday they told me that we were good; but on Monday, we redid it again, and it was just for those arrangements that Mr.

(b) (6) had made.

MAJ (b) (6) Got you. So when you say you "redid it," you mean you just walked back through the steps?

SGT (b) (6) Generally, the checklist.

MAJ (b) (6) But did you actually redo paperwork?

SGT (b) (6) I am not --

MAJ (b) (6) Do you remember signing another sheet of paperwork?

SGT (b) (6) I don't know if she filled it out and intended for us to wait until Monday or if we had done a new paper, but I know that we did bring out a new paper coming that Monday.

MAJ (b) (6) Okay.

SGT (b) (6) So whether we did a paper on Sunday, I can't very well recall whether or now we even did signatures on that day, but she said, yeah, everything is good on Sunday. Then Monday morning at around, like, 9:20 is when they told me, like, we need to make a few adjustments to the ammo.

MAJ (b) (6) Okay. So around what time did you actually sign the joint inspection?

SGT (b) (6) I want to say directly after Mr. (b) (6) left, but a rough estimate would be between 10:30 and 11:30.

MAJ (b) (6) Is that because Lance Corporal (b) (6) was out there, she brought it out to you or --

SGT (b) (6) We both were at the APO, and then we both went over to the CALA and conducted a re-inspection after my ammo tech had finished. The only thing that we were getting was -- which I had already had pre-staged -- I left the HAZMAT placards in their office so that I could re-placard it just for any reason, rain or whatever were to come on it. So we went and picked them up, re-placarded it there. So then we went down the list so that we saw that every placard that needed to be on it was on it so that the crew knew what was coming on board.

MAJ (b) (6) Okay. Thank you for explaining that.

SGT (b) (6) Yes, sir. I am trying to give as much detail as possible.

MAJ (b) (6) You are doing great. Thank you. And so it's hard to bring all this stuff back into memory, and your job is very detail oriented --

SGT (b) (6) Yes, sir.

MAJ (b) (6) -- and I can see that you are. You said you worked with Gunny Johnson previously throughout this going back and forth with corrections on load plans.

SGT (b) (6) Yes, sir.

MAJ (b) (6) I think there is another enclosure; it's an email from Gunny Johnson to some of his crew, some of your guys -- individuals from your Hotel Company, and then a load plan

which was, I think, maybe not the original, but one of the original load plans.

SGT (b) (6) Yes, sir. That was the one that I submitted -- that was my recommendation.

MAJ (b) (6) Okay. And with this one -- I am sorry. I have got it upside down. My apologies. With this one, I got two ISU's to the front.

SGT (b) (6) Yes, sir.

MAJ (b) (6) It's my understanding that HAZMAT in Position 2. You have people, MRZR, and the ammo in the back, Position 6, like you talked about for easy access for jettison for the crew.

SGT (b) (6) Yes, sir.

MAJ (b) (6) On board with your thought process with the ammo. What did Gunny Johnson ask to change with that or did he?

SGT (b) (6) He changed a bit of it. I believe he moved the MRZR to the first position, and then put the two ISU's in the center, followed by the ammo pallet in Position 5.

MAJ (b) (6) Okay.

SGT (b) (6) Which I wasn't opposed to due to the fact that it still met all of the weight requirements, nothing major was moved, and it still met the requirements of the aircraft.

MAJ (b) (6) Okay.

SGT (b) (6) Well, and I mean the fact that it's his call too. So, yeah --

MAJ (b) (6) You guys worked together; it's good.

SGT (b) (6) Yeah.

MAJ (b) (6) So what you described to me as the second one, I am showing you the next enclosure, which is three-page, the actual load plan.

SGT (b) (6) Yes, sir.

MAJ (b) (6) The first page is a general descriptors. It shows the aircraft. You have got Position 1. Now, you have got the MRZR like you talked about, your seven Marines in Position -- or the second position back is your ISU-90?

SGT (b) (6) Yes, sir.

MAJ (b) (6) ISU-90 again.

SGT (b) (6) ISU-90 and then the ammo.

MAJ (b) (6) And then the ammo?

SGT (b) (6) Yes, sir.

MAJ (b) (6) All right. You go to page 2, and it kind of breaks everything out in detail: what is on it, weights, and just some -- "HZ" means HAZMAT; is that correct?

SGT (b) (6) Yes, sir.

MJ: So Position 1 is "Yes" for HAZMAT. "No" for what is the ISU-90.

SGT (b) (6) Yes, sir.

MAJ (b) (6) The second ISU-90 is "Yes," and the ammo is "Yes."

SGT (b) (6) Of course.

MAJ (b) (6) Got it. More descriptors -- just descriptions of the load as far as crew and stuff like that. Then you have got flags and warnings. I don't see any flags and warnings on here. And then it goes further down to classification codes. Now, if there were flags and warnings, what would that mean? What does that mean? Like, I need to know what to look for it said flags or warnings.

SGT (b) (6) So generally, since I checked the ammo prior, I made sure that all of it was compatible that was on board on that single ammo pallet as well as the HAZMAT in the containers. I have never had it pop for ammunition or HAZMAT because I generally look prior; and then as I load it, I take it off of the HAZDEC and generate it directly into it. But it would give a flag or warning if the aircraft would become unstable due to weight limitations, if one of the positions weighed too much and could take out an axle, anything out of the ordinary like that. It will flag if your axles are messed up, if a vehicle is missing an axle.

MAJ (b) (6) Okay.

SGT (b) (6) But I generated them piece by piece.

MAJ (b) (6) Got you. And then I see -- if you go to page 3, you know, it has got your signature as signing off on the load plan. You planned it on the 9th of July, and then (b) (6)

-- Lance Corporal (b) (6) from APOE, she also signed it as "load approved" on the 9th as well as air terminal representative.

You don't have the aircraft crew member on here, but that is not really relevant to this particular case. Or is relevant?

SGT (b) (6) Without a doubt. I mean, that's --

MAJ (b) (6) Okay. Well, help me out.

