

1 know (b3)(10USC§130)(b6) is probably working really hard to try to
2 make the schedule work to the best of his ability.

3 (b3)(10USC§130)(b6): So (b3)(10USC§130)(b6) was necessary to fly on the
4 5th?

5 (b3)(10USC§130)(b6): I'm not saying that. I'm saying what I said,
6 which is, on tape, that I think it's challenging, for the most
7 part, from the 265 perspective from the crew chief perspective,
8 to support exercises that are both day and night environments
9 with the flyers that they have, with--I think they have two AOs.
10 I think two to three gunnery sergeants that are crew chiefs that
11 don't fly. So I think they're doing the best they can with
12 regards to work schedule and employing day crew and night crew.

13 (b3)(10USC§130)(b6): So looking at the--at (b3)(10USC§130)(b6) line for
14 the 5th, how many--he has three crew chiefs scheduled?

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): Do you know what the minimum requirements are?

17 (b3)(10USC§130)(b6): For what type of flight?

18 (b3)(10USC§130)(b6): Day CQ carrying passengers.

19 (b3)(10USC§130)(b6): Day CQ carrying passengers, I believe, is two
20 crew chiefs.

21 (b3)(10USC§130)(b6): So they have the extra crew chief on there.
22 And to me, I look at it, it's for T&R training?

23 (b3)(10USC§130)(b6): Yeah.

24 (b3)(10USC§130)(b6): [Indiscernible.]

25 (b3)(10USC§130)(b6): It's just proficiency and bounces, yeah.

1 (b3)(10USC§130)(b6): So I guess based on the limited crew rest,
2 going right into initial X's the following day. To us it looks
3 like, you know, trying to get a whole lot done and making boxes-
4 -improve readiness DERRs and that kind of thing. But is
5 (b3)(10USC§130)(b6), I guess getting backstopped as to, hey, we can
6 just push that to next week when we insert X, and we can easily
7 get these mission skills codes, then he's off work.

8 (b3)(10USC§130)(b6): I don't believe (b3)(10USC§130)(b6) is
9 overzealous at all. Usually, one of the reasons why the
10 schedule gets out late is because I know the schedule writer
11 will want to get perspective from him and make sure that people
12 are scheduled appropriately. I've been in multiple stand boards
13 now with him. And as far as a NCO and air crewman, he's
14 probably one of the finest ones I've seen in my career.

15 (b3)(10USC§130)(b6): But do you know, like--schedule writers, it
16 appears--based on our conversation, maybe from PTO, that
17 everybody sort of defers to him. Like, he just gives them
18 crews, they put the crews on. They didn't--we didn't get a
19 strong sense of feedback that--other than what--and I'm not
20 saying, well, (b3)(10USC§130)(b6) did something wrong, did it on purpose.
21 I'm not blaming him. I'm just saying that I just didn't get a
22 strong sense of that they did more than just--well, hey,
23 (b3)(10USC§130)(b6) gave us these crews, so we go with what we
24 have. And then, that's kind of the thing was just--so was there
25 anybody on the O side that's tasked with, hey, you get these

1 crews, but then we go and check. You know what I mean? Is
2 there--

3 (b3)(10USC§130)(b6): Yes, sir. I think people that probably have
4 more SA to scrutinize crews for training, hours, anything of
5 that nature, and probably more than PTO level. I think for some
6 of these individuals that writing the schedules, probably their
7 first trip in Ops. And just knowledge and SA that he has as a
8 WTI that works in operations, surpasses their knowledge.

9 (b3)(10USC§130)(b6): I agree, absolutely, with that statement.
10 What I will tell you, probably, from our conversation is--as
11 your awareness is--going forward and everything like that is,
12 I'm not sure that that's happening at that level either, based
13 off conversation. I think it's just a very high degree of trust
14 which is a great thing. It's just I don't know where it's
15 happening is kind of hard to tell.

16 (b3)(10USC§130)(b6): So for--just, kind of, going into (b3)(10USC§130)(b6)
17 (b3)(10USC§130)(b6) ' backstop and general quality insurance processes for
18 the squadron and routing. Your schedule writer, (b3)(10USC§130)(b6)
19 (b3)(10USC§130)(b6), described those to us in detail in previous
20 interviews.

21 But a question we had for them is: Can you tell me
22 who was scheduled for--

23 (b3)(10USC§130)(b6): Schedule writer or--

24 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) as well as (b3)(10USC§130)(b6) --

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): --in terms of those processes.

2 So in looking at the schedule on the night of the 4th,
3 who was EWI from 2000 until midnight?

4 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6).

5 (b) (6): So just, can you tell us how that goes through
6 the quality assurance process and get's signed off by everybody?
7 Because while we're touching on this--the eight hours of CNAF.
8 And you're well within CNAF, based on what I'm seeing for
9 (b3)(10USC§130)(b6). If he were to actually--if he had stood that
10 duty, that takes him well within.

11 (b3)(10USC§130)(b6): Right. I mean, clearly it was missed.

12 (b3)(10USC§130)(b6): This is--one of the things that from talking
13 to people about the top left quadrant of that schedule is it
14 seems to be free floating; i.e., you're right, we now know that
15 he did not stand that duty. We've confirmed it and everything
16 else with others. But when we asked about was there a pen
17 change to that, or something like that, the answer that we got
18 was: Well, no, as long as--they call down to the shop and as
19 long as somebody stands these things, it's okay. And we're,
20 kind of, like--well, it doesn't go--there's not, you know, and I
21 get it.

22 But then, again, it's one of those things, like, say
23 this kind of thing had happened previously and no one ever--no
24 one's aware that there's a problem that gets changed. That kind
25 of thing because--anyway, that's part of the reason why we're

1 building back because--you know, you would think that,
2 potentially, (b3)(10USC§130)(b6) flew a flight the night prior, then stood
3 EWI until midnight--something, and then shows up 10 minutes
4 before a brief where you go, holy cow. Then, unfortunately--and
5 that's kind of, what--basically the list is trying to conclude
6 that, yes, okay. He did not stand that. We know that now.

7 Do you know what I mean?

8 (b3)(10USC§130)(b6): Yes, sir.

9 (b3)(10USC§130)(b6): Go ahead.

10 (b3)(10USC§130)(b6): So this is a picture of--excerpt from (b3)(10USC§130)(b6)
11 (b3)(10USC§130)(b6) logbook. His NATOPS reflects the exact same
12 information. So, kind of, what the (b) (6) was eluding to
13 earlier. When we look at his logbook, in terms of his
14 qualifications. A snapshot in time, as of August the 5th at
15 1600. You know, CQ was not stamped in his logbook, but also was
16 not stamped in his NATOPS jacket. I'm trying to show you here.

17 Here it says designations, so not yet a BIC,
18 acceptance paperwork. And then his NATOPS jacket shows his high
19 light/low light level, LAC qual, but not TGQ qual'd but no CQ.
20 Would you concur with that?

21 (b3)(10USC§130)(b6): Yeah. I don't see a CQ in there.

22 (b3)(10USC§130)(b6): Looking at his logbook, again, we have him in
23 the exact window you described earlier, conducting his initial
24 CQ it looks like, on June 30th, with an instructor--June 3rd
25 with an instructor. Going right into what looks like night CQ

1 the following day. Then we have him logging CQ at least a dozen
2 times in the subsequent period without paperwork.

3 So can you talk me through what's going on between
4 safety, Ops, qual-desg matrix? Because not only does he not
5 have these in his logbook, but looking at M-Sharp pull form that
6 same period, he also is not logged in M-Sharp as CQ.

7 So while in the opinion of both (b3)(10USC§130)(b6) and I,
8 the training occurred, we don't have any ATFs in his ATJ--

9 (b3)(10USC§130)(b6): I mean, if the training's not in his NATOPS
10 jacket, it's not going to be in the qual-desg matrix and M-Sharp
11 because the same person owns both documents. I mean, the fact
12 that it's not in M-Sharp, if the codes were in M-Sharp; i.e.,
13 his logbook suggests that he hadn't done it. But the fact that
14 it's not there is, basically--it's two sources but it still has
15 the same product.

16 (b3)(10USC§130)(b6): Same person.

17 (b3)(10USC§130)(b6): Right.

18 (b3)(10USC§130)(b6): But if you were reviewing the schedule--I was
19 the schedule writer, I would go--unless, of course, like I said,
20 we are unfortunate, kind of, what we're deducing is they take
21 what they get from (b) (6) and then they say that it's
22 good.

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): They seem to have a very good understanding of
25 pilots, as you would expect because they are pilots.

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): I think--I believe--I think (b3)(10USC§130)(b6) [ph]
3 might have been on the mishap flight as well, in a different
4 aircraft. But you'll notice that (b3)(10USC§130)(b6) is not--

5 (b3)(10USC§130)(b6): So I guess, my question--when you're saying
6 that he flew CQ'd multiple times after--

7 (b3)(10USC§130)(b6): The codes were logged in NAFLIR and put into
8 M-Sharp multiple times, as well as logged in his logbook.

9 So while we have no doubt that that flight and
10 training occurred, it's just--the actual CO signing off his
11 qualification paperwork is the hang-up.

12 (b3)(10USC§130)(b6): Yeah. I got you.

13 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), while he--it shows green here
14 in M-Sharp for CQ, we have the same discrepancy where his NATOPS
15 and logbook do not reflect a carrier qualification.

16 (b3)(10USC§130)(b6): Granted, obviously, you're not responsible for
17 NATOPS right now. That's just that we--kind of, going back to
18 building front--

19 (b3)(10USC§130)(b6): Absolutely, sir.

20 (b3)(10USC§130)(b6): So here's his--(b3)(10USC§130)(b6)--once again,
21 he was HMX trained for the most part. And then, came out to
22 265, is what we're seeing from the records review, but no CQ in
23 his logbook or his NATOPS.

24 So it's just kind of, looking at that process and
25 [indiscernible]. So the same person, even--in this case, it was

1 put in M-Sharp and he's green in M-Sharp on that qual-desg
2 matrix, but it's not done with that follow through.

3 The last thing I kind of wanted to discuss, for my
4 questions, sir, is: So the mishap flight, talking with (b3)(10USC§130)(b6)
5 (b3)(10USC§130)(b6), he was doing his duel lead under instruction. In an
6 interview last night, he told us that last minute pop-up PMC
7 threw significant interference into the execution of the
8 mission. I just want to get your perspective as an Ops-0
9 working with the ship's party, what's going on there and how
10 much of a detriment do you think it was to the overall mishap
11 flight and execution?

12 (b3)(10USC§130)(b6) For a last minute PMC or--

13 (b3)(10USC§130)(b6): So in the interview, he said that last-minute
14 post-confirmation brief--the confirmation brief occurred on 3
15 August, initially, at 1300. And then, was rebriefed at 1300 to
16 be confirmed. Mission execution started at 6:00 a.m. with the
17 brief on the 5th--

18 (b3)(10USC§130)(b6): Well, I mean, to be fair, the brief's at 1300
19 and it, basically, lacked detail, so it was rebriefed at 2000.

20 (b3)(10USC§130)(b6): No, that part we got.

21 (b3)(10USC§130)(b6): Okay.

22 (b3)(10USC§130)(b6): We're talking about--but the PMC, then--I
23 guess sometime on the 4th--I guess when the schedule came out,
24 there was PMC on it for the next day that was in the middle of

1 the mission execution. We're just wondering how did PMC end up
2 in the middle of their mission?

3 (b3)(10USC§130)(b6): I think it was tied to the BLT's requirement
4 for AIT to have designated mission planners and briefers in the
5 BHR. So the tactical portion of the brief, NEO [ph], there was
6 obviously a processing time for ECC where those aircraft were,
7 literally, going to remain on deck for two hours and do nothing.
8 And with that in mind, the MEU air asked us--didn't ask us,
9 basically told us, hey, these people need to go to these places.
10 And it was simply, you could say it was a PMC movement or you
11 could say it's an ASR movement of key people; i.e., like company
12 commanders and planners that are going to brief the MEU CO for
13 follow-on missions, to go to their respective ships, or to go to
14 ship to lead said missions on a later date. So they essentially
15 took a two-hour window when those aircraft were literally going
16 to do nothing, and they wanted them to, essentially, do
17 movements within the ARG.

18 (b3)(10USC§130)(b6): Is it your opinion that should have been a
19 nonfactor for execution?

20 (b3)(10USC§130)(b6): I would think that's a nonfactor for--rather
21 than sit and spin for two hours and doing nothing, to hit a ship
22 and come back.

23 (b3)(10USC§130)(b6): Do you know if there were any, like, measles
24 being injected into the actual mission itself that then, now,

1 that two-hour period doesn't become a two-hour period of just
2 hanging out?

3 (b3)(10USC§130)(b6): I believe, then, during the time where it was
4 supposed to be PMC; i.e., moving people through the flight, I
5 believe the MEU injected either CASEVAC or some type of scenario
6 based--hey, we need aircraft in the objective area.

7 (b3)(10USC§130)(b6): Right.

8 (b3)(10USC§130)(b6): And I'm pretty sure that the PMC, basically,
9 was turned off.

10 (b3)(10USC§130)(b6): Well, they actually did some of that--and
11 everything like that in addition to all of this.

12 (b3)(10USC§130)(b6): I think while they were doing it was when
13 word was passed.

14 (b3)(10USC§130)(b6): Yeah. Okay. But it was known about, and I
15 get it if there's nothing going on in that period. But, it just
16 seemed odd that now that they have the period that's supposed to
17 be, they get other stuff added to it.

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): Nothing from me, sir.

20 (b3)(10USC§130)(b6): The last thing I have--and this is more for
21 the schedules and talking through processes. Once it makes it
22 through at a certain point, basically you get the electronic
23 initials and other stuff like that, that then leaves somebody
24 like us to go, okay, did they actually see it and/or not?

1 And I've talked to enough people and everything now to
2 know that, okay, as soon as it makes it passed that person,
3 they're supposed to have physically signed it. But if a change
4 or something else occurs at a certain point, then they--instead
5 of--if it's not major, they don't necessarily have to go back to
6 that previous person and sign it. It's just understood that,
7 hey, it's not a major change and that person's already signed.
8 So we just put the electronic initials and keep moving forward.

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): So we've now confirmed that part. The
11 question was just, kind of, like ensuring that everybody got a
12 situation--I asked also, hey, what's the process? How does it
13 flow? Where does it go? And I've received two answers.

14 One, is that it goes from Ops to maintenance,
15 maintenance to DOS, then to the CO/XO. I've also been told by
16 someone that it goes to whoever it can go to, and that it
17 eventually gets to the CO. Which then led me to question:
18 Then, in that case, how does because somebody's seen it, not
19 know that a major change has changed or at a different--do you
20 know what I mean? Because it's--

21 (b3)(10USC§130)(b6): I'm more familiar with the flow that you
22 described, sir. And then, when I took over--especially, going
23 into an CERTX, what I try to do is get the crew bearings.
24 Essentially, over the XO, even for like a preview before I start
25 the process.

1 (b3)(10USC§130)(b6): So you don't get to the end and get nuked by--

2 (b3)(10USC§130)(b6): --so then I don't get to the end and there
3 are concerns with--

4 (b3)(10USC§130)(b6): --[indiscernible - crosstalk].

5 (b3)(10USC§130)(b6): Correct. However, like I said, I took over,
6 essentially, two days prior. I've been doing that a lot more
7 with CERTX. Obviously, it's a low light level environment.
8 We're flying nighttime a lot.

9 So post-mishap, after we didn't fly for 48 hours, we
10 kind of came up with a game plan of, hey, we're going to fly
11 daytime only for a couple days. And the same thing, top-down
12 approach. We're going to fly day into night and re-punch
13 people. CERTX, I've essentially been getting crew bearings from
14 PTO, crew chiefs. Essentially, trying to get with (b3)(10USC§130)(b6)
15 before it starts the routing. And then, that's kind of the flow
16 that it's been following.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): I would think that's more of the flow that
19 it's been following since I've been here--

20 (b3)(10USC§130)(b6): Yeah.

21 (b3)(10USC§130)(b6): --if some crew chief's--or if some schedulers
22 are saying they kind of go to everyone--

23 (b3)(10USC§130)(b6): Actually, the PTO told me that the schedule
24 writer described the process I talked about at the beginning.

25 (b3)(10USC§130)(b6): All right.

1 (b3)(10USC§130)(b6): And the PTO is the one that made me question
2 that.

3 (b3)(10USC§130)(b6): I mean, I can see arguing that trying to let
4 everyone look at what's on there, but that's definitely the flow
5 where I sign it first and it goes to--

6 (b3)(10USC§130)(b6): Again, I'm just having to ask so that--like I
7 said, at a certain point, we know that--you know, the process
8 has occurred and everything like that.

9 That's the last question that I have, personally.
10 Just a couple things that I will tell you, having sat here and
11 looked at this based off talking to people.

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): I will tell you, this part right here, doesn't
14 seem to be getting a lot of attention. And they seem to just be
15 taking it off the list of whatever was produced for the month
16 without any--and then, they say they change it. Whether they
17 get changes approved or not--

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): --so that someone--all the way including up
20 to, like tower flower which blows my mind. So I would
21 definitely say, keep an eye on them on this area going forward,
22 in terms of general safety for everybody.

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): So that people don't end up doing something in
25 a way that--because they don't seem to be cross-checking either.

1 The other, then is for the enlisted crews. I would make sure
2 that somebody O-wise is backing up (b3)(10USC§130)(b6) and
3 checking--even if, you know, a lot of what's mentioned is just
4 use of M-Sharp. Okay, even in M-Sharp, though, there's things
5 that might clue people into, why--

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): --it might not be as tight there. And then,
8 that's it. Just along those lines, that's pretty much the big
9 one.

10 And then, the other thing is, depending on a different
11 schedule writer for a different day, sometimes they don't appear
12 to be going back to catching things from the, hey, this guy's--

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): --this guy can't do this because he's got--
15 he's flying until midnight, and the other things. So just make
16 sure that, you know, they should, doesn't necessarily. And
17 then, where was the one that was--yes.

18 I--you know me. We've known each other for a long
19 time, I have a hell of a sense of humor. That MV-22EP, within a
20 couple of days of a mishap, would cause you to go--that's not a
21 real MV-22EP and it made it to the flight schedule and the
22 flight schedule got signed. And so then, it just, kind of, adds
23 to the questions I find myself saying. So I would say, hey, I'm
24 all for that; but, at the same time, it's probably not. Because
25 in this case, everybody didn't look at it and that got snuck

1 through. I've also been told that (b3)(10USC§130)(b6) is the one
2 who added that in there. So you know, it's kind of unfortunate
3 but at the same time, it's kind of, like they snuck one in. And
4 just going forward--

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): And I say all that last bit there is more,
7 just, hey, for--you know, safety of the normal part of the--for
8 the last part of the float and everything like that so everybody
9 goes forward. And just areas--you know, hey, these are these--
10 some improves that we can do.

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): Any questions for us?

13 (b3)(10USC§130)(b6): No.

14 (b3)(10USC§130)(b6): Here's what I'm going to do. I'll have you
15 stand up, I'm going to swear the statement is the truth, and
16 then (b3)(10USC§130)(b6) has a few things for you.

17 All right. Can you raise your right hand?

18 [The witness did as directed.]

19 (b3)(10USC§130)(b6): Do you swear or affirm that the statement
20 you've provided is true to the best of your knowledge, so help
21 you God?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): Thank you, sir. I'm going to ask
24 that you not discuss your statement with anybody else. If
25 people ask you what we asked you--or, you know, what you guys

1 talked about, just advise them that a judge advocate has told
2 you not to discuss your testimony. If they have questions, they
3 can relay them to the Investigating Officer, (b3)(10USC§130)(b6).

4 Do you understand all that?

5 (b3)(10USC§130)(b6): Yes.

6 (b3)(10USC§130)(b6) All right. Good-to-go. This
7 interview is terminated. The time on deck is 1048.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

21 September 2017

Location: Not provided

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6): This is (b3)(10USC§130)(b6), the assistant
2 investigating officer. The time is 0955 on 21 September 2017.
3 I'm joined by (b3)(10USC§130)(b6) the investigating officer and (b3)(10USC§130)(b6)
4 (b3)(10USC§130)(b6), the operations officer for Battery Landing
5 Team 3/5.

6 Prior to coming on the record, I advised (b3)(10USC§130)(b6)
7 (b3)(10USC§130)(b6) of his rights and of course with the Privacy Act and he
8 agreed to make a statement.

9 Sir.

10 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), thanks for coming this
11 morning. Appreciate you taking the time to come see us.

12 Could you tell me how long you've been in the Marine
13 Corps?

14 (b3)(10USC§130)(b6): Yes, sir. So I've been in the Marine Corps
15 for 11 years in June.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): And in that time, after graduating OCS and
18 TDS and IOC, I reported to 2d Battalion, 8th Marines at which I
19 conducted one deployment to Ramadi, Iraq, in 2007/2008, as a
20 rifle platoon commander; and then a deployment to Garmsir,
21 Afghanistan, in 2009, as the 81 millimeter platoon commander.

22 My B billet time I spent at the Marine Corps
23 Warfighting Lab in Quantico, Virginia. During that time, I was
24 a project lead on a DARPA project consisting of tactical level
25 situational awareness tools as well as the assistant project

1 lead on two live-fire battalion level experiments out in
2 Twentynine Palms dealing with artillery and mortar integration,
3 clearance, and FSCC procedures down to the company level. I am
4 a MCCC graduate.

5 And then reported to 3d Battalion, 5th Marines in
6 December of 2013. Did one deployment to Okinawa as part of the
7 31st MEU as the HNS company commander in 2014. And then a
8 deployment to Okinawa as a UDP Battalion--as a rifle company
9 commander and assistant operations officer at the end of the
10 deployment. And then, in May of 2016, took over as the
11 operations officer for 3/5. So I've been the operations officer
12 for 3/5 since May of 2016. So it would put me at 18 months here
13 come December.

14 (b3)(10USC§130)(b6): Cool. Area in your MOS?

15 (b3)(10USC§130)(b6): I am an infantry officer by trade so a 302
16 and then an operations and tactics instructor as well.

17 (b3)(10USC§130)(b6): Okay. OTI.

18 (b3)(10USC§130)(b6): That's right. As well as a WTI grad.

19 (b3)(10USC§130)(b6): Awesome. All right. Obviously, you have a
20 lot of experience around both battalions obviously combat,
21 peacetime, as well as sort of how they--training, along those
22 lines and you've been in the job for quite a while so you have a
23 lot of experience with 3/5.

24 Can you talk to me a little bit about sort of the PTP
25 that 3/5 underwent there--it is my understanding is they are

1 sort of an experimental battalion at least in terms of what
2 they're--some of the things they are doing. So they're a PTP.
3 Can you talk to me about that just so that helps anybody that
4 doesn't understand what--

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): How y'all are different from a normal
7 battalion that's been formed.

8 (b3)(10USC§130)(b6): Yes, sir. In May of 2016, Headquarters,
9 Marine Corps designated 3/5 as the experimental battalion for
10 the Marine Corps. Facilitating technology as well as manning
11 and training experimentation for Marine Corps Operating Concept
12 2025 with an experimentation pathway of that being named Sea
13 Dragon 2025.

14 So, from May until August of 2016, Kilo Company, which
15 is our Helo company, verbal assault company, conducted the MAGTC
16 integrated experiment out in Twentynine Palms, which consisted
17 of a TO rifle company plused up by approximately 60 organic
18 Marines and then an additional 120 to 200 enablers coming from
19 across the MAGTF. In conjunction with that, the rest of the
20 battalion did RIMPAC Southern California. So the first
21 integration of RIMPAC in which one of my--of our rifle
22 companies, India Company, the MEC company, conducted a month and
23 a half of bilateral training or trilateral training with
24 Canadians, Mexicans and Chileans. And that consisted of

1 amphibious operations, mechanized operations, and limited air-
2 vertical assault operations on Camp Pendleton.

3 We did a change of command in August of 2016 in which
4 (b3)(10USC§130)(b6) turned over with (b3)(10USC§130)(b6)
5 (b3)(10USC§130), the current battalion commander, and did one--as it was
6 two battalion FTXs before conducting integrated training
7 exercise out at MAGTF-TC 29 Palms in October through the end of
8 November 2016.

9 In December, two weeks after the completion of ITX, we
10 participated in 1st Marine Division's Steel Knight Exercise
11 executing a battalion-sized 700--approximately 700 Marines and
12 Sailors air assault from Camp Pendleton to Yuma Proving Grounds.
13 All live force total--total forces on the deck that were
14 inserted via air was 700 Marines. And then we did post-
15 deployment--or holiday-leave period/ITX leave and then conducted
16 another battalion FTX in January. And then R2P2 training at
17 EWTG-Pac in February. March was EOTG Raids packages for
18 vertical assault company, small boat company, and MEC company as
19 well as CAT conducting TRAP training and several other EOTGs
20 with special skills. Of course, the end of March was our Marine
21 Corps Combat Readiness evaluation, which was 11-day execution, a
22 total of 15 days, including the planning that took place on Camp
23 Pendleton.

24 And then, immediately following that, we executed pre-
25 deployment leave with the main body arriving in Okinawa in the

1 middle of May of 2017. Embarked on ship the first week of June.
2 So we had about three weeks of Okinawa before getting on ship
3 and floating down to Australia for operations.

4 During transit down, we did MEU-X, which was MEU
5 internal planning process. So I think it was four or five R2P2
6 cycles with extended timelines to facilitate integration and
7 learning as well as the standing mission briefs that would
8 support the three months of training and contingency
9 preparations down into the vicinity of Australia. We did a full
10 mission rehearsal in the beginning of July in preparation of
11 Talisman Sabre and that took place up in Townsville, Australia.
12 And then executed Talisman Sabre the middle of July through the
13 end of July, which consisted of vertical assault--initial
14 vertical assault, initial small boats raid, and an initial
15 mechanized raid followed by the--a portion of the EDFS platoon
16 from the Golf Battery doing a vertical insert to an airfield.
17 And then the Howitzer platoon conducting ship to shore
18 connectors to Townsend Island for 10 days of live fire in
19 conjunction with TACP shoot. We headed to Australia and USMC
20 and U.S. Air Force aircraft taking part in that as well as
21 surface fires from Australians and New Zealanders there.

22 And then we did a liberty period and came back and
23 began to execute AIT. It was about 72 hours after the ARC had
24 reconstituted after port calls. And AIT consisted of the--an OP
25 IV [ph] insert of the EDFS platoon to support the MEU's training

1 objectives and then an insert of the IV Command Element to do
2 initially liaisons within an embassy reinforcement scenario.
3 And then the insert of the Howitzer platoon via air to provide
4 the security in embassy reinforcement.

5 And then, after that, we did another boat raid and
6 another air--or another air raid--or airfield seizure in
7 conjunction with that. Or planned airfield seizure. It was
8 never executed.

9 (b3)(10USC§130)(b6): Okay. Can you talk to me about--based off of
10 your previous deployments and your previous experience, what
11 were the biggest differences between your previous preparations
12 for the deployment and what 3/5 did in terms of, you know,
13 before you deployed and everything like that?

14 (b3)(10USC§130)(b6): Yes, sir. So the unique thing about the
15 31st MEU versus all of the other MEUs in the Marine Corps is the
16 BLT doesn't receive attachments until we get on deck. So, from
17 an UDP standpoint, that was a standard experience for me since
18 being in the battalion was working with our adjacent units, but
19 not having tasking ability for the supporting elements that
20 would be coming to us until we actually get on deck.

21 This deployment in particular was unique just due to
22 the timeline we had once on deck in Okinawa. Very short.
23 Usually the patrol schedule facilitates a RUDX [ph], an air op,
24 and a MEUX taking place on Okinawa, prior to the embarkation and

1 sailing of the ARC, whether they do AIT here or off-site like
2 was the situation with this.

3 I think--and aside just from the experimental factor
4 of having some MRAAS [ph], there's [indiscernible] MRAAS.
5 There's much larger companies, and then the work up wise just
6 having a very robust PTP with respect to things we were being
7 told to do. Not things we necessary put on our plate to begin
8 with. That was to facilitate good training as well as
9 opportunities to take a look at certain aspects of the Sea
10 Dragon experiment.

11 (b3)(10USC§130)(b6): So then, as far as your attachments, do you
12 know--do you recall back when the attachments were identified
13 that were going to go with you on this particular deployment?

14 (b3)(10USC§130)(b6): They were identified far in advance.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): The 1st Marine Division's playbook has X
17 Company, X platoon identified at least a year in advance. Now,
18 that can change based upon other tasking as well as the
19 personnel turnover between the time that, you know, if I'm
20 getting Golf Battery 2/11, I know that I am getting Golf Battery
21 2/11, but between the time I know that and the time that they
22 actually chop to us, they usually have upwards of 50 percent
23 rotation rate or new Marines coming in or old Marines leaving.
24 The battery commander, in particular, for this one I think he
25 took over the battery about two months before he deployed.

1 (b3)(10USC§130)(b6): Is that a normal stabilization period for a
2 UDP?

3 (b3)(10USC§130)(b6): So the unit being identified is normal. I
4 can't speak to across the board, the Division, what the
5 stabilization cycle is or the manning cycle. I know that, in
6 particular for 11th Marines, just officer retention and having
7 leaders in place for a good amount of time has been a perpetual
8 issue for at least as long as I have been in Division so four
9 years.

10 (b3)(10USC§130)(b6): Did the corps battalion have a certain
11 stabilization period four months prior to going to Okinawa, six?

12 (b3)(10USC§130)(b6): So we had an initial stabilization period in
13 January. So that's, in reality, about four months prior to--
14 with weekends and liberty periods and all the other stuff. But
15 the unique part about us was the mandate was to get as close to
16 100 percent TO from both the corps battalion as well as the
17 attachments before we deployed. So between January and
18 February, we had a good number of Marines--

19 (b3)(10USC§130)(b6): That joined [indiscernible-crosstalk]--

20 (b3)(10USC§130)(b6): Yes, sir. And a lot of those were pulled
21 from other battalions or across the division and basically
22 incentivized saying, "Hey, if you are willing to extend your
23 contract to make another deployment, you're going to go with
24 3/5," which paid off, but again, it's getting the Marines in
25 time to--

1 (b3)(10USC§130)(b6): Do stuff with them?

2 (b3)(10USC§130)(b6): --train them. Yes, sir.

3 (b3)(10USC§130)(b6): Okay. But as far--and I've talked to you
4 before just that the attachments so--the challenge is you don't
5 have any tasking authority over the attachments that are coming
6 to you. You can suggest, you can recommend what trainings they
7 do, other things like that. But you--do you know what I mean
8 like you--you are 3d Battalion, 5th Marines until say Golf
9 Battery 2/11 chops to you or whatever other attachments you
10 have?

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): It's more of a, "Hey, you. This is what you
13 should do," and then they get to--

14 (b3)(10USC§130)(b6): Yes, sir. And from an electronic records
15 checking, whether it is BSOs and all that other stuff, we don't--
16 -we can't access their MCTIMS training jackets. You know, from
17 a total force standpoint, you know, my S-1 can't check to see if
18 all of them have government travel cards or--when we receive
19 that units, it's--aside from just good liaison, which we have.
20 We have a good relationship.

21 (b3)(10USC§130)(b6): I am not implying you don't, but you know what
22 I mean?

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): You know part of the thing about an
25 investigation like this is where you see things that are sort of

1 the gaps and seams that naturally occur out there in the world,
2 but then you start to go, "Ah, the way we as a Marine Corps,"
3 and I'm being--big Marine Corps does business sometimes--

4 (b3)(10USC§130)(b6): Yes, sir.

5 (b3)(10USC§130)(b6): --doesn't necessarily help us all. You know
6 what I mean? Like you just mentioned a minute ago, if 2/11 knew
7 a long time out they were going to be part of BLT 3/5 on that
8 particular deployment, "Hey, Big Marine Corps, wouldn't it make
9 sense if the gaining battalion gets to know how they're sitting
10 so that they know like--in this case, they join you relatively
11 late or you show up in Okinawa and you've only got three weeks
12 until jumping on the boat and now it's like, "Holy shit. We've
13 got these guys and by the way--there's an investigation in this
14 thing and swim qual is a kind of thing, but, "Hey, I've got guys
15 who've never done X training or Y training or things that we
16 have to do before now."

17 (b3)(10USC§130)(b6): Yes, sir. I just put in a rifle range
18 waiver for battery guys, engineers.

19 (b3)(10USC§130)(b6): Right.

20 (b3)(10USC§130)(b6): BLT--or battalion organic Marines. There's
21 a lot of things that, you know, we do sinks in the division and
22 regiment and training slides are received and acknowledged and
23 gaps are known, but at the end of the day, how we do business or
24 our pathway to get PTP complete might be different than other

1 units. And they have TNR standards and metrics that they're
2 having to meet along the way to be proficient.

3 (b3)(10USC§130)(b6): Right. And exactly, you see where an
4 artillery battalion's focus might be different than what the
5 3/5's focus is as they're each going through their training
6 cycles doing their things.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): And when they're making decisions, "Well, this
9 is what's good for the artillery battalion at large." And I'm
10 not poking. I'm just saying that's something that we've
11 observed here is that it's kind of hard for the gaining unit to
12 go, "I can't look at who's coming--I mean, I have a rough idea.
13 I mean, I can call and they might give me a roster--

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): --but I can't go in and, you know, trust--or
16 verify. I don't personally trust but verify.

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): Now, they're on ours and you go, "Interesting.
19 We need to work on this. We need to get this done. I've got
20 these other challenges," that are now on your plate.

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): That's kind of the training challenges
23 associated with attachments. How about just training challenges
24 associated with 31st MEU, based off of this particular
25 iteration? Were there any, you know, you mentioned a little

1 while ago sort of the non-standard that usually a spring or fall
2 patrol--in this case, the fall patrol started in June.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): You know what I mean? And that happens
5 roughly every other year when there is a Talisman Sabre
6 typically because it moves forward the timeline. So what were
7 the--can you talk to me about some of the associated training
8 challenges from your perspective as the BLT OPS-O [ph] of, "Hey
9 ordinarily--like you mentioned just a moment ago, "I would have
10 the opportunity to do all of this type of stuff before I go do
11 that." Do you know what I mean?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): And I think the biggest thing is just the
15 storming and norming period that usually takes six months for a
16 west coast MEU or an east coast MEU was consolidated to three
17 weeks of you're in Okinawa and in that three-week period,
18 operations are also focused on making sure the embark EDL is
19 correct and I've got enough drivers that have done their road
20 miles on Okinawa to get their SOFA stamp so that they can drive
21 all of my Humvees to White Beach. And then from an SOP
22 standpoint and just the implicit communication between higher
23 headquarters and MSCs, really had to get worked out while we
24 were doing things. MEUX 1 was a good--

1 (b3)(10USC§130)(b6): And it's interesting you would say that. And
2 the thing is I would personally put air quotes around the idea
3 of SOP when you get there and you're like--to say something is
4 SOP when you haven't really--

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6) We haven't done operating procedures. Let
7 alone standardized what operating procedures are.

8 (b3)(10USC§130)(b6): Yes, sir.

9 (b3)(10USC§130)(b6): You know just what it's worth, but I get you
10 on the implicit communication.

11 (b3)(10USC§130)(b6): Yes, sir. No opportunity--and the whole
12 team worked hard at it, the whole--no opportunity to--we got the
13 SMARTbook back in January and we worked our way through that.
14 That's what we used for our R2P2 planning down at EWTG-Pac. And
15 then, when we had arrived here, they had done their revision of
16 the previous SMARTbook, based upon the last patrol, which had
17 just ended.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): Which had adjusted some small things. And
20 there wasn't enough--it's asking if the way that they did it the
21 last time is the way that they are doing it right now versus
22 what it says in the new SMARTbook and kind of finding our way
23 through that was--there is definitely some friction involved
24 just with respect to timelines still being--attempted to being
25 adhered to and trying to use what should be a six-month process

1 of a MEU MAGTF working their way through their SMARTbooks and
2 their MSC operating procedures and melding those things. Kind
3 of using--

4 (b3)(10USC§130)(b6): Opportunities to actually execute with them so
5 that you can see what they--what works, what doesn't work, "Hey,
6 we've got rubs here."

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): "Oh, we did this differently in a different
9 location," kind of--

10 (b3)(10USC§130)(b6): Yes, sir. And getting to know the
11 commanders as well.

12 (b3)(10USC§130)(b6): Yep.

13 (b3)(10USC§130)(b6): You know what is the commander's expectation
14 for X, Y, and Z?

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): And in understanding that who is supposed to
17 be filling what gaps or who is supposed to be briefing what from
18 past iterations. You know the ACE was brand-new. We were brand
19 new. The MEU was gapped a 3A at the time with (b3)(10USC§130)(b6)
20 stepping up and doing a fine job at it, but from a staffing
21 standpoint, even at the command element side of the house not
22 necessarily having a full deck of cards to play with as a driver
23 of the integration of the training as well as the execution of
24 events.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): Starting to narrow down a little bit more
3 narrowly towards the on like the training sort of part of like
4 the Golf Battery specifically. So Golf Battery gets attached to
5 you guys mid-May when you guys all arrive.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): You get your first look at that unit. How did
8 they rate compared to any other artillery battery that would be
9 attached to a BLT? You know what I mean? Was there anything
10 that jumped out at you unusual about them or different from--and
11 I say that in the categorization of I already know their
12 challenges in the swim lane, but I'm--

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): Was there anything else about them--did they
15 jump out as unusual? Did they jump out as, "Hey, they're about
16 middle of the road," in terms of how a unit it, or "Holy shit.
17 These guys are awesome and most things--how did them kind of
18 stack when you guys--now, you get to--sort of an arranged
19 wedding. You get to look at the bride. You lift the veil and
20 you're like, "Hey, look she's hot," or--I'm going to have to
21 erase that from the thing by the way.

22 (b3)(10USC§130)(b6): Yes, sir. The 15 second gap. To caveat on
23 my experience with artillery battalions, I've had one--I was a
24 part of another BLT with 3/5 where there was an artillery
25 battalion attached for UDP. It's a pickup game of 12th Marines

1 where they show up at Fuji. We handshake and they shoot some
2 rounds for a week and then they wait for an HSV for a month to
3 get back here. And then ITX--two ITX iterations at sea working
4 with the batteries out there. I'd say that there was nothing
5 that stood out as below average in any standpoint when it came
6 to execution, having enough drivers, all the right
7 certifications. They did--from a manning standpoint, did have
8 some junior Marines in more senior billets, but that's not
9 unusual at all inside of the artillery community or the infantry
10 community. Good initial execution of one test fire range on
11 Okinawa. The EFFS platoon that we got. My mortars and made
12 sure the gear worked. Didn't get an opportunity to test fire
13 the Howitzers just do to Okinawa's range restrictions. And then
14 from a embark standpoint, no issues on timeline with the right
15 people at the right place to facilitate the movement and gear
16 and loading of the gear onto the Green Bay as well as the BHR.

17 (b3)(10USC§130)(b6): Okay. One of the areas that supposedly Golf
18 Battery had specialized training in was the nonlethal training.

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): Can you talk about that a little bit?

21 (b3)(10USC§130)(b6): So that's a PTP requirement for the battery.
22 That's a secondary task that each battery is assigned.

23 (b3)(10USC§130)(b6): And that's for every battery that comes over
24 here for 31st MEU?

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Okay.

2 (b3)(10USC§130)(b6): And so his Howitzer platoon was his primary
3 nonlethal platoon and that's basically built upon the assumption
4 that EFFS--if it is a low kinetic, semi-permissive environment
5 in which fire support would be required during--or might be
6 required, EFFS would be a better option just because of methods
7 of insert as well as visibility if we're going into a country
8 rolling a Howitzer down the street versus rolling a golf cart or
9 landing a golf cart and an aircraft. So his Howitzer platoon
10 was the primary for nonlethal, which is not unusual in one shape
11 or form.

12 (b3)(10USC§130)(b6): Okay. Next, talk the idea of--in terms of--
13 one of the ways that people are categorized is frequent flyers
14 and infrequent flyers.

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): Can you talk to me about your understanding of
17 the categorization of what are frequent flyers and what are
18 infrequent flyers?

19 (b3)(10USC§130)(b6): Yes, sir. So, based upon the Mark IV-Pac
20 order and then 1 MEF's PTP guidance, basically people that fall
21 under the frequent flyer category are those that--their primary
22 insert platform would be via tiltrotor or rotor wing and then
23 staff or enablers that would be required to cross deck for
24 planning supervision or to fix items that might need fixing. So

1 that's heavy from a battalion standpoint on Comm Chiefs and
2 technicians.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): For the rest, the way that the order reads
5 is then those that could possibly--or non-frequent flyer wise
6 would be those that--they might be the alternate for a mission.
7 So per the MEU's designation, small boat company, Lima Company,
8 was the alternate Helo company. And then, outside of that,
9 frequent anticipated movements over water. So not one and done
10 or the guy's got appendicitis and he needs to fly off the ship,
11 but those that might fall into a role or be required to move
12 frequently between the ARC.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): So how about infrequent?