SGT (b) (6) That is what their taking on as well.

MAJ (b) (6) They should have signed for it, right?

SGT (b) (6) Without a doubt. I mean, they see what is on the containers due to the placards, but that is still a very relevant portion of the joint inspection. I mean, yeah, they're supposed to check the containers, check the documents to make sure that there are still placarded correctly, which is why we put those stickers on them. But I mean, at the same time, this represents the load, so that is how they are taking it on. So if they don't look at which one is going where, weights wouldn't get loaded properly, so that is actually -- I see that as, like, a big thing.

MAJ (b) (6) Are you say that -- obviously there is no signature on this particular document -- are you saying that no one from 452 ever signed for this load on their aircraft?

SGT (b) (6) That would absurd. I don't think that they would load an aircraft without it.

MAJ (b) (6) So there could be a signed version -- this is clearly not it -- but there could be, and in your opinion should be, a signed version of this?

SGT (b) (6) Definitely.

MAJ (b) (6) Okay.

SGT (b) (6) I don't think a crew would take it without.

MAJ (b) (6) And I think that is what Major (b) (6) was referring to by not relevant to his questions for you.

SGT (b) (6) Yeah. I was hoping someone saw that.

MAJ (b) (6) Okay.

MAJ (b) (6) But you never saw Gunny Johnson -- when you talked to him and you worked with him out at the CALA, you never saw him actually sign this?

SGT (b) (6) No.

MAJ (b) (6) Okay. So going back into it, as an embark specialist, you're -- how do you create a load plan? What program do you use?

SGT (b) (6) ICODES.

MAJ (b) (6) Okay. And in ICODES, how do you set this all up? Like, you have got your stuff, your requirements, how do you make it happen?

SGT (b) (6) When it is running smoothly, generate records based off of the dimensional data that we get from the vehicles as well as the cargo. ISU-90's are base, easy. You just get

the general requirements for that. Of course, I still go back. I make sure I get their center of gravity and stuff for the MRZR's, front axle, rear axle, and make sure that it still consolidates the proper weight that it should reflect.

MAJ (b) (6) Because that is all manually done, right?

SGT (b) (6) Yeah. We have to jam it.

MAJ (b) (6) Got it.

SGT (b) (6) Yeah. It is not a fun process. But once it is done, it works wonders in ICODES. It just tells it; and if anything does throw it off, it flags it. And then you can just input HAZMAT into the ammunition pallet as you see fit with ammo, so I actually just put the rounds in just to reflect it. I don't know how often they look at it. But if they don't check the HAZDEC, they could still refer to that. I would always refer to the HAZDEC first because that is -- that program won't crash.

MAJ (b) (6) Got you. But you save these, right?

SGT (b) (6) Yeah. I mean, it saves automatically in ICODES. Most of the time, it saves automatically in ICODES.

MAJ (b) (6) So if I were to back, is this saved in ICODES?

SGT (b) (6) Yes. I mean --

MAJ (b) (6) So you could actually pull this up for me?

SGT (b) (6) Yes, I would be able to. It would be the exact same thing as you are looking at here.

MAJ (b) (6) Okay. Well, perfect. So cool, maybe we can do that afterward.

SGT (b) (6) Okay.

MAJ (b) (6) All right. So that helps me get to that point. So you said you can load all of the classification for the ordinance. What about the other HAZMAT classifications? Do those get loaded in?

SGT (b) (6) Yes. Generally, they will. I know I put on, like, lithium ion batteries, the oxygen cylinder as well as paint. I did them as I was doing the HAZDECs and filling them out.

MAJ (b) (6) So let's talk about that. So I have got six pages of HAZDECs here. You have got one as your Polaris. I see a Class 9, and it is in Position 1M, and that's says Class 9, so I am onboard with that. That makes sense to me. If you see anything different, just let me know. Nothing in Position 2, so I am not worried about it necessarily. Position 3M, I am showing a Class 9. These two, as my understanding, were associated with that one, but I have got page 2 of the enclosure shows lithium ion batteries, 968 of these guys, and paint, aluminum -- whatever that means. Is that spray paint?

SGT (b) (6) Yes.

MAJ (b) (6) It is. Okay. I have got 22 of those, and another one for option compressed in the back. It is my understanding that ISU-90's --

SGT (b) (6) Yes, sir.

MAJ (b) (6) -- they have got a split long ways.

SGT (b) (6) That is why there are not consolidated on a single form. One was on the opposite side than the other. So I placarded that side with one and placarded that one with the other so there was not --

MAJ (b) (6) That makes sense to me. You have got to open up different doors closest to that door.

SGT (b) (6) Yeah.

MAJ (b) (6) Is that the normal way to do it?

SGT (b) (6) As far as doors go?

MAJ (b) (6) Right.

SGT (b) (6) I would say it was my -- I don't want to say it was my preference, but the oxygen on the other side is sort of where it ended up. As long as that was the only container with HAZMAT was my main priority on it.

MAJ (b) (6) Okay.

SGT (b) (6) And of course beforehand, I called the APO and I was, like, "Hey, oxygen is cool like this. It is about this big." They were, like, "Yeah." I was, like, "Okay, cool."

MAJ (b) (6) And did you put the oxygen separate behind the other wall for any HAZMAT reasons or that is just where it fit?

SGT (b) (6) It was directly in the bottom right corner facing the other side of the ISU.

MAJ (b) (6) Okay. So that is the location. So is it there because of a HAZMAT disparity?

SGT (b) (6) No.

MAJ (b) (6) It's just that's where the packing --

SGT (b) (6) It's just there.

MAJ (b) (6) -- it's a big container.

SGT (b) (6) That is just where I preferred it. It's also easier access to get to it for when they do do their inspections. So on the other one -- I mean, I said the other day, we kept the container, like, right dead center so we could just pop it and they could see everything in there, take it out if they see fit, close it. Same with the other side. They open it, oxygen container right there, open it, cool, they see the cylinder and put it right back.