16 (b3)(10USC§130)(b6): That would be those Marines that might be
17 tasked so Lima Company--

18 (b3)(10USC§130)(b6): Anybody else?

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): And how about training requirements between
21 the two?

22 (b3)(10USC§130)(b6): The training requirements being the MAET so
23 the underwater egress training. So the three portions of that
24 being the respirator half bottle, the SWET chair, and then for
25 those that are frequent flyers, the full dunker.

1 (b3)(10USC§130)(b6): Yep.

2 (b3)(10USC§130)(b6): Yes, sir.

3 (b3)(10USC§130)(b6): And then your infrequent flyers?

4 (b3)(10USC§130)(b6): That would be the half bottle and the SWET
5 chair, sir.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): One of the interesting things and one of the
8 challenges that were noted was when we talked to (b3)(10USC§130)(b6)
9 was there were an X number of Marines in the battalion and there
10 were this number trained and there were this many untrained.

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): So can you talk to me about some of the
13 training challenges from your perspective of just swim in
14 general?

15 (b3)(10USC§130)(b6): It's--

16 (b3)(10USC§130)(b6): Both from prior deployment, here, and outside.

17 (b3)(10USC§130)(b6): Yes, sir. So the population is continuing
18 rotating. It's two-year certification. So there's Marines that
19 might show up to the unit after cross-decking from 2/4 that end
20 up with us that have six months left on his Helo dunker card.
21 Also, back at Camp Pendleton, there's one pool, the 53 Area
22 Pool. They can do--for the full heaves bottle respirator, SWET
23 chair, and full dunker, they can only do 24 Marines a day. And
24 then it's a contracted training evolution so it's not run by
25 Marines and there's frequent times in which they've exceeded

1 their hours or exceed their number of Marines for the month in
2 which a day that would be training is canceled or the pool's
3 chlorine levels fall out so then all of a sudden you can't jump
4 in the pool. So it's really a capacity issue combined with a--
5 having the right people available at the right time to get them
6 there.

7 (b3)(10USC§130)(b6): Okay. So training, you've got so many Marines
8 that you're able to get through training before you depart?

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): You get to Okinawa. There's a pool there.
11 Similar constraints to what you're talking about relative to
12 about so many--only so many through put, contracted, and my the
13 way y'all only have a three-week period. So you guys--at this
14 point, know that you have X number of Marines that are trained
15 and we've got these other Marines that are not trained?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): And then, at that point, basically, you've got
18 what you've got?

19 (b3)(10USC§130)(b6): Yes, sir. And from an adherence to the
20 understanding of the order, we were mission capable, which was--
21 my 81s were--

22 (b3)(10USC§130)(b6): That's what I was going to ask you. So how
23 did y'all triage that knowing that--what's in terms of, you
24 know, the air company is going to be a priority?

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Can you talk me through that?

2 (b3)(10USC§130)(b6): Yes. Kilo Company, the vertical assault
3 company primary for anything requiring air. They were 95
4 percent trained prior to coming to Okinawa. My 81s platoon,
5 which is the primary air trap force was trained--security
6 platoon, which supports the MRF was trained. And then the
7 frequent flyer category, when it came to company staffs and then
8 battalion key leadership or enablers, were trained. So when we
9 got to Okinawa, it was get the remainder of Lima Company, who is
10 the alternate Helo company, trained and then, after that, it was
11 clean up for frequent flyers. So staff members that weren't
12 able to accomplish the training back in the rear. And then,
13 after that, it was, "We have X number of seats. Let's get as
14 many people as we can through this training because A it's good
15 for two years and just because a Marine's in India Company today
16 doesn't mean he's not going to be in Kilo Company for the next
17 deployment."

18 (b3)(10USC§130)(b6): Okay. People that--waivers for people that
19 either don't have training or--you know what I mean? What
20 about--anything about that?

21 (b3)(10USC§130)(b6): We put in the waivers for those that fell
22 into the frequent flyer or possible frequent flyer category to
23 the MEU and that was basically I think a first sergeant and a
24 couple of Marines from each of the companies that would be

1 required--already known that you're going to be flying around
2 the ARC to support missions.

3 (b3)(10USC§130)(b6): Okay. In those conversations, I get it. Like
4 the company first sergeant kind of replace.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): Okay. So maybe a waiver. One of the other
7 Marines, somebody that is going to fly, but doesn't--is on a
8 waiver--can't not train would maybe go to a different place. Is
9 there ever a conversation like that "Hey, we're going to swap
10 this dude out with somebody else or move him from this company
11 to that company"? Then that way he doesn't have that as a
12 primary possible--I know, if I was in Kilo Company and I was one
13 of those people, I would want to stay in Kilo Company because
14 it's my unit--

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): You know my company, my platoon, my squad.
17 But were there any conversations about anything like that?

18 (b3)(10USC§130)(b6): The only conversations would be those that--
19 the only conversations we had with regard to that is we can't
20 swap company specific, but we did move some HNS Marines that
21 were primarily on the BHR and moved them over to Green Bay so
22 that they could do their job--they could support where we were
23 supposed to be running the LFOC without having to move them back
24 and forth every time a radio breaks.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): But when it came down to--we didn't have--we
2 don't have the luxury of--I don't have 10 guys that can do that
3 job. And even replacing a squad leader or a fire team leader at
4 that point in time--yes, somebody can fleet up, but you can't
5 really swap them back and forth all that much.

6 (b3)(10USC§130)(b6): So we understand, frequent flyers and
7 infrequent flyers waivers, looking at it in that vein, you know,
8 you see one--and one of the things is the idea of trained and
9 untrained because hypothetically you could be--I could be a
10 frequent flyer by--according to the rule and still have never
11 had training? Do you know what I mean kind of thing?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): But things aren't sort of been that way. Do
14 you know what I mean? At least as near as I can figure there.
15 Either they're frequent or in the infrequent and maybe they
16 might not be trained, but they can potentially have a waiver,
17 which is not necessarily--it's not wrong. It's the way that the
18 Marine Corps does business right now, but the idea is there is,
19 you know, "Hey, it's okay. These guys are all untrained but
20 they're in the infrequent flyer category--

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): --but they're out on a boat on a ship in the
23 middle of the ocean with the potential that they could end up
24 doing kind of thing. So it's more--I am not directing this
25 necessarily to you. It's more of a big Marine Corps challenge

1 of trained versus, untrained, versus, you know, kind of the way-
2 -because the frequent and infrequent is somewhat nebulous in a
3 certain sense because it allows--it allows the Marine Corps to
4 do certain things that if it had to go with a trained versus
5 untrained that the Marine Corps would not be able to do. It
6 would have to buy another pool so there's not just one 53 Area,
7 you know what I mean, in order to make Marines--allow them
8 enough throughput opportunity to train. Same thing here in
9 Okinawa. There is only one pool. It's up at Hanson that does
10 the training.

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): You know, so we end up with these throughput
13 issues and oh, by the way, we are then able to say, "Well,
14 that's okay because we have--the Marine Corps has--that's an
15 infrequent flyer." And it's okay but the problem is that it
16 also masks some of the trained/untrained issues for some of the
17 people in which case now you guys are in the thick of it, you're
18 in the middle of--down off the coast of Australia, you're about
19 to be in your AIT period and you're trying to figure out who can
20 do what mission and what's the best way to go about your AIT
21 schedule. Do you know what I'm saying?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): Because you have to triage it I'm sure. Can
24 you talk to me about the AIT schedule prior to the mishap? Like
25 when do y'all finally get an idea like, "Hey, here is the AIT

1 schedule that you guys are going--that we as the 31st MEU are
2 going to exercise"?

3 (b3)(10USC§130)(b6): We had been working on it for probably about
4 a month. But the finalized schedule from the MEU being
5 published didn't happen until probably about a week before
6 execution and even at that point, there were some changes in
7 terms of--I was originally planning on having the EDFS platoon
8 at the very end of Talisman Sabre go ashore and stay ashore
9 based upon where the ARC was going to be and if they could get
10 air inserted back in to support OP IV and that changed at the
11 last minute so that they could actually so port call, which was
12 good for them. And then, in terms of the priorities for
13 training, our input was we didn't get to do an embassy
14 reinforcement during Talisman Sabre. We would like to do
15 another boat raid because that's a--we spend a lot of money
16 training Marines to operate of cricks. And then another air
17 assault to prepare for what we knew would be one air assault,
18 whether that's an airfield seizure or a mount mission to support
19 those.

20 (b3)(10USC§130)(b6): For clarification, when you said, "we for
21 about a month prior," who all was involved in the development of
22 AIT? Like just the scheduling and all of the stuff like that.
23 Is it the BLT, the ACE, the MEU? You know what I mean? How was
24 it?

1 (b3)(10USC§130)(b6): The BLT had asked the MEU for the AIT LOI
2 from a planning/execution standpoint and helped drive them to
3 conduct a couple OPTs with as many people in the room that they
4 could gather to at least lay out training priorities and range
5 regulations. And then the final scheduling of it was MEU driven
6 in terms of here's how we want to do this to get the other MSCs
7 involved in terms of meeting TNR tasks that they weren't able to
8 accomplish during Talisman Sabre.

9 (b3)(10USC§130)(b6): So then the MEU published it about roughly
10 about a week prior by your recollection?

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): Okay. The AIT itself, was the AIT driven
13 because you've got to CERTX and right in the period following
14 AIT? The reason I say that is most deployments would have an
15 AIT and CERTX in that six-month period prior to deploying so
16 that was that normal buildup to a deployment.

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): In this case, y'all set sail. You've done a
19 MEUX, you've--which is about as good as you can do relative to
20 the situation and timeframe that you all have. And then y'all
21 roll into Talisman Sabre, which is the no shit big exercise for
22 this--the whole purpose for sailing, if you will.

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): And then now, we do AIT. So I'm kind of like-
25 -and then CERTX falls afterwards, which is not your call, but

1 it's just kind of an unusual arrangement of the ordering of the
2 way that people do training. So I was just kind of wondering
3 did we--well, was it just done because we've got to do an AIT
4 before we do a CERTX kind of thing. Is there any idea of
5 recalling the discussions of like that? Like, "Hey, this is
6 stupid. Why are we even doing an AIT and a CERTX at this point
7 following all of this stuff because now we--I'm sure people want
8 to train and do some stuff like, "Hey, we're going to be out
9 here anyway so we might as well fill the--but I'm just trying to
10 understand how the schedule, everything was sort of developed to
11 do--"Hey, these things are now going to naturally occur after
12 what was already the big--supposedly the big exercise, the
13 reason for going down to Australia period?

14 (b3)(10USC§130)(b6): I can't speak knowledge of any of that, sir.
15 I just know from a scheduling standpoint the AIT, CERTX had been
16 on the known events for us--

17 (b3)(10USC§130)(b6): For a long--

18 (b3)(10USC§130)(b6): Yes, since January.

19 (b3)(10USC§130)(b6): It was we are going to go on leave, we're
20 going to do Talisman Sabre, and then we'll do AIT and we'll do
21 CERTX?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): All right. And then roughly about a week
24 prior--so people know roughly about a week prior to this, "Hey,
25 we're going to do certain missions," and everything like that in

1 which case then--and you're thinking--you're looking at this the
2 way the buildup went kind of we'll have embassy reinforcement,
3 you know, we'll have the RNS insert and that kind of stuff.
4 We'll have embassy reinforcement with the NEO followed by the
5 vertical assault somewhere along, you know, followed by the boat
6 raid, you know, and that kind of thing. As you're looking at
7 that, you go, "Hey, wait a minute. Kilo Company they're our
8 primary air guys, but they can't, you know, they're doing this
9 miss. Lima Company is doing this miss." So then--at what point
10 did y'all kind of settle on you know Golf Battery, no kidding,
11 you're doing the embassy reinforcement? You know that
12 particular mission?

13 (b3)(10USC§130)(b6): Yes, sir. So the MEU CO had said that he
14 wanted embassy reinforcement to be a standing mission brief.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): So that--and he wanted to execute a standing
17 mission brief during AIT with the battery being the primary for
18 that standing mission brief. So from a decision to use what
19 unit, the battery was not fully trained from an
20 execution/supportability standpoint, Kilo Company could not do
21 both missions and the battery aside from this mission would not
22 be involved in AIT or potentially CERTX.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Okay. So then at the point, the decision is,
2 "Hey, at some point, Golf Battery makes sense to do the embassy
3 reinforcement mission." What would Golf Battery's primary means
4 of insertion be for conducting--

5 (b3)(10USC§130)(b6): Their primary was surface.

6 (b3)(10USC§130)(b6): Right.

7 (b3)(10USC§130)(b6): And that was tied to being able to get a
8 robust footprint to whatever the embassy was if the ground lines
9 of communication supported it as well as the positioning of the
10 ship.

11 (b3)(10USC§130)(b6): Okay. In hindsight obviously, they didn't
12 execute surface movement.

13 (b3)(10USC§130)(b6): Correct.

14 (b3)(10USC§130)(b6): At what point did it start to be, "Hey, Golf
15 Battery--the primary means of movement is surface. That's what
16 is sort of--if you say--when did that conversation start that,
17 "Hey, these guys are not going to insert via surface. They are
18 going to insert via air"?

19 (b3)(10USC§130)(b6): I don't recall the exact--choosing an air
20 COA versus a surface COA when that occurred. I know in terms of
21 getting the MEU--the ARC back together and in position to
22 support the timeline for completing AIT, picking up EOTG, and
23 then executing CERTX, which was about, you know, I think a 72-
24 hour period between reset of AIT and begin CERTX. The ships
25 wouldn't be close enough based upon their PIM and maybe--I don't

1 remember if there was a RAZ or not, but there was something in
2 there that basically said we are not going to be able to use the
3 LCUs--LCU is not a viable COA to get battery on deck.

4 (b3)(10USC§130)(b6): Okay. But as far as that, do you recall--
5 anybody from internal to the battalion itself, the BLT, do you
6 remember anybody from Golf Battery saying, "Hey, we've only got--
7 -our primary means of movement is surface and we've only got so
8 many Marines trained on air movements and X number of Marines
9 untrained on air movements kind of thing"? Was there anything
10 internal--

11 (b3)(10USC§130)(b6): I don't recall a conversation about that,
12 sir.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): You know when it came to get on an off
15 helicopters, I don't know how many times they had done that.
16 The battery commander, (b3)(10USC§130)(b6), when going through the
17 planning for this didn't voice any concerns about loading
18 Ospreys, getting into LZs, setting up security--

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): --and baycoing [ph] it or anything like
21 that.

22 (b3)(10USC§130)(b6): All right.

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): So no--as far as you recall, there was never
25 any concerns ever raised about type of--"Hey, this is our

1 primary means of movement or they're primary means of movement
2 is surface versus an air COA"? So then, along those lines, do
3 you recall anyone from the battalion ever telling the MEU
4 itself, "Hey, you've chosen--yeah, we're doing the embassy
5 reinforcement mission, but we've chosen to execute this COA by a
6 non-standard means for this unit to deploy--or to execute the
7 mission"?

8 (b3)(10USC§130)(b6): I had asked to use a surface option purely
9 based upon being able to get more of his battery involved in the
10 mission. The lift restrictions on Osprey movement basically
11 meant that he was going to leave--

12 (b3)(10USC§130)(b6): Because they can only carry so much.

13 (b3)(10USC§130)(b6): Yes, sir. He was going to have to leave
14 upwards of a platoon back.

15 (b3)(10USC§130)(b6): Do you recall who you had that conversation
16 with?

17 (b3)(10USC§130)(b6): It was either (b3)(10USC§130)(b6) or the (b3)(10USC§130)(b6)
18 (b3)(10USC§130)(b6) at the time.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): During the planning.

21 (b3)(10USC§130)(b6): But basically, at some point, we know we're
22 going to do an embassy reinforcement, the boat raid, the air
23 assault. Golf Battery because of the schedule or in terms of
24 aggregating there was not a possibility--the surface movement
25 was not going to work and then--so then we--that's basically--

1 their primary means for that particular mission of being trained
2 for nonlethal made them the best--

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): --option to implement for those--

5 (b3)(10USC§130)(b6): So you brought up blue side [ph], logistical
6 constraints, inability to deploy an LCU. Were there other
7 circumstances that lead you to choose the air option like
8 tactical circumstances that the BLT and MEU command element
9 found beneficial?

10 (b3)(10USC§130)(b6): It was distance from the BLS.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): So based upon vehicle readiness and then
13 transit inside Shoalwater Bay, between the BLS and Raspberry
14 Creek where the embassy was, the time space on that. Basically,
15 there wouldn't be enough time, once everything was racked and
16 stacked to have the battery--the ship get into position to move
17 the battery ashore to then drive--set-up their--conduct their
18 mission set, get back to shore, and get back on ship prior to
19 the next evolution.

20 (b3)(10USC§130)(b6): So was that tactical limitation and the time
21 space dilemma the primary driver or the Navy ship's positioning?

22 (b3)(10USC§130)(b6): I would say they are all combined to
23 basically say time space doesn't make this a feasible option.

24 (b3)(10USC§130)(b6): [indiscernible-crosstalk]

1 (b3)(10USC§130)(b6): After looking at where the ships would be,
2 how long it would take them to get to shore--the battery to get
3 to shore and get back, there wasn't--so it's both a blue and a
4 green limitation of amphibious operations.

5 (b3)(10USC§130)(b6): And was the PHIBRON-11 command element
6 involved in that decision-making process with the MEU CO?

7 (b3)(10USC§130)(b6): I am sure they were. I mean, everyone is in
8 the room.

9 (b3)(10USC§130)(b6): As far as a white cell for AIT, just in
10 general, do you know if there was one? And if so, who was a
11 part of it?

12 (b3)(10USC§130)(b6): It was the MEU. I think (b3)(10USC§130)(b6),
13 who is a MEU Fires guy as well as their planner. And then there
14 was a MEU S-4 slice ashore as well.

15 (b3)(10USC§130)(b6): How do you spell his name?

16 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6)

17 (b3)(10USC§130)(b6): No worries. It's close enough.

18 (b3)(10USC§130)(b6): I got it, sir.

19 (b3)(10USC§130)(b6): That's all right.

20 (b3)(10USC§130)(b6): And then we provided--on site, we provided
21 the OP IV as well as OICs and RSOs to facilitate that training
22 event at the site.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): So are you aware at all of a reduction--like
25 in AIT and CERTX like a compression of the two being required at

1 some point from what was previously planned to be executed? And
2 by that, I'm told that the AIT and CERTX were each reduced in
3 training days from what they were originally planned.

4 (b3)(10USC§130)(b6): I'm not aware, sir.

5 (b3)(10USC§130)(b6): Okay.

6 (b3)(10USC§130)(b6): No. I know the schedule moved left and
7 right by a couple of days a couple of times based upon where the
8 ships would be as well as when EOTG was going to show up, when
9 (b3)(10USC§130)(b6) was going to show up. But I am not aware of
10 a compression of anything.

11 (b3)(10USC§130)(b6): Okay. The embassy reinforcement and the NEO
12 missions; two separate missions, but very similar in nature
13 because of those people sort of involved. Any reason why they
14 are done separately like that vice kind of just one big giant
15 kind of--? I mean, like the embassy reinforcement doesn't
16 necessarily have to go with the NEO, but they both seem to be
17 very, very closely linked.

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): Is that a fair categorization? I don't know.

20 (b3)(10USC§130)(b6): The way the schedule is built out would
21 facilitate an escalation of the situation which would drive a
22 non-combatant evacuation operation. The way the 31st MEU has
23 the mission sets laid out, the lead for the embassy
24 reinforcement is the GCE, and the lead for the NEO is the LCE.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): So instead of bringing the ECC in with the
2 embassy reinforcement anticipating a NEO would have to occur in
3 order to get more planning reps and more execution reps for as
4 many of the MSCs as possible, decided to basically separate the
5 two to let the CLB do a NEO that would fall on top of the
6 embassy reinforcement turn in place.

7 (b3)(10USC§130)(b6): Okay.

8 (b3)(10USC§130)(b6): But in theory, an embassy reinforcement
9 could last two years, like in Yemen.

10 (b3)(10USC§130)(b6): Yeah.

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): Do you recall like in the CAT-1 brief, in this
13 case only the embassy reinforcement since that is what Golf
14 Battery was doing was embassy reinforcement, was there ever like
15 no kidding talked about in there in the room with the leaders
16 involved of like, "Hey, these guys--we've chosen a non-standard
17 movement option for the unit that is executing"?

18 (b3)(10USC§130)(b6): I don't remember.

19 (b3)(10USC§130)(b6): Okay. And the reason I ask that is because I
20 went through the slide deck of the missions and things like that
21 looking, and I don't see anything that highlights they're doing
22 something that's different than their--you know what I mean?
23 Trying--

24 (b3)(10USC§130)(b6): I think--so they're doing something
25 different with respect to insert method.

1 (b3)(10USC§130)(b6): Right.

2 (b3)(10USC§130)(b6): So your Phase 1 is different than what is
3 put in a book.

4 (b3)(10USC§130)(b6): Right.

5 (b3)(10USC§130)(b6): But from Phase 2 to Phase 4 of the
6 operation--

7 (b3)(10USC§130)(b6): I just can't go back and look at the brief and
8 get any indication that there was--that there was a--how people
9 voted on which, you know, which COA and all of that.

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): So I was just kind of like--"Hey, boss. I
12 recommend X COA and I recommend it because," you know. In this
13 case, was there any conversation or anything like that because I
14 don't see any--like an ORM saying these guys are--

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): --that's not their primary means or--

17 (b3)(10USC§130)(b6): I don't recall, sir.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): Do you--

20 (b3)(10USC§130)(b6): And then the same thing for the CAT-2 brief,
21 you know, was there anything at that point? As we're going in
22 so that--because I can't see that there's any--it only becomes
23 important in a sense following the mishap because then you end
24 up with the idea of, "Okay, these guys are not doing something
25 that they typically did or were trained to do."

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): So I was wondering if there was any
3 conversation that you were aware of at any point about that?

4 (b3)(10USC§130)(b6): I don't believe so, sir.

5 (b3)(10USC§130)(b6): Internal to the battalion itself?

6 (b3)(10USC§130)(b6): The discussion there was if air is the
7 chosen COA, is that executed from his training continuum with
8 respect to securing LZs, getting on and off aircraft.

9 (b3)(10USC§130)(b6): So it can be done?

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): But as far as you know, there wasn't any
12 conversation of, "Hey, these guys are X number of Marines
13 trained. X number of Marines not trained--"

14 (b3)(10USC§130)(b6): No, sir.

15 (b3)(10USC§130)(b6): "--they are outside of their area"?

16 (b3)(10USC§130)(b6): I don't recall that.

17 (b3)(10USC§130)(b6): Okay.

18 Any other questions or anything? I don't have
19 anything further.

20 [Negative response from remaining investigators.]

21 (b3)(10USC§130)(b6): Any questions or anything of us before we--

22 (b3)(10USC§130)(b6): No, sir. I think, if you need a list of
23 anyone else--I know you're working with (b3)(10USC§130)(b6)
24 [ph] so.

25 (b3)(10USC§130)(b6): Yeah, no worries. That's good.

1 Go ahead.

2 (b3)(10USC§130)(b6) All right. This interview is terminated at
3 time 1050 local.

4 [END OF PAGE]

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

18 August 2017

U.S.S. GREEN BAY

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 18 August 2017 aboard the
2 U.S.S. GREEN BAY. The time on deck is 1217. My name is (b3)(10USC§130)(b6)
3 (b3)(10USC§130)(b6). I am the legal advisor for the JAGMAN
4 Investigation. We are here for the interview of (b3)(10USC§130)(b6)
5 (b3)(10USC§130)(b6); in the presence of the Investigating Officer, (b3)(10USC§130)(b6)
6 (b3)(10USC§130)(b6) the Assistant Investigating Officers, (b3)(10USC§130)(b6) and
7 (b3)(10USC§130)(b6).

8 Prior to coming onto the record, I advised (b3)(10USC§130)(b6)
9 (b3)(10USC§130)(b6) of the completely voluntary nature of participation in
10 the JAGMAN Investigation. He agreed to sit down and speak with
11 us. I handed him a Privacy Act Statement, which he reviewed and
12 signed. I also handed him a warning advisement about statements
13 regarding origin of disease or injury. He looked over the
14 worksheet. He initialed by each paragraph. He desired to make
15 a statement. And he signed that document. I, then, informed
16 him that he's potentially a witness for both the Aviation Mishap
17 Safety Investigation, as well as the JAGMAN Investigation. We
18 went over the different objectives of the two investigations;
19 the reason why procedures vary; the need to preserve the
20 privileged nature of the Aviation Mishap Safety Investigation;
21 and, the fact that neither command, nor administrative action,
22 may alter the privileged character statements provided to the
23 aviation mishap board, and such statements will not be available
24 to the JAGMAN Investigation from any official source.

25 Sir?

1 (b3)(10USC§130)(b6): Thanks, (b3)(10USC§130)(b6), for taking the time
2 to talk to us and stuff like that. We are slowly working to
3 kind of piece together what happened. And basically, the
4 interviews with ya'll are, obviously, more directly affected, is
5 very helpful to doing that.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): I'll start off with a couple of questions that
8 are more just kind of generic in tone. Just kind of finding
9 out, you know, about you; and then, we'll go into some of the
10 questions and stuff like that and any other questions that we've
11 had come up at the end.

12 How long have you been in the Marine Corps?

13 (b3)(10USC§130)(b6): Just over nine years.

14 (b3)(10USC§130)(b6): Okay. And where are you from?

15 (b3)(10USC§130)(b6): Yorktown, Virginia.

16 (b3)(10USC§130)(b6): How long have you been in 2/11?

17 (b3)(10USC§130)(b6): I checked back into 2/11 in December of
18 2016.

19 (b3)(10USC§130)(b6): Okay. From the sounds of that, you've been in
20 2/11 before?

21 (b3)(10USC§130)(b6): I was, as a lieutenant.

22 (b3)(10USC§130)(b6): Do you know what timeframe that was?

23 (b3)(10USC§130)(b6): 2011 to 2012.

24 (b3)(10USC§130)(b6): And what's your MOS?

25 (b3)(10USC§130)(b6): 0802, artillery officer.

1 (b3)(10USC§130)(b6): Going through the sheets and stuff like that,
2 we'll kind of use that as a form flow to, kind of, build into
3 what actually happened.

4 So starting at the beginning. The mission that you
5 were doing out at Raspberry Creek, how did ya'll get out there?

6 (b3)(10USC§130)(b6): I left the U.S.S. GREEN BAY aboard CH-53s.
7 So two total to get our whole mission force into Raspberry
8 Creek.

9 (b3)(10USC§130)(b6): Was that on the 3rd or the 4th?

10 (b3)(10USC§130)(b6): That was on the 4th of August.

11 (b3)(10USC§130)(b6): Before ya'll left the GREEN BAY, do you recall
12 if anybody from GREEN BAY Combat Cargo gave you guys an egress
13 or passenger brief before loading?

14 (b3)(10USC§130)(b6): Nothing from combat cargo; no, sir.

15 (b3)(10USC§130)(b6): Okay. But they, basically, gave you your
16 LPUs?

17 (b3)(10USC§130)(b6): They gave use our LPUs; yes, sir.

18 (b3)(10USC§130)(b6): Did anybody say anything about how to use them
19 or anything like that or do anything?

20 (b3)(10USC§130)(b6): The aircrew for the 53 came off, met us at
21 the ramp--specifically, the first 53 that was on deck that we
22 took, that I was on, explained LPUs and seatbelts.

23 (b3)(10USC§130)(b6): Okay. As far as you were able to put it on--
24 did you put it on, on the aircraft or did you--

25 (b3)(10USC§130)(b6): On the ramp, sir.

1 (b3)(10USC§130)(b6): Okay. At the ramp.

2 (b3)(10USC§130)(b6): We put it on, on the ramp, and then we had
3 some of the other staff NCOs and officers going down the line
4 and verifying the Marines had it on completely on the ramp,
5 prior to getting on the aircraft.

6 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), you said that
7 those were the first of the 53s; was there two 53 flights off?

8 (b3)(10USC§130)(b6): There was. One 53 came in, landed. We
9 loaded; it took off. The second one came in and landed, loaded,
10 took off. And then, we simultaneously insert.

11 (b3)(10USC§130)(b6): So were you on that 53 with some of
12 the people who were on the mishap aircraft, but not all of the
13 people?

14 (b3)(10USC§130)(b6): From memory, I couldn't tell you who was on
15 that first 53.

16 (b3)(10USC§130)(b6): It might not have been the same
17 people who were on the Osprey with you?

18 (b3)(10USC§130)(b6): Correct.

19 (b3)(10USC§130)(b6): Okay. Thank you.

20 (b3)(10USC§130)(b6): The--but, at that point, you basically--at
21 least had a quick on, hey, put it on, on the deck.

22 (b3)(10USC§130)(b6): Yep.

23 (b3)(10USC§130)(b6): Checked the bottle--

24 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): --everything like that, you know, to have it
2 ready.

3 Okay. So you--did any of the aircrew give you guys an
4 egress or passenger brief for 53s?

5 (b3)(10USC§130)(b6): Nothing specifically on egress of the
6 aircraft; no, sir.

7 (b3)(10USC§130)(b6): Okay. Just basically, get on it--

8 (b3)(10USC§130)(b6): Here's your--yes, sir. Here's the LPU,
9 here's how to put it on, and here's how to connect your
10 seatbelts. If you can't figure out how to connect your
11 seatbelts, waive your hands and we'll come over and help you.

12 (b3)(10USC§130)(b6): So at that point, then, you flew out to
13 Raspberry Creek on the 4th of August?

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): And then, do you recall, roughly at what time
16 that section of 53s went out there?

17 (b3)(10USC§130)(b6): We landed, roughly, 1700, sir--

18 (b3)(10USC§130)(b6): Okay, in the evening time.

19 And then you did, roughly, about 24 hours there at
20 Raspberry Creek?

21 (b3)(10USC§130)(b6): We were there just under 24 hours before we
22 extracted.

23 (b3)(10USC§130)(b6): What was the nature of the operation ya'll
24 were doing at Raspberry Creek?

1 (b3)(10USC§130)(b6): Part of AIT, I think it was integration
2 training, it was embassy reinforcement.

3 (b3)(10USC§130)(b6): Okay. And what was the Golf Battery's role
4 in--

5 (b3)(10USC§130)(b6): We were the GCE, so security element for
6 the embassy reinforcement as well as the non-lethal weapons
7 capability.

8 (b3)(10USC§130)(b6): And what was, more specifically, your role out
9 there at Raspberry Creek?

10 (b3)(10USC§130)(b6): As the battery commander, sir?

11 (b3)(10USC§130)(b6): Yeah, exactly.

12 (b3)(10USC§130)(b6): So I was the senior GCE member on the deck,
13 ground combat element member.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): So I worked directly for the command
16 elements for a forward command element, the MEU XO.

17 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) [ph]?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): All right. And so, ya'll were working out
20 there doing your thing. You stayed there for, roughly, 24
21 hours.

22 How much rest--before you went out from the GREEN BAY
23 to Raspberry Creek, how much rest did you get?

24 (b3)(10USC§130)(b6): We did, roughly, 0600 on the 4th. And then
25 from there, we went through a full day of weapons draw and

1 withdraw, prep for combat, PCC, PCI rehearsals all the way up
2 until we got on the aircraft. So Marines are awake from about
3 0600 on the 4th through execution. And then while we executed,
4 our force-cap--or, our boots that we put on the deck was based
5 on securing a single building. We got on deck and the mission
6 expanded to two buildings, bigger perimeter. So our watch
7 rotation and sleep plan changed a little bit based on what we
8 initially planned for. So Marines ended up getting about two
9 hours that night, throughout the night that they weren't on
10 watch. Roughly, it's on average, not everybody was the same.
11 The night of the 4th into the morning of the 5th. Throughout
12 the later morning of the 5th, as we collapsed our defense, some
13 Marines were able to get another hour or so of rest before we
14 extracted.

15 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), how many Marines did you
16 bring in on the 4th? About 60, 70, 80?

17 (b3)(10USC§130)(b6): It was--I'm trying to do the math because
18 we--the day prior, we inserted seven of our Marines early, plus
19 the six snipers that were attached to us. I think, 65, roughly.

20 (b3)(10USC§130)(b6): 65 total in, between the 3rd and the 4th?

21 (b3)(10USC§130)(b6): Yes, sir; 68.

22 (b3)(10USC§130)(b6): 68?

23 (b3)(10USC§130)(b6): Yeah, it's from memory. I think it's 68--
24 was total.

25 (b3)(10USC§130)(b6): And that 68 had to come out on the 5th?

1 (b3)(10USC§130)(b6): Correct; yes, sir.

2 (b3)(10USC§130)(b6): So ya'll were there. You did your op. How
3 much rest did you get the night before going on the op?

4 (b3)(10USC§130)(b6): A normal night is probably about six hours
5 sleep.

6 (b3)(10USC§130)(b6): Okay. And is that average for you?

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): So you felt about--I guess, I won't say
9 rested, but about average rested for whatever it is--

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): --you know, for that--being on deployment and
12 executing ops as a company--a battery commander?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): All right. So then, you did the op. At a
15 certain point, the op is finished. Ya'll are, kind of,
16 collapsing down from what--and moving to an extract site?

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): Can you talk to me about that part of how it
19 was decided who was--that--how were the sticks broken up? Was
20 it any particular--

21 (b3)(10USC§130)(b6): So that morning, we received through the
22 forward command element the air plan for backload. And in that,
23 we were initially planned to be extracted via three MV-22s; that
24 was the first plan. So we broke up those into three different
25 sticks. My XO took care of that, broke up into three different

1 sticks. By the time we moved to the LZ, that had changed to--an
2 update from the BHR over satcom to us in the LZ that we would be
3 taking two 53s.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): So we started to build a plan for two 53s.
6 Comes to find out, the two 53s that came to pick us up showed up
7 in the zone, told us they were only allowed to fly back to the
8 BHR; so they were not able to take us to the GREEN BAY or take
9 us--or take the CLB that was still there on the deck to the
10 ASHLAND. So the two 53s left empty.

11 And then, so we stood by. The MV-22s came back, so we
12 re-set up for three sticks of MV-22s.

13 (b3)(10USC§130)(b6): Okay. So you're back to--was it the original
14 plan that you went back to?

15 (b3)(10USC§130)(b6): It was.

16 (b3)(10USC§130)(b6): And so the sticks of--what were there 26 or
17 21? I know ya'll had, roughly, 21--

18 (b3)(10USC§130)(b6): Yes, sir; I know my XO had broken up,

19 (b3)(10USC§130)(b6) [ph], but mine had 21 on it. The--

20 (b3)(10USC§130)(b6): Were ya'll the first stick? The second stick?
21 The third stick in terms of what ya'll considered yourself?

22 (b3)(10USC§130)(b6): I was the second stick.

23 (b3)(10USC§130)(b6): Okay. And I ask, obviously because--since
24 you're in the leadership position, you're able to tell me--the

1 reason I ask these questions, a lot of the other Marines, they
2 don't know.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): So that's the reason. So you were in the
5 second stick of 21. And do you recall what the other two
6 sticks, were they--how many were in either of those two?

7 (b3)(10USC§130)(b6): I think the other two sticks had 22.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): They would have had sixty--

10 (b3)(10USC§130)(b6): 65?

11 (b3)(10USC§130)(b6): --would have had 65 leaving, plus--math's
12 not adding up in my head right now, but there was--the six
13 snipers did not come back with us. They left and went straight
14 back to the BHR.

15 (b3)(10USC§130)(b6): Okay. So we'll put you at 62, I would say, if
16 you were including in the 68 the six snipers. So then, that
17 would be, roughly 62?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): All right. So that puts, roughly, at that
20 point, two sticks of 21 and one stick of 20 maybe?

21 (b3)(10USC§130)(b6): Potentially, I'm not positive; yes, sir.

22 (b3)(10USC§130)(b6): Okay. And I'm not good at math. I was a
23 political science major so leave it right there in terms of
24 mathematics.

1 So then--but your guys were, roughly, the second stick
2 of 21.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): And then, you went out and got on the first,
5 second, or the third aircraft?

6 (b3)(10USC§130)(b6): So the first stick left out in front of us.
7 They walked to the far-forward left aircraft--

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): --from where we were standing at the MACO
10 gate. I was the second stick. I walked to the far right
11 aircraft. That will a little closer to us; Aircraft 13. And
12 then the aircraft that was in the middle of the LZ, from our
13 prospective was 00. And that was where the third stick walked
14 out to.

15 (b3)(10USC§130)(b6): And stick three was on 00?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): Okay. So ya'll are in the zone and everything
18 like that. Was there anybody there before the aircraft arrived
19 to do, like, a passenger and egress brief with any of you guys
20 or anything like that?

21 (b3)(10USC§130)(b6): There was not.

22 (b3)(10USC§130)(b6): So then the aircraft come and land in the zone
23 in the manner in which you talk about?

24 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Did anybody get you guys from the MACO gate,
2 or did you guys leave the MACO gate and go to them?

3 (b3)(10USC§130)(b6): No, sir, we waited at the MACO gate until,
4 basically, the crew chiefs--we saw the crew chiefs at the ramp.
5 And they stand there--stood there and stared at us from the
6 ramp, so we began to make out way out and they waived us into
7 the ramp.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): Nobody--none of the crew chiefs left the
10 ramp area.

11 (b3)(10USC§130)(b6): Okay. So you guys went to there. And then,
12 so your LPUs that you guys had for this particular flight; how
13 did you guys get those?

14 (b3)(10USC§130)(b6): They were in the seats of the MV-22 as we
15 boarded. So there's one LPU in each seat.

16 (b3)(10USC§130)(b6): So the LPUs were in the seats that you went
17 in. Now, were you stick leader or was another Marine assigned
18 as the stick leader?

19 (b3)(10USC§130)(b6): I was.

20 (b3)(10USC§130)(b6): So you're the stick leader. So you went in
21 and--we'll talk about this a little bit later, but looking at
22 the ramp forward, which side of the aircraft were you sitting
23 on?

24 (b3)(10USC§130)(b6): The right.

1 (b3)(10USC§130)(b6): The right side, and then were you in the
2 farthest right-forward seat?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): If you look at--and this will help us as we go
5 through this talking about it. If you look at the diagram that
6 we have there.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): I'm assuming you were in that farthest forward
9 black dot seat?

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): In that configuration of the aircraft that you
12 sat in that day, was there a seat across from you or anything
13 directly across from you? Like, in this diagram that we have
14 here, there's not a seat there, it's just a space.

15 (b3)(10USC§130)(b6): Correct, sir. There was nobody directly--
16 the only person was right to my left, just--

17 (b3)(10USC§130)(b6): Slightly left, kind of as depicted in here?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): Do you recall what was directly across from
20 you, if there was anything? What color was anything you
21 mentioned or noticed?

22 (b3)(10USC§130)(b6): I'm not positive if it was on this aircraft
23 or if it was on the CH-53, if there was one of the yellow life
24 rafts strapped in. I'm not positive, though, that on this
25 aircraft that's what was there. I do know that as we got onto

1 the aircraft, there was already something cargo strapped to the
2 floor. There was some kind of cargo on the deck right in front
3 of us.

4 (b3)(10USC§130)(b6): Okay. All right. So then, you've come in the
5 far-forward on the right side--far-forward right seat. And
6 there's an LPU there for you?

7 (b3)(10USC§130)(b6): There is.

8 (b3)(10USC§130)(b6): Okay. And so, then you commenced putting it
9 on?

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): Now, you guys were wearing full battle-rattle,
12 Kevlar, body armor with SAPI plates?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): Front, back, side?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): My understanding, from talking to some others,
17 gas masks?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): IFAK kit, other things along those lines.

20 (b3)(10USC§130)(b6): Yes, sir.

21 (b3)(10USC§130)(b6): So you had a full complement of gear.

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): What other gear did you bring on board with
24 you?

1 (b3)(10USC§130)(b6): Personally, I only had my kit and assault
2 pack and weapon.

3 (b3)(10USC§130)(b6): So then you commence putting on LPU.

4 (b3)(10USC§130)(b6): So I got on, dropped my assault pack at my
5 feet, leaned my weapon in my seat. And then put my LPU on over
6 my Kevlar, and then wrapped the waist band around my waist.

7 (b3)(10USC§130)(b6): Clipped it?

8 (b3)(10USC§130)(b6): Yes, sir.

9 (b3)(10USC§130)(b6): Did you zip up the LPU?

10 (b3)(10USC§130)(b6): I did.

11 (b3)(10USC§130)(b6): Did you leave the little HABD bottle--you now,
12 the mouthpiece down here [indicating] or did you stick it up on
13 your--

14 (b3)(10USC§130)(b6): No, I threaded it up and had it up near my
15 chest.