MAJ (b) (6) Okay. When you did the JI with Lance Corporal (b) (6) did you guys actually physically go in and open up every one of these things? Did she look?

SGT (b) (6) With HAZMAT, yes.

MAJ (b) (6) And what about anything else? Did she open any other containers?

SGT (b) (6) Maybe two or three other containers. It was fast. And even then, she was just like "What is this?" And I am like "A weapon."

MAJ (b) (6) Okay.

SGT (b) (6) And then she put it back. She was --

MAJ (b) (6) So how were the batteries packed?

SGT (b) (6) In small, like, cardboard containers, like, small, small, small cardboard containers.

MAJ (b) (6) Were they inside anything else?

SGT (b) (6) Not that I counted for. As far as my comment, I said "Are these all that you are taking that are lithium ion?" They said "Yes."

MAJ (b) (6) Okay. So you have got 268 of these things. How many --

SGT (b) (6) It's 968.

MAJ (b) (6) I am sorry. 968?

SGT (b) (6) Yes, sir.

MAJ (b) (6) That's dyslexia on my part. How many -- so how many of these little boxes? You just said, like --

SGT (b) (6) There was a lot.

MAJ (b) (6) What's the dimensions?

SGT (b) (6) Some were very, very small like double AAA battery kind of size. They were pretty small.

LTCOL (b) (6) How many batteries per box?

SGT (b) (6) It varied based off of the boxes. Some 12, some 22 --

LTCOL (b) (6) So there were different types --

SGT (b) (6) Yeah. But lithium ions.

MAJ (b) (6) And they were each individually added into the ISU? They weren't in a box?

SGT (b) (6) Yes, sir. I had them take them out and counted them going in and actually wrote down, like, how many is in this one? Okay. How many of those do we have and multiple it by that? Okay. Because I didn't -- again, I got ridiculously specific on it, but I wanted to know an exact just so they know, okay, this is what's --

MAJ (b) (6) No. I mean, it makes sense. But there wasn't a larger container they were inside?

SGT (b) (6) No, not that I was accounting for at least.

MAJ (b) (6) Okay. What about the paint? How was that packed? Same thing?

SGT (b) (6) Take them out, counted them as they went in one at a time.

MAJ (b) (6) But what overall container --

SGT (b) (6) It was a single -- just like that. Well, I can't really describe it. I guess it's --

MAJ (b) (6) Like cardboard?

SGT (b) (6) No, no, no. Like the plastic one next to it.
Like, that was a general HAZMAT --

MAJ (b) (6) A Stanley box?

SGT (b) (6) Yeah.

MAJ (b) (6) The Pelican case?

SGT (b) (6) No, the one underneath the table, sir.

MAJ (b) (6) That one?

SGT (b) (6) Yep. It was just like that. Easy to crack open. I had my HAZMAT stickers on the front. I had a HAZDEC. I had it all specified for what was --

MAJ (b) (6) Okay. I want to make sure I am hearing you right though. So the batteries weren't in something like that?

SGT (b) (6) Oh, no. Some were in smaller cardboard boxes like that. Some were in single cardboard boxes. Some had those single cardboard boxes in other cardboard boxes. None were just lying out though.

MAJ (b) (6) Right. But they were the same cardboard boxes not inside a HAZMAT box?

SGT (b) (6) Yeah. Like, they were in cardboard boxes like that.

MAJ (b) (6) Okay. Got it. What about the compressed oxygen?

SGT (b) (6) Well, I mean, just to reiterate that just so it's -- so once I put the sticker on that one, it is pretty much

declared as a HAZMAT container so that they know that this is what HAZMAT is inside of it. I just didn't want to get that misconstrued as like batteries are just laying out in little battery packs. They were all inside, like, a Stanley box like that and declared HAZMAT.

MAJ (b) (6) Okay. That is what I am getting at. So they were inside a plastic box?

SGT (b) (6) Yes. When I was putting them in -- I should have explained this better. When I said that I was "putting them in," I would have them open, get a count, close that cardboard box, place it inside the Stanley box, and go one at a time with each so then when I marked the Stanley box they knew what HAZMAT materials were inside that box.

MAJ (b) (6) Okay.

LTCOL (b) (6) So all 968 batteries were in one Stanley box?

SGT (b) (6) Oh, yeah.

LTCOL (b) (6) Okay.

SGT (b) (6) They were small.

MAJ (b) (6) And the oxygen was in what?

SGT (b) (6) That was completely separate. That was in an actual specified container for the oxygen cylinder. So it was like a plastic manufactured container just about. It was like a bright orange or yellow -- you have to excuse me, I am

colorblind -- and it was just in the corner of the container there; and of course, I threw the sticker on that and declared that as it as well.

MAJ (b) (6) And nothing prevents you from doing this MOS with being -- the fact that you are colorblind?

SGT (b) (6) No. Not this area at least. I would have become a red-patcher if hadn't been.

MAJ (b) (6) So with regards to the same thing. So now I am looking at this and I see on the Position 3M, which is the ISU we are talking about, I only see a Class 9, but I have got a Class 8 for the paint and I have a got a Class 2.2. You have to manually input those, right?

SGT (b) (6) Yes. Again, the system is scratchy. I did them with the HAZDEC, whether it was red barring at the time possibly, but that is still why we placard and sticker so that they know exactly what is in it when it is coming onboard. I don't have an answer for that.

MAJ (b) (6) Okay. But that -- just so I understand. This is also where you get your flags. So I get the HAZMAT has its thing, its got a HAZDEC, but you manually input this data into the ICODEs for the load plan.

SGT (b) (6) Yeah. It's like one at a time, piece by piece by piece.

MAJ (b) (6) One at a time. You can't toggle three on one line. It is one thing per HAZDEC, right?

SGT (b) (6) Yeah. And then it compresses itself into a single line item stating that it is hazardous materials into the ICODES program.

MAJ (b) (6) So if we go back and we look at your ICODES, I could see if it --

SGT (b) (6) -- if it populated or not?

MAJ (b) (6) Yes.