16 (b3)(10USC§130)(b6): So you had it over here [indicating]?

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): Do you recall checking the bottle and seeing
19 how much air was in yours?

20 (b3)(10USC§130)(b6): I did.

21 (b3)(10USC§130)(b6): Did you know how much air was in yours?

22 (b3)(10USC§130)(b6): Three bars.

23 (b3)(10USC§130)(b6): So yours was, roughly, full or up by the green
24 or in the green?

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Okay. And it was turned on?

2 (b3)(10USC§130)(b6): It was, sir.

3 (b3)(10USC§130)(b6): Okay. So then you felt pretty confident that,
4 hey, you got--I've got my LPU set up and everything good.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): And you had a question?

7 (b3)(10USC§130)(b6): Yeah. How much do you weigh, just slick?

8 (b3)(10USC§130)(b6): Slick, 180 pounds.

9 (b3)(10USC§130)(b6) 180. With just your--like, your Kevlar and
10 whatever else you had on you, not including your assault pack,
11 how much do you think you weighed?

12 (b3)(10USC§130)(b6): Probably, add 30 pounds to that.

13 (b3)(10USC§130)(b6): Just 30 pounds?

14 (b3)(10USC§130)(b6): Thirty; I'm assuming, plates--

15 (b3)(10USC§130)(b6): Plate carrier and plates--

16 (b3)(10USC§130)(b6): Plate carrier and Kevlar--30 to 40 pounds.

17 (b3)(10USC§130)(b6): Did you have a CamelPak on your back?

18 (b3)(10USC§130)(b6): I did actually and it was full of water.

19 (b3)(10USC§130)(b6): Was it full? Okay. Magazines?

20 (b3)(10USC§130)(b6): I had magazines. I had 60 rounds on me.

21 (b3)(10USC§130)(b6): Okay.

22 (b3)(10USC§130)(b6): Is that pretty common to what most people
23 would be carrying?

24 (b3)(10USC§130)(b6): For this, I think we loaded out anywhere
25 between 60 and 120, based on the ammo we drew.

1 (b3)(10USC§130)(b6): They're blank?

2 (b3)(10USC§130)(b6): Correct; it's all blanks.

3 (b3)(10USC§130)(b6): Okay. Any other gear attached to you or just
4 your gas mask?

5 (b3)(10USC§130)(b6): Yeah, just gas mask.

6 (b3)(10USC§130)(b6): Did you have a side arm on you?

7 (b3)(10USC§130)(b6): No, no side arm.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): What about your biggest Marine carrying a riot
10 shield and shot gun, what do you say--what do you think they
11 would weigh?

12 (b3)(10USC§130)(b6): One of my biggest guys probably weighs 200
13 with a M-16 and a shot gun, or a SAW and a shotgun, probably,
14 over 250/260.

15 (b3)(10USC§130)(b6): 250/260 with an assault pack?

16 (b3)(10USC§130)(b6): Correct. Well, plus the assault pack.

17 (b3)(10USC§130)(b6): Plus the assault pack?

18 (b3)(10USC§130)(b6): Correct.

19 (b3)(10USC§130)(b6): So you think about 340?

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): And so, yours, 30 pounds plus an assault pack?

22 (b3)(10USC§130)(b6): Correct.

23 (b3)(10USC§130)(b6): You're about--

24 (b3)(10USC§130)(b6): Probably 240.

25 (b3)(10USC§130)(b6): 240/250?

1 (b3)(10USC§130)(b6): Right.

2 (b3)(10USC§130)(b6): Okay. Just, kind of, backtracking just
3 slightly, sir. So we get this FRAG for this embassy
4 reinforcement. How do you select the mission Marines? Is that
5 a standing package that you guys have as 2/11 Golf Battery or?

6 (b3)(10USC§130)(b6): So we are assigned by the MEU as the
7 alternate for embassy reinforcement, but as the primary ground
8 option. Obviously, because of the trucks we own for the
9 battery.

10 So our initial plan going in is we take, at the time,
11 all 88 Marines we have available on the GREEN BAY for that
12 mission set and trucks. And then, we built small and large
13 packages for air once we started to get some indications that
14 that--prior to CERTX--or the AIT that we could potentially have
15 to do the air option because of the way the ship was loaded out
16 with vehicles and some other odd issues. And so, we built those
17 two options.

18 Once we got the mission and identified the building,
19 we realized the small package was too small, the big package was
20 too big. So we basically came up with a happy medium of that,
21 based on should the task of what it would take to secure the
22 building, have a non-lethal--have a sleep rotation of Marines,
23 watch rotation.

24 (b3)(10USC§130)(b6) Now, as far as qualifications for Marines,
25 your biggest dudes hold the riot shields? How do you do that?

1 (b3)(10USC§130)(b6): So we went through--during our PTP, we went
2 through an EOTG with law enforcement battalion, non-lethal
3 training. So we had non-lethal weapons platoon trained with
4 riot shields, non-lethal weapon gear, as well as Marines that we
5 had assigned a standard security element that had the ability to
6 fall in on my gear also. So the only real qualifications were
7 use of OC spray and tasers.

8 (b3)(10USC§130)(b6): So those are the primary qualifications you
9 sought when putting the team together for this?

10 (b3)(10USC§130)(b6): Those are the only two prior qualifications
11 for qualified training received from EOTG prior to deployment.
12 The other Marines that went through the non-lethal weapons
13 package of formations and the use of shields, the TTPs, there
14 was no qualification. But, the majority of the battery that was
15 available all went through that training at that time.

16 (b3)(10USC§130)(b6): Okay. So, you're in the front. You've put on
17 your LPU, you zipped it up, you've got the thing through--you're
18 pretty much set. Now at that point, do you get in your seat?
19 Is that what--what did you do next?

20 (b3)(10USC§130)(b6): So once I had my LPU on, sir--correct, sat
21 down looked at my seatbelt, put my seatbelt on, and then
22 immediately looked to my left. (b3)(10USC§130)(b6) was to my left. He was
23 having issues getting his seatbelt on. So I actually helped him
24 because he couldn't find it; specifically, the strap that was to
25 his right, so to my left, was stuck underneath the seat to the

1 point where he actually had to stand back up for me to get the
2 strap out for him. I helped him get his seatbelt on.

3 And then at that point, I saw the crew chief, (b3)(10USC§130)(b6)
4 (b3)(10USC§130)(b6). (b3)(10USC§130)(b6) was standing to my right. He was
5 counting the passengers, making sure that there was 21. He
6 confirmed that there was 21 on board, which I told him was the
7 correct amount of Marines. He was passing some word down. Some
8 Marines rifles were pointed up, so telling them to point their
9 rifles down, barrels down. And verifying that all Marines
10 didn't have any issues. I sat there and watched him. I
11 couldn't see that far with all the gear and the Marines next to
12 me.

13 (b3)(10USC§130)(b6): So as you sat down, you put your seatbelt
14 down, you helped (b3)(10USC§130)(b6). Could you describe how high--as you
15 sitting--like, you're sitting right there, where did the gear
16 come up to?

17 (b3)(10USC§130)(b6): So specifically, for me, because there was
18 something already on the ground in front of me and my pack
19 basically sat next to that, it was, probably, lower chest.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): And then, besides that, the only thing that
22 stood up farther was the Marines who had riot shield. Which I
23 remember seeing, I just don't remember specifically which
24 Marines they were.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): Earlier interviewers mentioned bringing a
2 Pelican case onboard. Is that what was on there in front of
3 you?

4 (b3)(10USC§130)(b6): No, there was something else in the
5 aircraft. I was the first one on. There was something else up
6 near I was sitting that was cargo strapped down to the deck of
7 the aircraft.

8 (b3)(10USC§130)(b6): Can you try to describe that a little bit more
9 for us, what you saw?

10 (b3)(10USC§130)(b6): I don't know if it was a bag or box of some
11 sort. It probably came, in total, shin high--shin to knee high.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): What color was it, if you recall?

14 (b3)(10USC§130)(b6): Can't recall.

15 (b3)(10USC§130)(b6): Did it look pretty substantial or was it like a
16 small package? Was it pretty big?

17 (b3)(10USC§130)(b6): I would say it took up, from my memory, it
18 probably took up the space of two-and-a-half to three feet long,
19 by maybe a foot, foot-and-a-half wide.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): And then the Pelican case, where'd that go?

22 (b3)(10USC§130)(b6): Marines behind me had the Pelican case,
23 that I know they put in the aisle at their feet.

24 (b3)(10USC§130)(b6): Put it in the aisle. What was in the Pelican
25 case?

1 (b3)(10USC§130)(b6): I believe it was a vehicle search kit, or
2 the VCP kit.

3 (b3)(10USC§130)(b6): So the mirrors and all that stuff?

4 (b3)(10USC§130)(b6): Yes, sir.

5 (b3)(10USC§130)(b6) You had your assault pack with you. Did most of
6 the Marines just bring an assault pack or did they have main
7 packs?

8 (b3)(10USC§130)(b6): Marines all had assault packs.

9 (b3)(10USC§130)(b6) Okay. They were pretty fully loaded?

10 (b3)(10USC§130)(b6): They were. The assault packs had
11 sustainment pouches, hydration pouches, there was different
12 thermals and optics we had that had those pouches attached to
13 them. So yeah, there was multiple pouches attached to each of
14 the Marines' pack.

15 (b3)(10USC§130)(b6): Okay. Did you bring engineering gear with you,
16 like, pic-axes, shovels, anything like that?

17 (b3)(10USC§130)(b6): We did--specifically, we had a stake
18 driver. I don't know if it was on that aircraft. I don't
19 believe so.

20 (b3)(10USC§130)(b6): It wasn't on the Osprey ride back?

21 (b3)(10USC§130)(b6): I don't believe it was.

22 (b3)(10USC§130)(b6) Okay.

23 (b3)(10USC§130)(b6): But, otherwise, all the engineer equipment
24 we took with us, we left on site, we didn't extract with it.

1 (b3)(10USC§130)(b6) So pretty much all you guys brought back home
2 were your assault packs, weapons, rifles, riot shields, and the
3 Pelican case?

4 (b3)(10USC§130)(b6): Yes.

5 (b3)(10USC§130)(b6): Nothing else you remember?

6 (b3)(10USC§130)(b6): No.

7 (b3)(10USC§130)(b6): Okay.

8 (b3)(10USC§130)(b6): So you've gotten in your chair. You've seat
9 belted in. You've seen (b3)(10USC§130)(b6) do a head count. You've
10 confirmed the head count, 21 Marines.

11 At that point, do you recall, did anybody give an
12 egress or a passenger brief then or anything like that?

13 (b3)(10USC§130)(b6): None.

14 (b3)(10USC§130)(b6): Was any of the gear strapped down?

15 (b3)(10USC§130)(b6): The gear that we brought in--

16 (b3)(10USC§130)(b6): Yes.

17 (b3)(10USC§130)(b6): --nothing was strapped down.

18 (b3)(10USC§130)(b6): Okay. And then, did anyone move up and down
19 the seats to check seatbelts or anything like that or was it
20 impossible because of the amount of gear?

21 (b3)(10USC§130)(b6): I think it was absolutely impossible for
22 the amount of gear we had and amount of Marines.

23 (b3)(10USC§130)(b6): So then during the course of your flight, as
24 far as you know, (b3)(10USC§130)(b6) always remained up in the front

1 part of the aircraft and the other two crew chiefs always
2 remained in the rear?

3 (b3)(10USC§130)(b6): Correct.

4 (b3)(10USC§130)(b6): Okay. And there was never anybody that went
5 back or forth or anything?

6 (b3)(10USC§130)(b6): Not that I saw.

7 (b3)(10USC§130)(b6): Okay. Let me change gears on you for a little
8 bit in the sense of... Okay, you've been in the Marine Corps, you
9 said, roughly nine years. Have you ever completed SWET or helo
10 dunker training yourself?

11 (b3)(10USC§130)(b6): Yes.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): 2010 I did. Before the 15th MEU I went on,
14 I did the full helo dunker at Camp Pendleton.

15 (b3)(10USC§130)(b6): In 2010 you said?

16 (b3)(10USC§130)(b6): Yes, sir. And then this past February, I
17 did the SWET training, also in Camp Pendleton.

18 (b3)(10USC§130)(b6): So in 2017, Feb, SWET training.

19 All right. And then, your helo dunker in 2010.

20 (b3)(10USC§130)(b6): Yes, sir.

21 (b3)(10USC§130)(b6): Okay. At your most recent SWET training that
22 you received, did they do a good job of going over, like,
23 wearing--the wear of the LPU, how to make sure it's on, zipped
24 up all the way, clipped, bottle--how to check it, kind of, turn
25 on--all that stuff--check the air?

1 (b3)(10USC§130)(b6): They did, slick. So with the SWET chair,
2 it was no flack or Kevlar. Actually, I take that back, we did
3 do it with the flack and Kevlar on. I apologize.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): Yeah, we did. A slick flack and a Kevlar
6 on, and then the LPU.

7 (b3)(10USC§130)(b6): All right. And then, one of our questions
8 going through number 10 said a previous qualified, that would be
9 2010, you had received helo dunker, but no more recurrent
10 refresher training other than the SWET in 2017?

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): Okay. So you get on board, and then ya'll
13 takeoff, leave the zone. And let me stop right there one
14 second.

15 Is there--up to this point in the flight, have you
16 seen anything odd or unusual, or anything that attracted your
17 attention as--based off somebody of your experience and rank in
18 the Marine Corps, do you know what I mean? Anything at all? Or
19 was it just at this point all the tilt rotors came and landed
20 and you guys got on and all that other stuff?

21 (b3)(10USC§130)(b6): Correct; everything seemed normal in that
22 aspect, sir.

23 (b3)(10USC§130)(b6): Okay. Did you feel rushed at all? Was there
24 any, like, hey, we have to hurry or anything like that? Was
25 there a sense of rush or pressure to go or to do anything?

1 (b3)(10USC§130)(b6): No. I--there was something--there was no--

2 (b3)(10USC§130)(b6): Nothing on ya'll's part--

3 (b3)(10USC§130)(b6): Correct.

4 (b3)(10USC§130)(b6): --because ya'll weren't driving, like, hey,
5 we've got to hurry or--ya'll had a timeline, like, hey, we're 20
6 minutes behind schedule we have to do this thing--

7 (b3)(10USC§130)(b6): Correct. There's nothing.

8 (b3)(10USC§130)(b6) Okay. So as far as you know, hey,
9 everything's normal within that. And nothing attracts any
10 unusual attention relative to you. Would you consider yourself
11 somebody who has flown a lot or a little or?

12 (b3)(10USC§130)(b6): A decent amount.

13 (b3)(10USC§130)(b6): Okay. Over the course of your career and
14 stuff like that?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): How about MV-22s?

17 (b3)(10USC§130)(b6): Four--about four flights--four or five
18 flights on MV-22s.

19 (b3)(10USC§130)(b6): All right. So then, on the flight back, how
20 would you describe your level of alertness? I mean, after
21 you've been out in a field op for a little bit or anything like
22 that?

23 (b3)(10USC§130)(b6): I was very alert I felt.

24 (b3)(10USC§130)(b6): Very alert, okay.

1 (b3)(10USC§130)(b6): I have a personal, like, hey, you're alert,
2 especially on takeoffs and landings. But I was completely
3 awake.

4 (b3)(10USC§130)(b6): Okay. So in that timeframe while you fly
5 back, anything unusual--I'm talking about the part before the
6 transition from airplane mode to helicopter mode. But, for all
7 the rest of that flight, anything unusual in that part of the
8 flight?

9 (b3)(10USC§130)(b6): Nothing.

10 (b3)(10USC§130)(b6): Okay. Just basically transiting back and
11 everything like that?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): Can you describe what everybody else was doing
14 in the aircraft? I mean--

15 (b3)(10USC§130)(b6): Some of the Marines were awake, some were
16 dozing off.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): But everything was normal.

19 (b3)(10USC§130)(b6): Okay. Nothing unusual?

20 (b3)(10USC§130)(b6): No, sir.

21 (b3)(10USC§130)(b6): All right. So at that point, now, we'll talk
22 about, basically, from the part where the aircraft transitions
23 from airplane mode to helicopter mode, and right up--just before
24 the impact. Okay. So, kind of on that part, A, at a certain

1 point, they start that transition. Can you talk me forward from
2 there to just before impact?

3 (b3)(10USC§130)(b6): Yeah. So as we approached the--as the
4 transition to the rotor is going horizontal to vertical, I
5 didn't think it felt out of the ordinary. There's always, kind
6 of, this loud noise and a click and a bump, but--the landing
7 gear coming down. It seemed normal to me.

8 As we approached the flight deck, I was able to look
9 out the window across from me, and lean forward and kind of see
10 the water to the tail of the aircraft, and I thought we felt low
11 compared to the last couple flights I've taken towards the GREEN
12 BAY. It seemed a little low. And then, I remember feeling the
13 Osprey, I guess the best word is to say kind of oscillate and
14 then drop a lot quicker than I'm used to. It wasn't an even
15 drop.

16 And at that moment, I immediately dropped my rifle to
17 the point--that's how uncomfortable I felt about it, is I
18 dropped my rifle, grabbed my mouthpiece, put it towards my mouth
19 and, kind of, braced myself. And as I did that, the next thing
20 I remember, Osprey tipped hard to the left as it struck the
21 flight deck. And I immediately flew out of my seat at a
22 diagonal--at an angle, basically, to my front-right. Not
23 necessarily at the cockpit door, but touching the wall that's
24 perpendicular to it. And, basically, head first into that wall.

1 Completely dazed. I don't know what happened between
2 that minute and then, the next thing I knew, water was rushing
3 in the aircraft. I don't remember the aircraft hitting the
4 water. Water rushed in, immediately disoriented me, flipped me
5 upside down. I was focused on keeping my mouthpiece in my
6 mouth.

7 (b3)(10USC§130)(b6): Can I stop you there and go back just a little
8 bit?

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): To that part where you said, there was an
11 oscillation that was before the impact of the actual aircraft.
12 Some of the people I've talked about an initial impact with,
13 like, the left nacelle. Like, it--kind of, they felt it--you
14 know, as with the left wing-thing down-thing bump, and then
15 there was an impact like that that kind of made the aircraft go
16 up. But I'm talking about this oscillation is before the
17 nacelle-thing hit?

18 (b3)(10USC§130)(b6): Before I recall--I'm positive I felt it
19 before there was any impact.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): There was no loud noise of an impact.
22 There was no sudden jerk. It was an oscillation and a drop.

23 (b3)(10USC§130)(b6): With that oscillation, was there--there wasn't
24 any noises or different engine sound or anything--

1 (b3)(10USC§130)(b6): The only think I thought was different was
2 that the water was spraying up from the ocean through the crew
3 chief's hatch right behind me, which I've never had before.

4 (b3)(10USC§130)(b6): Getting some droplets on [indiscernible-
5 crosstalk] and stuff like that?

6 (b3)(10USC§130)(b6): Correct; which I hadn't had before coming
7 into the GREEN BAY on an Osprey.

8 (b3)(10USC§130)(b6): All right.

9 (b3)(10USC§130)(b6): Okay. So that oscillation, you felt that
10 jump. So you're already getting your HABD bottle into your
11 mouth, or working towards that. Your seatbelt was on, you said.
12 Did you touch it? Did you make a move for it or anything like
13 that since you said--

14 (b3)(10USC§130)(b6): I didn't intentionally try to unbuckle
15 myself. I know that for a fact. I was told by the Marines,
16 they saw me grab like this [indicating], which potentially my
17 hand--or, the other way around, my hand touched my seatbelt,
18 which could be why, when I leaned forward, it unbuckled. But it
19 was buckled tight.

20 (b3)(10USC§130)(b6): Before that moment?

21 (b3)(10USC§130)(b6): Correct; yes, sir.

22 (b3)(10USC§130)(b6): Are you sure you did those hand motions?

23 (b3)(10USC§130)(b6): One of them had my--I had one hand with my
24 mouthpiece in my mouth, and the other hand was--

25 (b3)(10USC§130)(b6): Somewhere around here [indicating].

1 (b3)(10USC§130)(b6): --somewhere around my sternum.

2 (b3)(10USC§130)(b6): Do you think your left hand went to the
3 seatbelt and your right hand went to the HABD bottle?

4 (b3)(10USC§130)(b6): I don't know.

5 (b3)(10USC§130)(b6): But the Marines, you said, saw you at least
6 with a combination of hand and HABD and one towards--around
7 your--

8 (b3)(10USC§130)(b6): And I remember, specifically, putting the
9 mouthpiece towards my mouth and my other hand bracing. So it
10 could have been here [indicating], correct.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), I want you to, kind of--we're
13 going to take it step-by-step. I don't want you to try to--
14 don't tell us what other people told you. For this part, I just
15 want you to sit back and remember what you experienced. Okay?

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6) So you're leaning out, you see the ocean, you're
18 on approach. You, kind of, you look out the window and down the
19 ramp. When did you feel the oscillation? What were you doing?
20 Like, where were you looking when you felt it?

21 (b3)(10USC§130)(b6): I was actually looking to my right.

22 (b3)(10USC§130)(b6) was popping his head in and out of the window.
23 So his head would be out of the window for a couple seconds, he
24 would lean back in for a couple seconds, lean back. So I was
25 looking at him at that time.

1 (b3)(10USC§130)(b6): Okay. And that's when you felt it?

2 (b3)(10USC§130)(b6): I felt the oscillation. And I specifically
3 remember him, kind of, stumbling in his step a little.

4 (b3)(10USC§130)(b6): Okay. And then what do you remember next?

5 (b3)(10USC§130)(b6): Me grabbing my--dropping my rifle, grabbing
6 my mouthpiece, and putting it in my mouth.

7 (b3)(10USC§130)(b6): So just by that oscillation movement, that was
8 enough for you to drop your rifle and grab your mask?

9 (b3)(10USC§130)(b6): The oscillation and the--and this happened
10 within, like, one to two seconds; the oscillation and the quick
11 drop.

12 (b3)(10USC§130)(b6): Okay. You made a movement with your right hand.
13 So do you think you grabbed your oxygen with your right hand,
14 maybe?

15 (b3)(10USC§130)(b6): Yeah.

16 (b3)(10USC§130)(b6): That's fine. All right. So you grabbed onto
17 your oxygen, you grabbed onto your chest. What did you do next?

18 (b3)(10USC§130)(b6): As soon as I did that, I came out of my
19 seat.

20 (b3)(10USC§130)(b6): So the next thing you remember--you don't
21 remember feeling anything, you just remember flying through the
22 air?

23 (b3)(10USC§130)(b6): I remember feeling--correct.

24 (b3)(10USC§130)(b6): Do you remember impacting or do you just
25 remember being on the deck after impact?

1 (b3)(10USC§130)(b6): I remember coming out of my seat, hearing
2 the loud noise--the violent noise. And then, I remember flying
3 out of my seat across the aisle.

4 (b3)(10USC§130)(b6) Okay. So you don't remember impacting though--
5 you just--

6 (b3)(10USC§130)(b6): The flight deck?

7 (b3)(10USC§130)(b6): Anything, once you hit when you went flying; you
8 don't remember?

9 (b3)(10USC§130)(b6): Yeah. I mean, I remember the violent
10 motion of the aircraft, the loud noise, but I don't know--

11 (b3)(10USC§130)(b6): So you say "violent motion," what do you mean?
12 What did you experience?

13 (b3)(10USC§130)(b6): A jerking motion in the cockpit, like--I
14 don't know. To me, in my mind, it was like--just as you would
15 imagine in a movie.

16 (b3)(10USC§130)(b6): Is this before or after you got thrown from your
17 seat?

18 (b3)(10USC§130)(b6): As I was getting thrown from my seat.

19 (b3)(10USC§130)(b6): Okay. So you, kind of felt the aircraft, and
20 then you were airborne--like, moving around you.

21 (b3)(10USC§130)(b6): And the motion of me coming out of my seat
22 being very violent; yeah. It wasn't a--it wasn't slow--I
23 didn't, like, slowly fall. It was an immediate jerk and violent
24 motion around me as I flew; yes.

1 (b3)(10USC§130)(b6): So you've flown and you, kind of--what's the
2 next thing you remember? Are you on the deck on all fours or?

3 (b3)(10USC§130)(b6): The next thing I remember was water coming
4 in the cabin.

5 (b3)(10USC§130)(b6): Can you explain, like, how the water--how you
6 experienced it coming in? Did you feel it first on your hands?
7 Like, were you on the ground, did you feel it on your legs?

8 (b3)(10USC§130)(b6): I felt it towards--I felt it towards my
9 legs first. I knew there was water coming in.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): Right when that happened, I looked towards
12 where the--as the water came in, I looked towards where I
13 assumed the crew chief's gunners hatch is at.

14 (b3)(10USC§130)(b6): Was it there?

15 (b3)(10USC§130)(b6): It was.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): And less than a second later, water rushed
18 in so quickly. Like, I remember looking at it thinking that's
19 my exit. But I don't remember making a movement towards it.
20 You know, moving--when the water rushed in, it went completely
21 black.

22 (b3)(10USC§130)(b6): Before it went black, that image that you have
23 of that hatch, what was--what could you see through it? Do you
24 remember?

1 (b3)(10USC§130)(b6): I couldn't tell you. I just remember
2 seeing that's where the hatch was at.

3 (b3)(10USC§130)(b6): Okay. So then, the water comes rushing in. And
4 tell us what you did next?

5 (b3)(10USC§130)(b6): The water rushed in, it completely
6 disoriented me, flipped me upside down. I was moving--no
7 relevance to where I was at, at that point.

8 (b3)(10USC§130)(b6): So you got flipped over in a wave almost.

9 (b3)(10USC§130)(b6): Correct.

10 (b3)(10USC§130)(b6): So you're, like, disoriented.

11 (b3)(10USC§130)(b6): I'm completely submerged in water
12 immediately. I--the first thing I did was try to re-clear my
13 oxygen bottle because it had come out of my mouth or wasn't
14 sealed properly. I thought it was clear. I took--I inhaled,
15 basically, swallowed water. I went to go clear it again,
16 inhaled and was breathing on it at that point.

17 (b3)(10USC§130)(b6): Okay. And that worked and everything,
18 eventually?

19 (b3)(10USC§130)(b6): It did; yes. And then, immediately--

20 (b3)(10USC§130)(b6): So now, you've got your oxygen.

21 (b3)(10USC§130)(b6): I'm on oxygen. My eyes are open. It's
22 completely dark. I can't see anything--I can't see my hand in
23 front of me.

24 [There was an interruption at the door.]

25 (b3)(10USC§130)(b6): All right. Sorry.

1 (b3)(10USC§130)(b6): At that point, go ahead.

2 (b3)(10USC§130)(b6): So I started looking around, trying to find
3 where something was at, try to see something. I was feeling. I
4 could feel, like, blunt objects like the walls. I couldn't feel
5 anything else.

6 (b3)(10USC§130)(b6): Couldn't even see the hands in front of your
7 face?

8 (b3)(10USC§130)(b6): I couldn't see my hand in front of me,
9 absolutely not. It was very dark. And then, what I know
10 happened is I looked up after what I felt like was 15 or 20
11 seconds under water. I looked up and saw light.

12 (b3)(10USC§130)(b6): What color was the light?

13 (b3)(10USC§130)(b6): I could see, like, the sky. Like sunlight
14 coming through the water. So I swam towards it, found an exit.
15 I could feel the sides of the exit. I assume it was the crew
16 chief's hatch that I was sitting next to.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): I swam, probably, two to three feet to that
19 point, felt the exit, went through the exit. At this point, I
20 was able to see objects at this point. And then, I swam
21 another--followed the light to the surface, which was probably
22 another three feet under water--from the exit to the surface of
23 the water.

24 (b3)(10USC§130)(b6): Did you ever look back down and see the
25 aircraft?

1 (b3)(10USC§130)(b6): No.

2 (b3)(10USC§130)(b6): Okay. So as soon as you break out of the water,
3 what do you see?

4 (b3)(10USC§130)(b6): As soon as I come out of the water, there
5 was--I could see the--there was a wing. I'm assuming it was one
6 of the wings sticking out of the water and the tail--

7 (b3)(10USC§130)(b6): Okay.

8 (b3)(10USC§130)(b6): --of the aircraft.

9 (b3)(10USC§130)(b6): Can you tell us how the aircraft was in the
10 water? Was it right-side up? Sideways?

11 (b3)(10USC§130)(b6): It was nose down with the tail up.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): I don't think it was perfectly tail up. I
14 think one of the wings was, potentially under the water and the
15 other one was sticking out with the tail.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): As soon as I came up, my head was crushing
18 immediately. I took my Kevlar off, looked around my
19 surroundings. There was a couple Marines at the surface. Right
20 behind me--I remember (b3)(10USC§130)(b6) followed me. He popped out of
21 the water, like, two to three seconds after me.

22 (b3)(10USC§130)(b6): Okay.

23 (b3)(10USC§130)(b6): We deflated our--started inflating LPUs.

24 (b3)(10USC§130)(b6) LPU only inflated on one side, the other side didn't.

25 There was another Marine that was there, I think it was (b) (6) ,

1 whose LPU either wasn't inflated or missing. And I remember we
2 found a life jacket in the water. I assumed, threw off the
3 ship. It wasn't a normal life jacket from inside the aircraft.
4 And we handed it to him.

5 The pilot--the (b) (6), I'm blanking on his last name
6 right now, was also on the surface. He was communicating with
7 the crew chiefs, at this point, that were standing on the tail
8 of the aircraft with some of my Marines asking about--have you
9 seen X, Y, and Z's name. I don't remember names they were
10 saying. And they were trying to count bodies at that point. So
11 we focused--as the current was pretty strong on the surface, so
12 we focused on getting everybody that was in our general area
13 together, linked arms. Getting ahold of everybody, making sure
14 everybody was conscious, asked about major injuries.

15 At that point, we identified the life rafts that were
16 in the water. Marines were starting to swim towards them. So
17 we broke our group up. There was a group that was able to swim
18 much quicker towards the life raft than the group I was with. I
19 know I was with--

20 (b3)(10USC§130)(b6): During this whole time, do you still have body
21 armor on at all?

22 (b3)(10USC§130)(b6): I did. Yeah, so when I got to the surface, I
23 was reaching down to where my quick release was at. I couldn't
24 find it for a while. Eventually, I just gave up because I was
25 floating with my LPU with no issue. The only think that I took

1 off was my Kevlar and my boots because I was trying to kick in
2 the water and my boots were not helping me out. There was about
3 four or five Marines that I was with. And as much as we kicked
4 trying to get towards the life raft, we weren't making it. It
5 was because of the currents, I guess. And then, I remember
6 seeing--

7 (b3)(10USC§130)(b6): Do you know the names of those Marines that
8 was with you?

9 (b3)(10USC§130)(b6): I know (b3)(10USC§130)(b6) was with me, and (b3)(10USC§130)(b6)
10 [ph].

11 (b3)(10USC§130)(b6): You had mentioned (b3)(10USC§130)(b6).

12 (b3)(10USC§130)(b6): He was, but I think he was in the group
13 that broke off to go to the life raft. The same with (b3)(10USC§130)(b6)
14 actually, no, (b3)(10USC§130)(b6) was in the water with us.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): Those are the ones I specifically remember
17 seeing.

18 (b3)(10USC§130)(b6) So you, (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6), kind of
19 made a group?

20 (b3)(10USC§130)(b6): Correct.

21 (b3)(10USC§130)(b6): Was the (b) (6) with you?

22 (b3)(10USC§130)(b6): He was initially. He was in the group that
23 went over towards the life rafts.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): I remember looking up, at that point, and I
2 saw the 60 overhead. I verified the people around me were--
3 didn't have any major injuries, talked to them. Kind of, giving
4 the thumbs up so they knew we weren't an emergency in the water,
5 in case they were trying to get anybody else out.

6 And then, the next thing I know, the RIB showed up
7 next to us. (b3)(10USC§130)(b6) got in there first--in the RIB. I think
8 (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6), and then I was the last one. I feel
9 like there's a Marine missing, but I don't know who it was. So
10 we were the first ones to get into the RIB.

11 (b3)(10USC§130)(b6): All right. So then, you're in the RIB; and
12 then at that point, what had happened with the RIB then?

13 (b3)(10USC§130)(b6): So we're in the RIB, there also one of the
14 safety swimmers in the water that was helping us get into the
15 RIB. We called over to the life raft, asked if anybody was
16 seriously injured. I remember (b3)(10USC§130)(b6), specifically,
17 saying his leg was pretty messed up. Immediately, (b3)(10USC§130)(b6)
18 looked over and saw that my IFAC was on my flack. So I finally
19 realized that my flack was--my plate carrier was sideways on my
20 torso, which is why when I was reaching here [indicating], I
21 couldn't find my quick release in the water.

22 So I was able to get my flack off once I was in the
23 RIB. He saw my IFAC, we ripped it off my plate carrier. He
24 opened it up, prepped some gear as the RIB made its way over to
25 the lifeboat. We moved--I remember, specifically, (b) (6) from

1 the lifeboat into the RIB because he was in and out of
2 consciousness, very dazed, and then the major over.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) was the first one, the (b) (6) was the
5 second one. And at that point, the RIB was pretty full. (b3)(10USC§130)(b6)
6 (b3)(10USC§130)(b6) was treating the (b) (6) leg, reapplying bandages and a
7 splint. And then the RIB made its way over to--alongside the
8 GREEN BAY. Everybody except for the (b) (6) climbed out of the
9 RIB up the ladder. And then, from there, we made our way to the
10 hangar bay.

11 (b3)(10USC§130)(b6): Okay. Before we go any further, can you
12 describe for me any and all injuries that you sustained, no
13 matter how minor, including soreness, other stuff?

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b) (6) [REDACTED]
16 [REDACTED]
17 [REDACTED]
18 [REDACTED]
19 [REDACTED]
20 [REDACTED]
21 [REDACTED]
22 [REDACTED]
23 [REDACTED]
24 [REDACTED]
25 [REDACTED]

1 [REDACTED] [REDACTED] [REDACTED]

2 [REDACTED].

3 (b) (6) [REDACTED]

4 [REDACTED]

5 [REDACTED] [REDACTED]

6 [REDACTED]

7 (b) (6) [REDACTED]

8 [REDACTED] [REDACTED]

9 [REDACTED] [REDACTED]

10 [REDACTED] [REDACTED]

11 [REDACTED]

12 (b3)(10USC§130)(b6): Okay. Can you describe for me the medical
13 care, the quality of it that you received onboard the GREEN BAY?

14 (b3)(10USC§130)(b6): Immediately, when--I was with the first
15 group that came on the ship. I got to the hangar bay. They
16 already had triage set up in the hangar bay with all the
17 litters, corpsman on standby. They took an initial set of
18 vitals, gave us some water to help rinse our mouth out because a
19 lot of us had, kind of, a jet fuel taste in our mouth that we
20 were complaining about. Some of the Marines were throwing up at
21 that time. Had us sit down, started filing out, kind of like
22 the injury cards on everybody, tagging us. I was in the hangar
23 bay for probably 20 minutes until--as more Marines started
24 coming out of the water, getting back in the hangar bay.

1 At that point, they moved us all into the medical
2 ward, had us strip down completely, rotated us through showers,
3 because they had identified the issue of the jet fuel. We all
4 smelled like jet fuel. Rotated us through showers, had us get
5 into basically pajamas, continued vitals. People with
6 mouthwash, trying to drink water.

7 And then, they--I guess started chest x-rays on
8 everybody. I felt like every couple hours they were coming
9 around checking vitals on us, talking to us, making sure
10 everybody was fine. And then, a couple hours later, people
11 started going to sleep.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): They brought us meals to eat. Some guys
14 ate, some guys didn't. Guys started going to sleep pretty late
15 that night, some stayed up all night. (b) (6)

16 [REDACTED]

17 [REDACTED]

18 [REDACTED]

19 [REDACTED]

20 The following morning, they did some follow-up x-rays;
21 specifically, my elbow x-ray, another set of vitals. Everybody
22 sat down with a provider. They went back through everything,
23 verified that they were tracking on injuries, told certain
24 individuals, like myself, (b) (6) [REDACTED] [REDACTED]

1 (b) (6)

2 That's basically it.

3 (b3)(10USC§130)(b6): Okay. But, overall, the quality--how would
4 you rate the quality of care that ya'll received?

5 (b3)(10USC§130)(b6): I thought it was good. I had no issues. (b

6 [REDACTED]

7 [REDACTED]

8 [REDACTED]

9 [REDACTED] [REDACTED]

10 [REDACTED]

11 (b3)(10USC§130)(b6): Okay. In terms of question 22 on your thing,
12 do you have any information that you think would be helpful to
13 our investigation that we haven't asked you or just hasn't been
14 asked in general that you think would be helpful to us
15 understanding? Maybe an observation you had. You're, like,
16 "Why hasn't anybody asked this thing" or something else?

17 (b3)(10USC§130)(b6): I talked already about how we, basically--
18 the primary mission of the battery was by surface, which
19 partially lent its hand to, we were not a priority. Once in
20 Okinawa, the follow up for Marines that had not done SWET or
21 helo dunker training. The only part about it was that we--my
22 120s platoon, because their primary method of insert is helo
23 with the EFSS. Over this deployment, I had done six total
24 flights, between cross-decking for planning and execution.

1 And the only other thing that I had to personally
2 experience and witness was a CH-53--that seemed odd, was the
3 CH-53 that came to pick us up for insert, as it landed--I was in
4 the hangar bay--as it landed on the flight deck, it bounced on
5 the flight deck and then one of the wheels ended up landing on
6 the white curb on the flight deck. It rested there.

7 (b3)(10USC§130)(b6): And that was on the 4th, right?

8 (b3)(10USC§130)(b6): That was on the 4th, and that was the one
9 that I boarded, so it was the first CH-53. To the point where
10 the pilot had to re-takeoff and re-land on the flight deck.

11 (b3)(10USC§130)(b6): When you say "re-take off," did he just get up
12 and reposition or did he actually take off, go back around the
13 pattern and--

14 (b3)(10USC§130)(b6): Come up and reposition. He didn't go into
15 the pattern. And then, reposition on the flight deck so he
16 could lower. But it was pretty interesting watching it, almost
17 within inches of going off the edge of that.

18 (b3)(10USC§130)(b6): Having a different mishap.

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): Okay. The CT scans for head injury thing is
21 very interesting thing. I'm not sure what capabilities exist on
22 this ship, or whatever--over at, maybe BHR, but that's an
23 interesting proposition. CH-53 that was scuppered.

24 The SWET and the dunker training, that leads me to a
25 question that I, you know--we pulled documents, we look at

1 different things, kind of one of the things. What I noticed was
2 that on this particular aircraft, based off our--as near as we
3 can figure, the--roughly, 9 or 10 of the 21 PAX on board, did
4 not have SWET or helo dunker training of any kind.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): And so, then--which--it struck us as odd, was
7 just the sheer number in one particular aircraft on a flight.
8 My question there was--what it kind of made me then look at was,
9 I notice a comment section depending on how it's defined as a--
10 some people are called "frequent fliers" and some people are
11 either infrequent flyers or not trained so much. One of the
12 things I don't necessarily understand is, how does--what makes
13 someone frequent or infrequent?

14 (b3)(10USC§130)(b6): Good question. It's in the Marine Corps
15 Order for the MEUs. It actually says: helo dunker, SWET
16 trainer is required to designated frequent fliers. So the
17 Marine Corps Order has it as well as, I believe the MEFs 31st
18 MEU deployment order for PTP.

19 The guidance that was given to us was leadership that
20 would frequently cross-deck for planning purposes, or that had
21 jobs which they needed to be on multiple ships to perform. And
22 then, those Marine's whose primary mission insert platform was
23 via air. So that's what a frequent flyer was designated to us
24 as.

1 (b3)(10USC§130)(b6): Is that in compliance with the Marine Corps
2 Order and the 31st MEUs?

3 (b3)(10USC§130)(b6): From the way I read them, absolutely,
4 that's exactly what it's trying to say.

5 (b3)(10USC§130)(b6): Okay. Is there a particular number of
6 helicopter or tilt rotor flights that would make it frequent,
7 other than that guidance?

8 (b3)(10USC§130)(b6): Nothing that I've ever seen designated.

9 (b3)(10USC§130)(b6): So the--and so--all right. So to be an
10 infrequent flyer then, you are not leadership or somebody that
11 would have a reasonable expectation of cross-decking for
12 planning or your primary means of insertion for whatever your
13 missions are would be air.

14 (b3)(10USC§130)(b6): Correct. To be surface, if you were
15 infrequent.

16 (b3)(10USC§130)(b6): Right. So in this case then, in the case of
17 as you've mentioned to me, the embassy reinforcement, your
18 primary means of insertion, ordinarily, would be via ground?

19 (b3)(10USC§130)(b6): Per the 31st MEUs SOP.