SGT (b) (6) I am pretty sure that this was one I pulled the same day. It may not have. As far as that, I don't know. But that is, like, one of those extra precautions so that they know.

MAJ (b) (6) Okay. I see. And then on the ordinance, you know, I have got all sorts of different --

SGT (b) (6) Yeah.

MAJ (b) (6) -- classification codes, but they don't seem to sync up here on the load plan.

SGT (b) (6) What I recently got into a debate with -- so the UN0012's for instance, you can consolidate them all. As far as the classification is equal, but I didn't prefer to do that. I wanted to keep them separated so that they knew exactly what round was coming in on the HAZDEC, so I specifically did every single round piece by piece, and then broke it down for what box

it was in so that they know exactly what container to expect that specific round is in, which is kind of excessive. I feel like they would prefer it honestly. If they see it, then they know exactly what round if they do want to look it up per DODAC or however they see fit, they could.

MAJ (b) (6) So that makes sense on the HAZEC. I just don't see it on the load plan again.

SGT (b) (6) Yeah. If it's -- oh, as far as the ammunition?

MAJ (b) (6) Yeah.

SGT (b) (6) Well, those should definitely be broken down just by the UN's.

MAJ (b) (6) I mean this is -- I mean you signed it. I don't -- am I just missing something?

SGT (b) (6) They could just be the consolidations of the UN. Some might have gotten consolidated. Like how they say "cartridges for weapons," those could have just been consolidated, and I would have added up the actual -- but per ICODES, you would need more than a single UN for it.

LTCOL (b) (6) But do we have one? Do we have a UN for pallet 4? I mean, they all say invalid code.

SGT (b) (6) Yeah. So the crew would have to -- I mean, I guess with the load, they could pop it up in ICODES and it will show them all of the HAZMATs on a single form. This is the form

that the APO wanted me to print that they reviewed. To see, like, each HAZMAT piece by piece, you can go into the cargo, click view cargo, and it will show you each and every UN going down that I inputted.

LTCOL (b) (6) Are you saying that the crew -- the aircrew can see this electronically when you create it?

SGT (b) (6) The APO. As far as what they looked at, I printed what they told me to print. I gave it to them and they said this is good.

LTCOL (b) (6) No, I understand that. So I think where Major (b) (6) is going with this -- and I know I certainly want to know -- you are putting the UN's in, right, these?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Okay. And that would give us a HAZMAT code here, right, if it were in here? But this says that is invalid. Where am I misinterpreting or how --

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Do you see what I am asking you? And I don't know how to ask you the question because that says invalid. Like, if there were one of these numbers on the HAZDEC in here, then we could at least marry them up.

SGT (b) (6) Yes, sir.

LTCOL (b) (6) But these aren't.

SGT (b) (6) That may be ICODES.

MAJ (b) (6) But isn't that something you would check before you give it to the unit when you print it out?

SGT (b) (6) I mean, that's also why we have the HAZDEC's, sir.

MAJ (b) (6) I hear you, but you have to have both, correct?

SGT (b) (6) Yes, sir.

MAJ (b) (6) I am correct in saying that, right?

SGT (b) (6) Yes, sir.

MAJ (b) (6) You have to have a valid showing on both the HAZDEC's and the load plan, and you sign it saying that "Yes, this is all correct"?

SGT (b) (6) Yes, sir.

MAJ (b) (6) So why didn't you double-check the work to see that it is not actually populating all of your class codes?

SGT (b) (6) I would have to go back and look the reason why ICODEs did that.

LTCOL (b) (6) Right. And we don't want to pull the electronic up. So I mean, the simplest way to look at this is we have a 9 here, but we don't have an 8 here.

SGT (b) (6) Yes, sir.

LTCOL (b) (6) So you are saying that perhaps, electronically, when you go hit the dropdown, the 9 and 8 might be in the --

SGT (b) (6) Possibly.

LTCOL (b) (6) -- computer program and just don't show up in this line. That's fine. We can take a look.

SGT (b) (6) Or just in generating or -- I don't know.

LTCOL (b) (6) Or it didn't generate, right. So we definitely want to know that. But kind of the long pole in the tent, if you will, is when you -- is this the number of individual line numbers from the HAZEC on the load plan?

SGT (b) (6) I would have to count up the DODAC's.

LTCOL (b) (6) Okay. So where it says "invalid IMO code" on the load plan next to 4/M, it would be -- if there were a code in there, it would be this code from the third column over on the left on the HAZDEC, correct, the 1.4S?

SGT (b) (6) Yes, sir, it should reflect that.

LTCOL (b) (6) Okay.

SGT (b) (6) As far as that data goes, I know it also consolidating from the lithium ion batteries. Again, I would have to add up piece by piece the UN's.

LTCOL (b) (6) Okay. And if we -- is there a way to -- so you could open this program for us, either show us this load plan or walk us through creating another one, right, without saving it and trying to input 1.4S, 1.4G, and 2.1E, can we do that?

SGT (b) (6) Like input them piece by piece?

LTCOL (b) (6) Well, no. Somehow reflecting in the load plan what the class is -- of the class or zones. Unless you are saying that on the load plan where it reads "Class and Zone," doesn't something have to be in there in this load plan?

SGT (b) (6) I would have to check.

LTCOL (b) (6) Okay.

SGT (b) (6) Again, like it's the standards that the joint inspection had. As long as --

LTCOL (b) (6) Is there are pub that tells an embarker or a person who is preparing this load plan, is there a pub or directive or order that says what has to go in this column on the load plan under "Class and Zone"?

SGT (b) (6) More so, I just follow the joint inspection for this one. I just -- yeah. If they said "We don't want this," then I would say that's what I base it off of. As far as the sheet, this is the one that they told me to print off the day of.

LTCOL (b) (6) "They" being the APOE?

SGT (b) (6) Yes, they day of.

LTCOL (b) (6) Is this you typically prepare for a load?