20 (b3)(10USC§130)(b6): An alternate--this was just your alternate COA
21 in terms of enter into--

22 (b3)(10USC§130)(b6): So Kilo Company's the primary air insert
23 company, we're the primary--we're the alternate for that mission
24 which we're labeled as a surface insert as our primary means as
25 the alternate unit.

1 (b3)(10USC§130)(b6): Okay. But Golf Battery itself is not
2 designated, necessarily, as a frequent flyer.

3 (b3)(10USC§130)(b6): Correct, sir.

4 (b3)(10USC§130)(b6): So then, in Golf Battery itself, I know
5 there's frequent flyers and infrequent flyers. What makes
6 someone in Golf Battery frequent versus--

7 (b3)(10USC§130)(b6): EFSS, so the 120s Platoon because their
8 primary insert platform for the mortars is via air. And then,
9 we designated the leadership. So myself, my first sergeant, my
10 XO, my battery gunny, platoon commanders as primary planners.

11 (b3)(10USC§130)(b6): Okay. So EFSS and leadership are frequent in
12 Golf Battery. Anybody else would be considered an infrequent?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): And that's based off the initial
15 interpretation of the Marine Corps Order and the 31st MEU SOP
16 for leadership planners, and then the primary means of insertion
17 is air?

18 (b3)(10USC§130)(b6): Yes, sir. And the reason we specifically
19 have to go through and categorize it is because while on
20 Pendleton we get, potentially, two or three days for the battery
21 to rotate folks through helo dunker/SWET training. But in that
22 window, we have Marines that are off on HMMWV courses, resident
23 PMEs. So if you're outside that window, you're not going to the
24 training.

25 (b3)(10USC§130)(b6): Right.

1 (b3)(10USC§130)(b6): For what the battery's allocated through a
2 whole six-month PTP. And then once we got to Okinawa, we knew
3 we had an opportunity to do some more. While in Okinawa, I
4 believe the contract actually expired for a day for the
5 training. So it reset--I believe it was a whole day--I believe
6 there was a day loss of training. And it was balanced with all
7 of the other requirements that the BLT had.

8 (b3)(10USC§130)(b6): When you said it expired, were any Golf
9 Battery Marines scheduled to go that day that it was expired?

10 (b3)(10USC§130)(b6): I can't tell you specifically Golf Battery
11 Marines, but there was BLT Marines.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): And so, a lot of the priority for the BLT
14 went to any of the BLT leadership that hadn't completed it, for
15 obvious reasons, as well as Kilo Company because they're the
16 primary heloborne mission set.

17 (b3)(10USC§130)(b6): Okay. So then in that case, as you guys now
18 find out that, okay, hey, we're Golf Battery, we're going to do
19 this embassy reinforcement. Your primary means of insertion is
20 typically surface, but we're not going to do surface, we're
21 going to do air.

22 Were there any conversations about, hey, we're not
23 typically an air force, hence--you know, was there any
24 conversation like that that you recall that said, hey, I've got
25 a bunch of infrequent flyers who now will be flying--

1 (b3)(10USC§130)(b6): No.

2 (b3)(10USC§130)(b6): Okay. Don't know of anyone. And then, along
3 those lines, then, the--so frequent/infrequent flyer, I'll go
4 back to the Marine Corps Order. I have to get smart on that one
5 because it's not one that's--because I was looking--your
6 explanation helps me better understand that.

7 Of the people who are, say, non-frequent flyers--
8 infrequent flyers, and in this case (b3)(10USC§130)(b6). (b3)(10USC§130)(b6)
9 actually had an opportunity to go to the training, but he
10 actually had not passed.

11 (b3)(10USC§130)(b6): Correct, sir.

12 (b3)(10USC§130)(b6): And so, then, was there a consideration or
13 discussion ever to--hey, (b3)(10USC§130)(b6) can't go on this flight, or
14 can't go on this mission because he not only is he had an
15 opportunity to train, but he can't do it? Or was it--

16 (b3)(10USC§130)(b6): No, because we had never received guidance
17 that if someone had not completed or not passed the training,
18 that they were ineligible to fly as part of the MEU. So we had
19 never gone back and revisited should we never allow these guys
20 to fly because they haven't participated in the training.

21 (b3)(10USC§130)(b6): Okay. Because in a certain sense, say
22 somebody that's a failure, whose primary means of insertion is
23 air, now, sort of, becomes masked in the background if there's
24 never a clear-cut guidance or policy that says: a failure--

25 (b3)(10USC§130)(b6): Correct.

1 (b3)(10USC§130)(b6): --can't go via air because then, otherwise, it
2 never rises to the surface of. How about, like, internal to
3 Golf Battery? Did platoon commanders, somebody go, hey, instead
4 of (b3)(10USC§130)(b6), I'm going to send Smith because he's not trained?

5 (b3)(10USC§130)(b6): No.

6 (b3)(10USC§130)(b6): Were you aware at the time before the mission-
7 -not, obviously, post, I imagine post everybody suddenly
8 becomes--usually, typically much more aware of things. Were you
9 aware prior to the mission that (b3)(10USC§130)(b6) had failed?

10 (b3)(10USC§130)(b6): I was not aware; no.

11 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), so we all live in the modern
12 Marine Corps of risk management and ORM worksheets. Was one
13 accomplished for your mission?

14 (b3)(10USC§130)(b6): There was an ORM that as built as part of
15 the confirmation brief during the R2P2 cycle. I, specifically,
16 was not part of building it.

17 (b3)(10USC§130)(b6): Were you on GREEN BAY for the confirmation
18 brief, or did you go over to the BONHOMME RICHARD for the
19 confirmation?

20 (b3)(10USC§130)(b6): I was on the BHR for the confirmation
21 brief.

22 (b3)(10USC§130)(b6): So you received the confirmation brief?

23 (b3)(10USC§130)(b6): Yes.

24 (b3)(10USC§130)(b6): What was identified as the primary hazards for
25 this mission?

1 (b3)(10USC§130)(b6): I believe aircraft mishap, from what was
2 briefed, and what's almost always briefed during every R2P2.

3 (b3)(10USC§130)(b6): Was any talk about egress training--what were
4 the mitigating factors for the aircraft mishap?

5 (b3)(10USC§130)(b6): I don't recall.

6 (b3)(10USC§130)(b6): But you weren't involved in--

7 (b3)(10USC§130)(b6): That slide's up for approximately 15
8 seconds; next.

9 (b3)(10USC§130)(b6): Would you say due diligence is given--

10 (b3)(10USC§130)(b6): No.

11 (b3)(10USC§130)(b6): --to briefing that ORM during the confirmation
12 brief?

13 (b3)(10USC§130)(b6): No.

14 (b3)(10USC§130)(b6): Certainly in light of your present situation.

15 (b3)(10USC§130)(b6): No, especially because, one, it's the last
16 slide briefed, it's the last slide built, and it's on the six-
17 hour timeline.

18 (b3)(10USC§130)(b6): When you got back to GREEN BAY and you're
19 giving your FRAG-O--I assume you gave one for the mission.

20 (b3)(10USC§130)(b6): I did.

21 (b3)(10USC§130)(b6): What did you cover for risk management?

22 (b3)(10USC§130)(b6): Specifically, in regards to the aircraft
23 mishap or procedures on the aircraft, I don't think I did at
24 all.

1 (b3)(10USC§130)(b6): But in terms of--you personally, though,
2 coming from higher to down, had never received anything that,
3 hey, any of your untrained or any of your failures are not
4 eligible to fly?

5 (b3)(10USC§130)(b6): Correct.

6 (b3)(10USC§130)(b6): Because, again, in my mind, potentially,
7 they're masked depending on which is your primary insertion
8 option for the mission that ya'll are, basically, being told to
9 do.

10 In that ORM that you mention that was briefed at the
11 confirmation brief for that--on the day--do you remember what
12 day the confirmation brief was given for the embassy
13 reinforcement?

14 (b3)(10USC§130)(b6): It was given on the 2nd of August.

15 (b3)(10USC§130)(b6): So 2 August. Okay. And do you know who would
16 brief that slide--or who briefed that slide if you can recall?

17 (b3)(10USC§130)(b6): It was probably (b3)(10USC§130)(b6), the BLT
18 Ops-O. Though it is a MEU mission, it's frequent that if the
19 BLT has an effort in the mission, they'd typically have him
20 briefing it on the 31st MEU. It doesn't seem right to me,
21 personally, but that's how 31st MEU's operated.

22 (b3)(10USC§130)(b6): So (b3)(10USC§130)(b6) is the MEU Ops-O?

23 (b3)(10USC§130)(b6): He's the BLT Ops-O.

24 (b3)(10USC§130)(b6): The BLT so 3/5's Ops-O for the BLT.

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Okay. Do you recall him actually briefing
2 that slide, like yourself, as part of the brief?

3 (b3)(10USC§130)(b6): I, specifically, don't remember.

4 (b3)(10USC§130)(b6): Did you attend that confirmation?

5 (b3)(10USC§130)(b6): I did.

6 (b3)(10USC§130)(b6): When did you become aware that (b) (6) was
7 not trained or had failed training? And, by the way, who let
8 you know that that was the case?

9 (b3)(10USC§130)(b6): So, I got the request from (b3)(10USC§130)(b6)
10 and (b3)(10USC§130)(b6) over on the BHR, that they needed a consolidated
11 list of everyone that was helo dunker/SWET chair trained; date
12 trained, location, and then those that weren't and the
13 justification for why those that were not trained. I believe
14 you were--sir, you kind of initiated that process while you were
15 on the BHR.

16 (b3)(10USC§130)(b6): That's what I was going to ask you next.

17 (b3)(10USC§130)(b6): Yes.

18 (b3)(10USC§130)(b6): Who was the one that actually asked you for
19 that?

20 (b3)(10USC§130)(b6): Yes, sir. So 3/5 did the initial pull from
21 MCTIMS. And as soon as I saw that roster, I knew it was
22 incorrect and inaccurate for a number of reasons. The Marines
23 in the battery, some of them are on a one-to-one deployment, so
24 a lot of my Marines were out here six months prior to this
25 deployment on a deployment. And some of my other Marines had

1 been in this battery the last time--a year ago when they were on
2 the 31st MEU. So a lot of them had done helo dunker with other
3 units, I know leadership, and none of that was entered into
4 MCTIMS.

5 (b3)(10USC§130)(b6): Okay.

6 (b3)(10USC§130)(b6): So there was no formal record.

7 (b3)(10USC§130)(b6): So did ya'll do a roster scrub, kind of--man
8 by man, who's had what training?

9 (b3)(10USC§130)(b6): Yes, sir. We took our Alpha roster, we
10 took what we knew was in MCTIMS. From that, we took those that
11 we had some rosters physically on us--electronic rosters that we
12 had from the rear because all of our physical rosters are in
13 Hansen. And then, went line by line--leadership went line by
14 line asking Marines to see their SWET cards or helo dunker
15 cards, verifying dates. A couple Marines said, hey, if I've
16 lost mine, but I was with this Golf Battery on this date when we
17 were deployed last, I went with some of the Marines that are--

18 (b3)(10USC§130)(b6): I went with (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) was, like,
19 yeah, I've got my card and he was there that day because he was
20 with me.

21 (b3)(10USC§130)(b6): Yes, sir. So we went line-by-line,
22 verified everybody that we knew.

23 (b3)(10USC§130)(b6): So what you're saying is the original list that
24 they sent out, there was even less people trained than what's on

1 that one than according to MCTIMS. So the big database that's
2 supposed to have all that information--

3 (b3)(10USC§130)(b6): Correct. MCTIMS did not reflect everyone
4 that had been trained.

5 (b3)(10USC§130)(b6): Did it reflect anybody as trained who wasn't
6 trained?

7 (b3)(10USC§130)(b6): Not that I know of.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): Okay. So then--

10 (b3)(10USC§130)(b6): Did you check those people who had said that
11 were trained, or only the ones that it said were untrained?

12 (b3)(10USC§130)(b6): On what?

13 (b3)(10USC§130)(b6) MCTISM when you got it, if it said that they
14 were trained, did you double-check that or you only were looking
15 for people MCTIMS said was untrained?

16 (b3)(10USC§130)(b6): When we went back to check, we checked
17 every Marine regardless of the source.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): So we did a full scrub.

20 (b3)(10USC§130)(b6): So you would say that the most recent excel
21 spreadsheet or document that came was accurate?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): We received something that looks like this
24 document [indicating], which I'm told is a Golf Battery training

1 roster relative that highlights both--either trained or frequent
2 flyers, infrequent flyers, or untrained.

3 (b3)(10USC§130)(b6): Yes, sir. That is accurate.

4 (b3)(10USC§130)(b6): Do you recall then--allow me to put on my
5 glasses, being old--that say (b3)(10USC§130)(b6) had failed training?

6 (b3)(10USC§130)(b6): I was aware. I was actually there with him
7 that day--

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): --back in Pendleton.

10 (b3)(10USC§130)(b6): And so, then (b3)(10USC§130)(b6), obviously, we got
11 the actual, no kidding. So then at least two of the members,
12 then, had failed training?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): Granted, been afforded the opportunity to
15 train but had failed it. And then, two of the people involved
16 that had some of the most major--one of whom, unfortunately,
17 passed and the other who seemed to--might have passed, did not;
18 actually failed?

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): Okay. And I don't mean to pick at that, but
21 I'm just trying to--no-kidding--unfortunately build an accurate-
22 -knowing what you know now, from a leadership role, and you've
23 probably--I'm sure have thought about this seven ways to Sunday,
24 more so than anyone else. If we were going to build a fail-
25 proof training methodology for Marines, regardless of whatever

1 method of insertion or whatever else, at least in terms of this
2 type of thing, what would the Marine Corps do? Because you've
3 probably thought about this. What will make it so that we don't
4 have somebody who either has not been trained flying on
5 aircraft, whether they're frequent or infrequent, or has failed-
6 -or what should--in terms of failed training and not?

7 Do you have anything--and this is more your thoughts
8 personally.

9 (b3)(10USC§130)(b6): I think we need more facilities.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): So on Camp Pendleton there's one for the
12 whole base. There's multiple pools that could have it, but
13 there's only one that they actually do the helo dunker. And I
14 think it'd being a PTP requirement is probably a little
15 haphazard considering we use Ospreys outside of a deployment
16 cycle for Marines to do training on for different exercises.

17 (b3)(10USC§130)(b6): Right. If you're flying all over the
18 California coast, you could be potentially flying over water,
19 even though you have no real--

20 (b3)(10USC§130)(b6): Any of the large amphibious exercises we do
21 on either coast, those units aren't always in a PTP cycle. So
22 it probably needs to be more of an annual or bi-annual training
23 requirement.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): I had thought about that. It seems bizarre
2 that--even the SWET chair, it builds some confidence with the
3 LPU, the breathing device, being upside down under water, is
4 better than nothing.

5 (b3)(10USC§130)(b6): Right.

6 (b3)(10USC§130)(b6): But right now, unless you're in a PTP cycle
7 that requires it and it's available for enough people and
8 there's opportunity, then everybody else is not getting the
9 training.

10 (b3)(10USC§130)(b6): Okay. But you would recommend that it
11 certainly is that at a minimum, SWET training, preferably helo
12 dunker training for those people who, no kidding,
13 [indiscernible]--

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): Is there any other training or anything else
16 that you think would be helpful or beneficial in this situation,
17 just, kind of, after you've looked at it holistically. Not
18 necessarily even just the water or the--a policy change, is
19 there a procedure that needs to be changed that you can think of
20 that would be beneficial?

21 (b3)(10USC§130)(b6): I think this highlights the fact that
22 frequent flyers aren't the only ones that need to have the
23 training on the MEU. I mean, all it took was a lot of these
24 Marines, one flight on a MV-22, and that was the one flight it
25 happened to. I also, looking back, I was a CLB leader.

1 Leadership, I reflected, is reviewing the safety procedures on
2 an aircraft, getting on the aircraft, the seatbelt prior to us
3 executing the mission, building that into our rehearsal--our ROC
4 walk. Because as some of the Marines had mentioned and I saw
5 (b) (6) next to me, he was confused to put the seatbelt on by
6 sitting next to me. So junior Marines, they do a lot of things,
7 but if that's the first or second time they've actually flown on
8 an aircraft, regardless if they've had SWET or helo dunker
9 training, having the refresh training on ship, building in part
10 of the rehearsals. Having a brief built in via combat cargo or
11 the crew chief or whatever it is, is something that absolutely,
12 I think, should be added.

13 (b3)(10USC§130)(b6): Okay. Switching gears, and then--just, kind
14 of, a part that because you sat so close to the front, you--
15 (b3)(10USC§130)(b6). Is it possible when you left your seat that
16 you actually impacted (b3)(10USC§130)(b6)?

17 (b3)(10USC§130)(b6): I could have, absolutely.

18 (b3)(10USC§130)(b6): And then, my question was, if--do you recall,
19 once you were up in the front at all--and I know we've already
20 talked through this--ever seeing (b3)(10USC§130)(b6) again other
21 than--

22 (b3)(10USC§130)(b6): No.

23 (b3)(10USC§130)(b6): So the last time you saw him was before you
24 left, basically, your seat--

25 (b3)(10USC§130)(b6): Correct.

1 (b3)(10USC§130)(b6): --and at that point he'd gone in a couple of
2 times and everything like that?

3 (b3)(10USC§130)(b6): Correct.

4 [Knock on the door.]

5 (b3)(10USC§130)(b6): When you were then--

6 (b3)(10USC§130)(b6), don't worry about it--

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): When you were doing that, like, was--did a
9 bunch of gear fall on you? You know what I mean ever at all?
10 Do you recall a bunch of gear being on you or anything?

11 (b3)(10USC§130)(b6): I don't--I don't remember gear. I don't
12 remember (b3)(10USC§130)(b6). I don't remember anything that was
13 hindering me from moving.

14 (b3)(10USC§130)(b6): I got it. But at that point, you weren't
15 hindered other than just the duress of the egress like you
16 talked about?

17 (b3)(10USC§130)(b6): Correct.

18 (b3)(10USC§130)(b6): But you don't recall a bunch of stuff being on
19 you--

20 (b3)(10USC§130)(b6): Nothing.

21 (b3)(10USC§130)(b6): --or anything at any time like that? And you
22 don't remember trying to fight through the stuff to get out?

23 (b3)(10USC§130)(b6): No.

24 (b3)(10USC§130)(b6): Okay. So you--it seems like, based off what
25 you've said, that you were, then, able to go through the crew-

1 chief's window without relative obstruction or any of the other
2 debris that seemed to be in the aircraft at that point?

3 (b3)(10USC§130)(b6): Correct.

4 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6)?

5 (b3)(10USC§130)(b6): That's fine.

6 (b3)(10USC§130)(b6): I'm trying to remember, when you came out of--
7 I'm trying to remember when your Kevlar came off. Do you
8 remember when you--

9 (b3)(10USC§130)(b6): At the surface.

10 (b3)(10USC§130)(b6): At the surface.

11 (b3)(10USC§130)(b6): I took it off at the surface.

12 (b3)(10USC§130)(b6): Okay.

13 (b3)(10USC§130)(b6): Nothing, sir. Thank you.

14 (b3)(10USC§130)(b6): I just have one more. So from, kind of Navy
15 perspective, is there anything that the blue side could have
16 done better from the medical, rescue people, the SAR boat?

17 (b3)(10USC§130)(b6): No. I mean, I was shocked at how quickly
18 the boat was in the water. I couldn't believe there was a boat
19 in the water so quickly. The fact that there were life rafts
20 thrown in the water were amazing. The fact that someone from
21 the flight deck threw life jackets down even though we're
22 supposed to have LPUs, which we all know what happened to some
23 of the LPUs, but there were life jackets in the water, those
24 helped.

25 (b3)(10USC§130)(b6): Okay. All right.

1 (b3)(10USC§130)(b6): So here's what we'll do. At this point, now,
2 I'm going to--we'll stand up. I'll have you raise your right
3 hand, swear the statement's true to the best of your knowledge.
4 We'll follow up with a little bit of paperwork and then we're
5 done for right now.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): We may, very well, because, again, you're more
8 of the leadership, come back to you later on, maybe via email or
9 something like that, just--hey, can you explain this part to me
10 or make sure I got this quite right so that--that would be
11 helping us for accuracy.

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): All right. Raise your right hand.

14 [The witness did as directed.]

15 (b3)(10USC§130)(b6): Do you swear or affirm the statement you
16 provided is true to the best of your knowledge, so help you God?

17 (b3)(10USC§130)(b6): I do.

18 (b3)(10USC§130)(b6): All right.