SGT (b) (6) All of my HAZDEC's, all of my plans originated. I usually just take a screen over the actual plane itself because as long as they see the plane and they see the cargo onboard it, they can base that off the HAZDEC's as well to

get a more in depth -- and even with these, it is not telling exactly what UN, it is not showing the proper shipping name, it is not showing how many per, it is just given the class. This goes into more detail and is more accurate based on what is onboard.

LTCOL (b) (6) I understand the HAZDEC is more accurate and more complete --

SGT (b) (6) Yes, sir.

LTCOL (b) (6) -- and Major (b) (6) asked you about that, but do you -- maybe we will look at it -- but would you agree with me that 1.4S under class seems to be what this particular column on the load plan is asking for?

SGT (b) (6) Again, I would have to look.

LTCOL (b) (6) Okay. So let's go look, and we want to find the pub or the reference that you are talking about looking, right. And just to confirm something, this load plan is the first load plan you have ever done with HAZMAT on it, correct?

SGT (b) (6) Well, I did the other plan as well. Actually, I did the other plan first, and had that one inspected and passed off.

LTCOL (b) (6) For these two planes, this flight?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Right, right, right. So was there HAZMAT on the other airplane?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Okay.

SGT (b) (6) Three MRZR's.

LTCOL (b) (6) Okay. So on July 10th or the 9th or whenever, that day -- and it looks like you signed this on the 9th -- were these the first two load plans you had ever done with HAZMAT on it?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Okay.

MAJ (b) (6) So if I were to get out the AFMAN -- because that's what you said you used -- if I am going to get out the AFMAN, you could show me where Class 9, 8, and 2.2 are all compatible, correct? You would be able to show me that?

SGT (b) (6) It would take a good minute if you have time.

MAJ (b) (6) I have got all the time in the world.

SGT (b) (6) I could search -- yeah, figured.

MAJ (b) (6) We have got an AFMAN right here for you, electronic copy. I would just like for you to show me since it doesn't show on the load plan, or we don't see it at least, on page -- on our HAZDEC's Enclosures 2 and 3, you have got three different classes of stuff. You have got 9, 8, and 2.2. I

would just like you to show me how those -- walk me through the process of how those are all compatible per the AFMAN.

MAJ (b) (6) If you want to scroll, you can scroll with two fingers here; and if you want to search, you can search right here.

SGT (b) (6) Good to go.

LTCOL (b) (6) If you need more than a couple minutes, Sergeant (b) (6) let us know, and we will pause the recording.

SGT (b) (6) It could very well be.

LTCOL (b) (6) All right.

[The recording was paused.]

[The recording resumed.]

SGT (b) (6) So per the AFMAN, I first look up the UN to declare that it is UN3480, lithium ion batteries, as described in a class or subsidiary division of 9 as well as a packaging group of 2. I then check the packaging instruction, which lead me to A3.3.9.2.1, lithium batteries must -- and then the requirements for them -- incorporate a safety venting device or otherwise be designed in a manner that would preclude a violent rupture under conditions normally incident to transportation as in the packaging that they generally come in as well as casing with HAZMAT stickers in place, be equipped with an effective means of preventing dangerous reverse current flow; if the battery contains cells or a series of cells that are connected

on parallel, they were disconnected from anything -- and some weren't even open yet -- be equipped with an effective means of preventing external short circuits in the evolution of dangerous amount of heat. Nothing onboard was flammable that should have prevented that unless someone started a fire onboard the aircraft. So they were exempt from all of those requirements that would cause anything like that to happen.

MAJ (b) (6) Is there anything else on the next page?

SGT (b) (6) Defective for safety reasons, manufacturer recall, and then non-regulated batteries. As long as the met the original ones --

LTCOL (b) (6) And those were pages 83 and 84?

SGT (b) (6) Yes, sir. And then I can look up the next one now.

LTCOL (b) (6) All right.

SGT (b) (6) And then for paint related material being in a spray can, checking the packing instruction A12.2 stating that they were packaged properly in aluminum spray cans onboard the aircraft. No other representation that they cannot be placed with the lithium ion batteries as long as they are properly placed. And then I will search the next one.

LTCOL (b) (6) Hey, Sergeant (b) (6) okay, so you have been helping us walk through the AFMAN. There are a couple of

other pubs that you said you reference when you do HAZDEC's and load plans, CFR-49 being one of them?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) The AFMAN being one of them?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Did you just tell me about another one?

SGT (b) (6) Just what my -- okay -- what Corporal (b) (6) utilizes, which is a cargo -- I mean, it's like an ammunition manifest almost. It shows every single round broken down. And that is where I can generate the data for my HAZDEC's to be -- instead of just UN's, I can base them off of DODAC's.

LTCOL (b) (6) Okay. So based on the information from Corporal (b) (6) you can use a DODAC or a UN?

SGT (b) (6) Yes.

LTCOL (b) (6) The procedures allow you to use either?

SGT (b) (6) Yes.

LTCOL (b) (6) You choose to use DODAC's so that the aircrew and anyone looking at that load --

SGT (b) (6) Yes.

LTCOL (b) (6) -- and unpacking it, specifically, knows what item of ammunition is in each box?

SGT (b) (6) To generalize it a little bit easier, it is so that if we have multiple of a single UN, they know how many of that UN aren't the same round.

LTCOL (b) (6) Perfect. And based on your experience and training and your billet as the Company Embarkation Chief, you can reference those three sources you just told us about to create HAZDEC's and load plans?

SGT (b) (6) Yes, sir. I put them together to create the HAZDEC's.

LTCOL (b) (6) And you created these HAZDEC's that Major (b) (6) showed you and the load plan that we are looking at?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Okay. Perfect. Thank you.

MAJ (b) (6) In the AFMAN, is there a chart that cross-references codes, classifications that shows compatibility or incompatibility?

SGT (b) (6) Generally, like, looking at the AFMAN right now, if you go into the packaging instruction for it, generally, it will say this needs to be shipped in this, is it shipped in this? Which is how you see it here saying wood box, 4.C.1, or steel can, 4.A.1. It will give you those specifications and requirements for them to be together. As far as a compatibility issue, all of this was incompatible, the only -- yeah -- everything that we had onboard this aircraft as far as ammunition goes was compatible. No flags, nothing. I am not saying that in regards to ICODES, I am saying just in regards to

the AFMAN and the data that I got from Corporal (b) (6) that it was compatible.

MAJ (b) (6) Okay. That is interesting to me. So for the stuff you got, does Corporal (b) (6) actually come up with the HAZDEC or did you come up with the HAZDEC?

SGT (b) (6) No, no, no. He only have me the -- and I don't want that to get misconstrued -- these are created by myself. He gave me an asset to utilize for it that they use to where they draw their ammunition, where they get to select the exact round, and it comes with everything -- what is packaged in, how many rounds are in each one, how much each one can hold -- and that helps me generate a net explosive weight per each round.

MAJ (b) (6) Okay. That makes sense to me. So is there anything with the AFMAN that does cross-reference class codes for ammo and all of the other things that are out there or are they kind of done separately? Do you have to cross between pubs?

SGT (b) (6) I don't know. Only because for this movement, I didn't have anything conflict with itself. So -- and that was me reading each one in the AFMAN. I didn't have two conflict. I didn't say, like, these batteries can't go with this paint or this paint can't go with this oxygen or this oxygen can't fly on the same flight as this ammunition. Now, I

have seen it say, like, you know, "For cargo aircraft only," which made this really easy because they were all cargo aircrafts, but I never saw anything stating, like, out of the ordinary like this specifically can't fly with that one oxygen cylinder.

MAJ (b) (6) Okay. Thank you.

SGT (b) (6) Yes, sir.

MAJ (b) (6) And my last -- kind of last question here. So when you made this particular load plan, did you start from scratch or was it -- or is it -- like, we make flight plans sometimes we just cut out the portion of the flight plan that doesn't apply anymore and just copy and paste over it.

SGT (b) (6) It has already been generated.

MAJ (b) (6) It has already been generated. Okay. And so on it -- if you look on the first page -- you will see that it talks about an AFMAN 24-204, Chapter 3 Move.

SGT (b) (6) Yes, sir.

MAJ (b) (6) What does that mean?

SGT (b) (6) IT is generally how MARSOC flies OCONUS. I didn't refer to it creating these. I didn't even really see that. I played it safe, and I just did everything as if it was a regular move. That's why my MRZR's were at 50 percent instead of 75.

MAJ (b) (6) Right. So do you know that if Chapter 3 move is more or less restrictive?

SGT (b) (6) I believe it is less restrictive, which is how we use it to get more fuel into our -- it's almost like a combat movement, and so we can have those trucks fueled up in case we have to get off the bird immediately.

MAJ (b) (6) Okay. And have you ever actually read the Chapter 3 to understand?

SGT (b) (6) No. They usually tell us whether it is going to be a Chapter 3 or not. Whether that was already communicated, I didn't know. So I just did it as if it was a regular movement.

MAJ (b) (6) Okay. Got it. So you didn't pick Chapter 3 though?

SGT (b) (6) No. It had already been created.

MAJ (b) (6) Created that way?

SGT (b) (6) Yeah. I just went in and started moving stuff and adding weights and all that.

MAJ (b) (6) And last question for me. So for -- in your understanding of how the ICODES works, if I select Chapter 3 move, and I am the guy creating it, does that change tolerances with incompatibilities, like, it will let certain things apply that it wouldn't normally allow if it wasn't a Chapter 3 move?

SGT (b) (6) I don't know. I just -- I mean, no, I don't know. That is why I still check them all in case --

MAJ (b) (6) Okay.

SGT (b) (6) -- because, I mean, even with these if it hadn't been there, I mean, it is still a computer system. You can't completely trust it, which is why we have the HAZDEC's in place and chopped. And I know that I refer to them a lot, but that is because they represent the data down to, like, the bones of it. So I mean, pictures will show you how it needs to go on, but that will go in the description of what they are actually taking, which is why I prefer, like, equipment lists and HAZDEC's. But even then, I double check my data going onboard just in case.

MAJ (b) (6) Thank you. That covers me.

LTCOL (b) (6) So you just told Major (b) (6) that this was -- it has already been generated. "This" being the load plan, correct?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Who generated it first?

SGT (b) (6) I don't know.

LTCOL (b) (6) Was it --

SGT (b) (6) I don't know whether it was the load master or anyone.

LTCOL (b) (6) Is it -- so when you open your program on your computer or the computer that you use to generate this or to edit this, right --

SGT (b) (6) Yes.

LTCOL (b) (6) -- because it would have been generated before, how is that indicated to you? Does somebody send you the number for the load plan and it just kind of populates and you --

SGT (b) (6) Yeah. Gunny Sergeant said that we -- that him and the load master had been in communication before me. I had just gotten back from, like, Sergeants Course. So I was ready to go, and said I got a load plan. I already got the ISU-90's in, double checked their limitations and stuff, and started giving me a concept for how he wanted this load to go. So I built up one or two. He consolidated, and was, like, yeah, that looks --

LTCOL (b) (6) Who is "he"?

SGT (b) (6) Gunny (b) (6) He was like, okay, we will send this up to the load master to see if he likes them. Whether he had rights to the load as well, I don't know, but the finalized product was the load master, not mine, as you saw.

LTCOL (b) (6) Were you communicating with Gunny (b) (6) during this process by email about what is going to go in the load, how he started it, or --

SGT (b) (6) He would generally inform me, like, create a load, get the MRZR's weight, get the weight of the ISU-90's, yeah, create it and I will send it. He was the middle man in between myself and the load master.

LTCOL (b) (6) And Gunny Johnson?

SGT (b) (6) Yes.

LTCOL (b) (6) Are those communications between you and Gunny (b) (6) emails?

SGT (b) (6) He should have -- and I don't know if he gave them to you guys the last time -- but generally, what he forwarded to him originated at myself and he scrubbed it and made sure that it was proper. He was sort of like -- since he had a longer communication than I did, so I was the creator and he was sort of the sender.

LTCOL (b) (6) Creator of what? Of this load plan?

SGT (b) (6) Yeah.

LTCOL (b) (6) So when we go back and you open that program on whatever computer, we can find this load plan, correct?

SGT (b) (6) Oh, yeah.

LTCOL (b) (6) Does it indicate in the computer database who initiated it?

SGT (b) (6) I don't know.

LTCOL (b) (6) Okay. But we can go open it and look?

SGT (b) (6) Yeah. I don't see why not. It's going to reflect the data that you see before you, but I can show you a more in depth on the HAZMAT by showing the cargo. Whether it reflects the compressed oxygen or the paint as before mentioned, I don't know if it generated, but I can at least show you that the ammunition was generated properly.

LTCOL (b) (6) What do you mean by "properly"?

SGT (b) (6) Like how you mentioned that it wasn't showing the --

LTCOL (b) (6) -- the IMO codes?

SGT (b) (6) Yeah. The class zones.

LTCOL (b) (6) Okay. And these two pages are part of this same program, right?

SGT (b) (6) Yeah. But then again, all of these papers still say "draft," so I don't know if that has a reason behind it as well because I don't -- again, the system, I don't how the system works because they all say "draft."

LTCOL (b) (6) What do you mean you don't know how the system works? Which system? The computer system?

SGT (b) (6) Like if it drafts something if it adds every specification as a final published document. I don't know if it has any, like --

LTCOL (b) (6) Well, let me ask it to you differently. This last page has the word "draft" on it, right?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) And it has your signature on it and it has Lance Corporal (b) (6) signature on it, right?

SGT (b) (6) Yes, sir. I print it off at the APO.

LTCOL (b) (6) You printed it off at the APO, it has the words "draft" on it, and you two signed it, so are you telling me that it's your normal habit -- I know these are the first two you have ever done.

SGT (b) (6) I do what the joint inspection says to pass. Honestly, I follow by their guidelines, their guidance, because they are the ones that declare whether or not it goes on the aircraft.

LTCOL (b) (6) I understand that. But that is not the question that I am asking you. I think I heard you tell me that this is the final load plan, right? This reflects what went on that aircraft --

SGT (b) (6) Yes.

LTCOL (b) (6) -- on July 10th?

SGT (b) (6) Yes.

LTCOL (b) (6) And then I think I heard you say this was a draft or it could be a draft because it says the words "draft" on it, right? So I am trying to flesh out: Is this a draft that may have been changed or is this, based on your signature

and Lance Corporal (b) (6) signature on the 9th of July, an accurate reflection of the load plan as it went on the aircraft?

SGT (b) (6) I would respectfully say that if you find one with the aircraft crewmember's signature that is the final.

LTCOL (b) (6) Yeah.

SGT (b) (6) Because that signature declares that they signed it and authorized it.

LTCOL (b) (6) I understand that, but that is also not the question I am asking you. When you signed this, did you think this to be -- when you signed it, I don't care about aircraft person -- when you signed it, did you think this to be the final version of what this load plan was going to be like for the aircraft in question?

SGT (b) (6) Yes, that load that is pictured.

LTCOL (b) (6) Okay. That is what I wanted to know. When we go into the computer program, will it show -- so where Major (b) (6) asked you about AFMAN and Chapter 3 move -- will we be able to see if that's a dropdown or fillable or already populated?

SGT (b) (6) If I generate this exact document, I mean, like the one that you are looking at --

LTCOL (b) (6) Well, any document, you should be able to describe what kind of move it is, right?

SGT (b) (6) Yeah.

LTCOL (b) (6) I mean, any load plan.

SGT (b) (6) That is when you create it. Yeah. That is from the beginning. As far as going back and editing it, I don't know.

LTCOL (b) (6) So if you create a new load plan, this field doesn't just default to Chapter 3 move, does it?

SGT (b) (6) It should not, no.

LTCOL (b) (6) Okay. So you have an opportunity to select that at some point?

SGT (b) (6) Yeah. Again, I haven't started a generating process for a load plan. I just edited that one.

LTCOL (b) (6) And this is the one you edited you think Gunny (b) (6) started?

SGT (b) (6) He may have.

LTCOL (b) (6) Do you know who started it?

MAJ (b) (6) Can we find out who started it?

SGT (b) (6) I can ask. I don't see why not. I mean, I will ask. Again, I mean, we gave these documents up to the crew way in advance. So if something stood out like that, I mean, there must be a reason behind it. I don't mean to, you know -- that only makes sense to me because I do what they want. They fly the way that they want. If that is what they wanted, that is what I gave them.

MAJ (b) (6) We are just trying to understand the process.

LTCOL (b) (6) Understood. But you as the Embark Chief create the load plan, not the squadron, right, not Gunny Johnson? He just tells you what he wants and where he wants it?

SGT (b) (6) That essentially making -- I mean, again, I understand the question, but that would be making the load plan. I created my load plan. I submitted it to him. He didn't want it to look like that, so I did it the way he wanted.

LTCOL (b) (6) So this is the final because Gunny Johnson provided some input and wanted some changes, right?

SGT (b) (6) Yes.

LTCOL (b) (6) And that is the email that we showed you a little while ago?

SGT (b) (6) And then previous one that you showed me earlier was the one that I submitted to him as a recommendation for the load.

LTCOL (b) (6) And is that previous one -- there it is -- did you create this or did you edit one that was already created?

SGT (b) (6) Edited one that was already created.

LTCOL (b) (6) And the same question. Do you know who create -- who started this one?

SGT (b) (6) No. That is under the same load, and I can explain that better when I open up the program for it.

LTCOL (b) (6) Okay. We will do that then. The packing instructions -- so in the HAZDEC, the second column from the right, so the sixth column over from the left, that is packing instructions; is that right?

SGT (b) (6) Yes. That is where we look it up in the AFMAN to declare how they are going to be shipped as well as if you look right here where it stating the 4A.1, 4C.1, that is generally how the packing instructions reference it. So it is saying that this item must be packaged in one of those containers to be able to fly.

LTCOL (b) (6) Are those all the digits that are available in the AFMAN for the packing instructions? Is there one more decimal point?

SGT (b) (6) That is like a generalization over it. When it was up at the APO, they altered it. I left it as A5.12; that is just how I had seen it done. So they made that correction with me prior to signing it. They said that this is the way that it will be done.

LTCOL (b) (6) Okay. Do you know if there are any digits after that in the compatibility chart?

SGT (b) (6) That is if something is like -- doesn't reach that initial digit. So if it meets it -- so if A5.12.1 declares that cartridges for weapons, UN0012, must be packaged and must be inside a wooden box, it would meet that digit being the 4C.1.

LTCOL (b) (6) Do you still have the page up in front of you on the AFMAN?

SGT (b) (6) Yes. So that would be --

LTCOL (b) (6) Could you just look up A5.12.1?

SGT (b) (6) Perfect. So that is -- which one is this exactly? -- cartridges for weapons. Cartridges for small arms. Coming down to the bottom, it even states cartridges for weapons and are projectile, which is UN0012, states inner packaging not required, outer packaging -- which is where it was packaged up at the ASP -- these are 4C.1 -- meeting 4C.1 ordinary, natural, or wood boxes.

LTCOL (b) (6) Can you find B546 on your HAZDEC? The DODAC B546?

SGT (b) (6) DODAC, no.

LTCOL (b) (6) You don't have it by DODAC on the HAZDEC?

SGT (b) (6) No. DODAC's aren't mentioned on HAZDEC's, only UN's.

LTCOL (b) (6) Then can you find the 40mm HEDP grenades on the HAZDEC?

SGT (b) (6) I could, but I would have to consolidate with my ammo tech and look up the DODAC and then go find the UN again. Like, when I did these, I did by piece by piece on it.

LTCOL (b) (6) Based on the description, you can't find the 40mm HEDP's?

SGT (b) (6) I mean, I don't want to give you the wrong one, but these are the general proper shipping, not the name of the item. The item name is different from the proper shipping name.

LTCOL (b) (6) What would you need to cross-reference to find the 40mm HDEP's?

SGT (b) (6) The -- actually what you are looking at right now, sir, which is what was given to me by my ammo tech.

LTCOL (b) (6) Could it be that -- I am not sure which page of this it is anymore -- but the UN0006, the third one up from the bottom, cartridges for weapons, with the compatibility code 1.1E, could that be the B546's?

SGT (b) (6) It could be. I would have to see the DODAC for it as well as --

LTCOL (b) (6) Okay. Would this help?

SGT (b) (6) That would help very much.

MAJ (b) (6) This would?

SGT (b) (6) Am I able to use this?

MAJ (b) (6) Absolutely.

SGT (b) (6) Thank you.

MAJ (b) (6) And that is the packing list from Corporal (b) (6) right?

SGT (b) (6) Yeah. This is what he supplied to myself that I used with his -- well, I guess it is mine as a reference for all of the ammunition. The package is also in A5.12.1.

LTCOL (b) (6) Right.

SGT (b) (6) It is going to have the same packaging requirements for all of these.

LTCOL (b) (6) Okay.

SGT (b) (6) Every single one down is going to have that packaging requirement.

LTCOL (b) (6) I understand. Let's go to the compatibility chart. Can you find that? I think it is Chapter 18, right? I may have said Chapter 18. I might mean Appendix 18.

SGT (b) (6) I am still looking at it now. Could you re-ask the question, sir?

LTCOL (b) (6) Yes, I can. Compatibility chart, do you know where that is? Can you find that? For the third column over from the left where it says "class," do you see where next to the one we just asked you about UN?

SGT (b) (6) I pulled it up in the AFMAN. As far as the hazard class and division, but it has the same --

LTCOL (b) (6) 1.1E? Do you see where these is a --

SGT (b) (6) I mean, I am looking at it right now, and it has the same packaging group, special provisions, and the packaging paragraph is the other one.

LTCOL (b) (6) And it does give you any --

MAJ (b) (6) Can I help?

LTCOL (b) (6) Sure.

MAJ (b) (6) So for the 1E, there is certain classes of ammunition that it can be packed with and it can't be packed with. I don't remember it being this chart. I believe there was another one when we cross-referenced 1.1E with 1.4G and whatnot. Do you know where that chart is in the AFMAN?

SGT (b) (6) No. But it wouldn't be packaged at the ASP like that then.

LTCOL (b) (6) I am sorry. What wouldn't be packaged?

SGT (b) (6) If it wasn't compatible, it would be on the same pallet from the ASP.

LTCOL (b) (6) Okay. And who loaded it at the ASP?

SGT (b) (6) Well, the ASP as well as Corporal (b) (6) being present; but had anything not been compatible with another round, the ASP would not load it.

LTCOL (b) (6) Okay. So to the best of your knowledge -- have you seen this before? Do you see this pallet load plan, this four-part, multi-colored thing?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Did you create this?

SGT (b) (6) No, sir.

LTCOL (b) (6) Do you know who did?

SGT (b) (6) Yes, sir.

LTCOL (b) (6) Who?

SGT (b) (6) Corporal (b) (6)

LTCOL (b) (6) Okay. So what you are -- I want to make sure I understand you correctly -- you are saying that all the DODAC's on this four-part pallet load plan, does this look like the ammo pallet that was loaded on the airplane that looks like these pictures?

SGT (b) (6) The DODAC's changed as well as the ASP. Well, I don't want to say the DODAC's changed. We had about two of these done because we had certain ammunition removed entirely.

LTCOL (b) (6) Okay. Is this pallet load plan that I am pointing to right now --

SGT (b) (6) I don't know if that is accurate with how it was loaded at the ASP. That was more so a reference in regards to weight.

LTCOL (b) (6) Okay. What my question is: Is this pallet load plan reflective of the ammunition by DODAC and amount that went onto Y-72?

SGT (b) (6) Yes, sir.