19 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), thank you for
20 making a statement. I'm going to ask that you not discuss your
21 statement or the questions that we asked you with anybody else,
22 of course, except for the AMB, other safety investigations, and
23 that if you need to talk about this with somebody or somebody
24 needs to come talk to you about it, that's fine also.

25 (b3)(10USC§130)(b6): Absolutely.

1 (b3)(10USC§130)(b6) : But if outsiders come in and start,
2 you know, asking what's going on and questions, just say if they
3 have questions, they can direct it towards the Investigating
4 Officer, (b3)(10USC§130)(b6).

5 (b3)(10USC§130)(b6) : Okay.

6 (b3)(10USC§130)(b6) : Do you understand all that?

7 (b3)(10USC§130)(b6) : I do.

8 (b3)(10USC§130)(b6) : Any questions?

9 (b3)(10USC§130)(b6) : None.

10 (b3)(10USC§130)(b6) : This interview is terminated. The
11 time on deck is 1428.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

Date: Not provided

Location: Not provided

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6): The time on deck is 1843. This is
2 (b3)(10USC§130)(b6), legal advisor for the JAGMAN
3 Investigation. We are here for the interview of (b3)(10USC§130)(b6)
4 (b3)(10USC§130)(b6), in the presence of the Investigating Officer, (b3)(10USC§130)(b6)
5 (b3)(10USC§130)(b6) and the Assistant Investigating Officers, (b3)(10USC§130)(b6),
6 and (b3)(10USC§130)(b6).

7 Prior to coming on the record, I discussed the
8 voluntary nature of participation in this investigation with
9 (b3)(10USC§130)(b6). He agreed to stay and make a statement. I
10 had him read over the Privacy Act Statement, of which he did and
11 signed. And I also advised him, because he is going to be a
12 witness or a potential witness, of the Aviation Mishap Safety
13 Investigation and the JAGMAN Investigation, I notified him of
14 the different objectives of the two investigations, the reason
15 why procedures vary, the need to preserve the privileged nature
16 of the Aviation Mishap Safety Investigation, and neither command
17 nor administrative action may alter the privileged character of
18 the statements provided to the Aviation Mishap Board, and such
19 statements will not be available to the JAGMAN Investigation
20 from any official source.

21 Sir?

22 (b3)(10USC§130)(b6): All right, and (b3)(10USC§130)(b6), what is your
23 billet date, currently filling the squadron?

24 (b3)(10USC§130)(b6): I am the S-4 OIC.

1 (b3)(10USC§130)(b6): Okay. And then you were the mishap Division
2 Leader under training.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): But actual section lead within the flight?

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): Just kind of the same thing we've told most of
7 the people we've talked to today. What we're trying to do right
8 now for the day, the way the path I've chosen for this
9 particular investigation is to go from--we started with
10 maintenance, kind of get a feel for, "Hey, Aircraft 13, how did
11 we end up with a safer flying aircraft to go out to fly the
12 mission that day." We've talked to some of the ops guys, kind
13 of, "Hey" have them talk about the schedule, how it was
14 developed, kind of the things that went on there. So, that we
15 have crews and we have a mission that we are supposed to go fly.
16 And then now, we're kind of talking to you, we'll talk with
17 (b3)(10USC§130)(b6) tomorrow, as the first guy. Just kind of about
18 the mission, kind of the mission planning that went into it.
19 Sort of the plan and then things that you might be able to tell
20 us from your perspective about the actual mission itself. And
21 then lastly, we'll end up with the mishap air crew and kind of
22 talk with them through of kind of what actually, no kidding,
23 occurred in their aircraft and kind of what they did and how
24 they went through the mishap. So, that's kind of where we're at
25 in terms of trying to get from here to there.

1 (b3)(10USC§130)(b6): Okay.

2 (b3)(10USC§130)(b6): In the investigation and then just for here.
3 So anything from your perspective that you can help us with on
4 that, and just the mission itself, that would be greatly
5 appreciated.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): So, with that, I am going to turn it over to
8 JAG for questions from his perspective.

9 (b3)(10USC§130)(b6): I just kind of want to start out with, so,
10 division leader under training per the August 5th flight
11 schedule, is that accurate?

12 (b3)(10USC§130)(b6): Yep.

13 (b3)(10USC§130)(b6): Okay, at what point did you get notified that
14 you were going to be executing, A: this training event for
15 yourself, as well as the additional tasking during AIT?

16 (b3)(10USC§130)(b6): So, sometime before it started, like AIT
17 started, they had put out who was going to do, like kind of be
18 the lead planer and executor for each of the missions, on like
19 the first or the night before AIT actually started when we got
20 the first mission.

21 (b3)(10USC§130)(b6): Do you know approximately what date that was?

22 (b3)(10USC§130)(b6): No, I could check my e-mail and get it for
23 you.

24 (b3)(10USC§130)(b6): Late July, the first of August?

25 (b3)(10USC§130)(b6): Before we went into Brisbane.

1 (b3)(10USC§130)(b6): Which was when?

2 (b3)(10USC§130)(b6): Which was the beginning of the month. So,
3 that would be late July.

4 (b3)(10USC§130)(b6): Late July?

5 (b3)(10USC§130)(b6): Yeah. Probably like a couple of days
6 before we went into Brisbane, I think we got in on like the
7 29th. So, I'd say probably a couple of days before that.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): It didn't make much difference because like
10 the day before, when they started assigning missions, they
11 started like the first mission assignment and CAT briefs and
12 stuff like their determination stuff. They changed pretty much
13 all of that. Not that that really made a difference as far as I
14 was concerned. But I found out I was coming to the NEO like a
15 day or two before. So, on the 3rd, which I think was the first
16 mission, or when we started the first mission, they put out like
17 a new schedule. They said, "Hey, you're going to do the NEO and
18 it is expected to be on this day." Which was the 5th.

19 The morning of the 4th, I was supposed to go and be
20 the tower watch. And so, I was like, "Well, I guess they
21 probably just changed who they were going to have do it." Then
22 they put out a new one?

23 (b3)(10USC§130)(b6): Which one? (b3)(10USC§130)(b6) on the 4th?

1 (b3)(10USC§130)(b6): Oh, that's right. So, the morning of the
2 3rd, I was supposed to be on Watchdog, which is when they were
3 starting the planning for the NEO.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): So, starting the planning, like doing the
6 confirmation brief on the 3rd. Which, yeah, it's down here.
7 Confirmation brief was at like 1330/1400. So, I walked into the
8 ready room at like 0800 I think, because it was at 0900 first
9 brief. Was it 0900? Yeah, I walked in at 0800 because somebody
10 had called my room and said, "Hey, the NEO stuff is starting and
11 you're on tap for it." And I said, "Well, I was supposed to be
12 Watchdog, so that is going to be kind of hard to plan." When I
13 came into the ready room at 0800, they said, "Hey, you're going
14 to do the NEO, so where are all your planners?" I'm sure I had
15 a surprised look on my face, because I wasn't at that point
16 prepared to--I wasn't expecting it. So, I was like, "Well,
17 you're going to have to find somebody else to stand Watchdog."
18 They did. I went and started the NEO stuff, (b3)(10USC§130)(b6) had
19 already started and gone to the CAT-1 brief, I think, and he was
20 already over in the Scale B spaces, so I just went over there
21 and started getting into the different COA's with (b) and with
22 him. He and I worked through the part. He was the section lead
23 for the 53s for that.

1 So, the morning of Thursday was when I really found
2 out that I was actually doing the NEO, and we spent that day
3 planning 1330 to 1500.

4 (b3)(10USC§130)(b6): Was (b3)(10USC§130)(b6) able to participate in
5 planning?

6 (b3)(10USC§130)(b6): He was not, because he was flying. It is
7 like everybody was flying. He was flying that night, like
8 almost all of the planners were gone, so the planning was--
9 people planning were me, (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6)
10 were like the only two guys in there to help us make products
11 while we were figuring out how we were going to skin the cat for
12 our two flights.

13 (b3)(10USC§130)(b6): He does the basic situation for the plan?
14 What you were given scenario wise?

15 (b3)(10USC§130)(b6): Basic scenario was that at Raspberry Creek
16 in Shoalwater Bay is where the MC was. We were going to do NEO,
17 they were doing Embassy reinforcement, the next day, which would
18 be the 4th was the day we were supposed to do embassy
19 reinforcement, right? Yeah. We were told we were doing the
20 embassy reinforcement this day, the next day it was going to be
21 the NEO. And then there were protests per the scenario going
22 on, in the town. That was pretty much it. Protests, people in
23 the town. Yeah. We did the NEO confirmation brief, which did
24 not go very well. Partially, because we had nobody to help
25 plan, in my opinion. But it didn't go very well, like our

1 slides weren't all prepared. I knew what I wanted to do and at
2 one point, I was just like, "Kill that slide and I'll talk
3 through what we're going to actually do." Because I had it all
4 written down and planned out on a timeline, but the slides
5 weren't all there.

6 (b3)(10USC§130)(b6): Okay, so I have got a copy of your basic
7 timeline here.

8 (b3)(10USC§130)(b6): Yeah.

9 (b3)(10USC§130)(b6): Can you talk us through what the general plan
10 was?

11 (b3)(10USC§130)(b6): Sure. If I can look at the timeline, I can
12 do it better.

13 (b3)(10USC§130)(b6) Yeah. It may be a little sideways for you.

14 (b3)(10USC§130)(b6): That's fine. So, general timeline, the 22s
15 were going to take off as a division and go to Raspberry Creek
16 to drop off the--oh, sorry. Originally, we were going to split
17 up the security part for the ECC. Or split up the security
18 element in between the three planes, take them to Raspberry
19 Creek, drop them off, and they wanted at least 30 minutes to set
20 up for their scenario before we dropped ECC in. (b3)(10USC§130)(b6) was going
21 out to the ASHLAND to pick up all the ECC Marines and then they
22 were going to take them in since it is a single spot, it was
23 going to take them a little while to cycle through. So, we all
24 launch at the same time, we drop these guys off, "we" the 22s,
25 drop these guys off pretty early compared to when the 53s were

1 going to be able to make it. We figured by the time they loaded
2 up all their people and when they came in as a section, they
3 would meet that 30-minute requirement they asked for. Drop
4 those guys off. The 22s were going to go back to the BHR, like
5 as soon as we dropped our people off. Go back to the BHR, fuel
6 up and laager on deck. Basically, for contingency, in case
7 anything happened, they needed to start the extract early or
8 anything like that. The 53s were going to go sit in holding at
9 the Spun HA and basically provide contingency holding for any
10 CA-SEVAC service so that they would be just there and ready to
11 move in and extract people immediately, whenever they needed to
12 extract anybody. And then whenever we had to calculate up how
13 much gas they would have, how much on station time they would
14 have, the 22s were going to launch about 30 minutes before that
15 and go have a little bit of overlap. We would all be on station
16 and they would go back to the ship and get gas, and then come
17 back right after they got gas and that would pretty much be the
18 same time that we expected the ECC to be pumping out the first
19 AMSITS for evacuation, which was 1330.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): And then we were about to get into the NTPP
22 part. We were told 40 AMSETS, so we gave them like a "This is
23 how much time we can provide you and how many waves of moving
24 people. And this is the time we need to start extracting all of
25 the Marine's, for the scenario. This is the time we need to

1 start extracting all those if we are going to get them back
2 before sunset." Because it was in the early morning start. But
3 we were only really expecting to move 40 people plus the ECC,
4 the security guys, those two that we inserted that day and then
5 the FCE and the embassy reinforcement team, which had gone the
6 previous two days to us.

7 So, when we started at 1330, the 22s were going to
8 take the American Citizens, per the scenario, and the FCE
9 because they were all coming back to the BHR. The 53s were
10 going to take the ECC guys back to the ASHLAND. And then after
11 the 22s dropped off the guys at the BHR, we were going to come
12 back and hold so that the 53s could make their hit and come back
13 into the zone before the 22s. The 53s were going to take the
14 security force that we had inserted that morning, and take them
15 back to the BHR and the 22s were going to grab all of the
16 embassy reinforcement guys and take them back to the GREENBAY.
17 We did it that way to meet their priority of who got out of the
18 zone first. There were like 66 of these guys going back to the
19 GREENBAY on our original plan. That number changed. But there
20 was supposed to be 66 going back to the GREENBAY and it was just
21 a few too many people for the 53s. So, we split it up that way
22 in order to make the fewest amount of hits possible back to the
23 zone. That's the general plan.

24 (b3)(10USC§130)(b6): In terms of execution, did it go according to
25 planned?

1 (b3)(10USC§130)(b6): Mostly. Can I use your keyboard real
2 quick?

3 (b3)(10USC§130)(b6): Of course.

4 (b3)(10USC§130)(b6): So this part went mostly according to
5 planned. The 53s got off basically per our timeline that we
6 wanted them to get off. We were a little bit delayed due to, I
7 think it was just taking longer than they expected to draw
8 weapons and do their test fires and stuff like that for the
9 security guys. But because there was an expected an hour and
10 they only asked for 30 minutes, we weren't very concerned. So,
11 we went ahead and launched the 53s, so they could go over to the
12 ASHLAND, and start hits, and set to cycle in anyway.

13 We took off, probably like 10 or 15 minutes late. But
14 because we were actually closer than we expected, we pretty much
15 made our down arrow for the zone, maybe a few minutes late from
16 that.

17 (b3)(10USC§130)(b6): Okay, let's just pause in the execution. So
18 you had the confirmation briefs.

19 (b3)(10USC§130)(b6): Yep.

20 (b3)(10USC§130)(b6): A confirmation brief, ups and downs.

21 (b3)(10USC§130)(b6): Well, sort of. We did the one at 1330,
22 which was crap. Then we came back and redid one at 2000, which
23 had everything laid out better. Like, we cleaned up all the
24 stuff the new CO wanted us to clean up. So, basically, we redid

1 it. He did not approve it for execution on the first go. We
2 came back at 2000 that night and redid it.

3 (b3)(10USC§130)(b6) (b3)(10USC§130)(b6)?

4 (b3)(10USC§130)(b6): Yes, sir. And re-went through the--really
5 walked the dog for scheme and maneuver, and how many people we
6 were moving when and which way. Who was moving them and where
7 they were going. Like, this is our plan of how we intend to do
8 it. And after that one, he was much more comfortable and was
9 like, "All right, go ahead. You guys have the green light to do
10 that."

11 (b3)(10USC§130)(b6): That was at 2000 when? The 2nd?

12 (b3)(10USC§130)(b6): Yes, sir. The night before on the 3rd.

13 (b3)(10USC§130)(b6): So, morning of, 0600 a.m. brief?

14 (b3)(10USC§130)(b6): Yep. We briefed it the night before.

15 (b3)(10USC§130)(b6): At the flight brief the night before?

16 (b3)(10USC§130)(b6): Yeah.

17 (b3)(10USC§130)(b6): Okay and then you had everyone show up for a
18 0600 A.M. secondary ODO brief?

19 (b3)(10USC§130)(b6): Yep.

20 (b3)(10USC§130)(b6): Do you know if (b3)(10USC§130)(b6) was there?

21 (b3)(10USC§130)(b6) was there?

22 (b3)(10USC§130)(b6): For which one? The flight brief?

23 (b3)(10USC§130)(b6): The 0600 A.M. brief.

24 (b3)(10USC§130)(b6): (b) (6) was. We did the brief the night
25 before, because it was going to be so early and a lot of crew

1 chiefs did not have to wake up even earlier, so they can get the
2 planes ready.

3 (b3)(10USC§130)(b6): Okay, so, (b3)(10USC§130)(b6) attended that brief?

4 (b3)(10USC§130)(b6): Yep.

5 (b3)(10USC§130)(b6): The night before?

6 (b3)(10USC§130)(b6): Yes.

7 (b3)(10USC§130)(b6): So, what time did that brief go?

8 (b3)(10USC§130)(b6): The one the night before? I though it was
9 on the schedule. I guess not. I think we did it just before--
10 did I brief it that morning? Hold on, I'm trying to remember
11 now. No, I briefed it that morning.

12 (b3)(10USC§130)(b6): Okay, so, briefed it that morning.

13 (b3)(10USC§130)(b6): Yeah.

14 (b3)(10USC§130)(b6): So, you briefed it, or (b3)(10USC§130)(b6) briefed
15 it?

16 (b3)(10USC§130)(b6): I briefed it.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): I briefed it that morning, it was the one
19 that we did a couple of days ago that I briefed the night
20 before, never mind.

21 (b3)(10USC§130)(b6): Okay.

22 (b3)(10USC§130)(b6): Yeah, I briefed it that morning.

23 (b3)(10USC§130)(b6): Do you recall if (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), were
24 at that brief?

1 (b3)(10USC§130)(b6): [Affirmative response.] Everybody was
2 there.

3 (b3)(10USC§130)(b6): Everyone was there?

4 (b3)(10USC§130)(b6): Yeah.

5 (b3)(10USC§130)(b6): Everyone kind of get in there about 5-10
6 minutes early?

7 (b3)(10USC§130)(b6): [Affirmative response.] Yeah, everybody was
8 ready by the time we were ready to brief. We did the normal
9 landing talk, TACRON at sea brief first, and then I went through
10 my part.

11 (b3)(10USC§130)(b6): Anything abnormal about the ODO brief? Did
12 you get all the information you expected?

13 (b3)(10USC§130)(b6): Yeah, nothing abnormal. It was a pretty
14 average ODO brief for the boat. You know, get the information
15 you expect from TACRON and me talking at sea and then the ODO is
16 pretty much just telling you which planes you're in.

17 (b3)(10USC§130)(b6): Do you recall seeing (b3)(10USC§130)(b6) give any
18 TOPS brief?

19 (b3)(10USC§130)(b6): I'm pretty sure he did, but I don't
20 specifically remember him doing it. Yeah. So, I also kind of
21 was a division lead under instruction for me, but I was also
22 basically acting AFL. So, I briefed everything as AFL kind of.

23 (b3)(10USC§130)(b6): Yeah, so, we're interested in that
24 relationship between you and the 53s.

1 (b3)(10USC§130)(b6): Really good actually. Because (b3)(10USC§130)(b6) and I
2 did basically most of the planning together. So, we were there
3 like side-by-side doing that pretty much the whole time. And we
4 talked about that, like whenever we were actually doing the
5 planning, he was like, "So, who's leading this?" And I was
6 like, "Well, I'm doing the division lead under instruction and I
7 think I'm basically doing it as AFL, so I am getting kind of a
8 double AFL practice and division lead under instruction." I was
9 like, "So, my plan is to refit as if I am the AFL." I was like,
10 "There will be a little bit of 22 specific stuff in there too."
11 Because I am briefing Division, but a lot of it also applied to
12 the 53s. So, like, I'd brief them what their altitude and speed
13 would be for their routing, per the spun routing and that kind
14 of stuff too. So made it as much of an AFL brief as I know how
15 to do, and then that was also the division lead brief for the
16 22s. And we went back and the slides that I used to brief the
17 new CO the night before, were the same thing I used to brief
18 everybody on the actual scheme of maneuver so that it was broken
19 down and very clear on who was moving who, when, if everything
20 went according to plan.

21 (b3)(10USC§130)(b6): Did the lack of a designated flight lead on
22 the schedule with basically a five ship, lead to any ambiguity
23 or confusion?

24 (b3)(10USC§130)(b6): No, because we talked about it whenever we
25 were actually doing the planning. Like he and I--it was one of

1 the first things we worked out before we actually got done with
2 the CAT-2 brief. I was like, "I think I'm doing this kind of as
3 the AFL." And he was like, "Okay, if that works for you." So,
4 we just continued planning, I just asked him a lot of questions
5 when it came to the 53-related stuff.

6 (b3)(10USC§130)(b6): What was briefed in terms of that V-22
7 aircraft availability and aircraft situation for your launch?
8 What kind of brief?

9 (b3)(10USC§130)(b6): Do you mean whether or not we had a back-
10 up?

11 (b3)(10USC§130)(b6): Were the planes safe for flight?

12 (b3)(10USC§130)(b6): I walked into control before the brief and
13 just asked them which planes we had and asked if they were safe
14 for flight, and they told us which planes we had and yes. I
15 don't remember if we had a backup or not.

16 (b3)(10USC§130)(b6): Did they say anything about Aircraft 13 to
17 you?

18 (b3)(10USC§130)(b6): [Negative response.] I just asked them
19 which planes, and they said event number and the plane, so one
20 and zero zero.

21 (b3)(10USC§130)(b6): So, you assumed they were all safe for flight
22 at that time?

23 (b3)(10USC§130)(b6): Yeah.

24 (b3)(10USC§130)(b6): And that was approximately what time in the
25 morning?

1 (b3)(10USC§130)(b6): Probably like 0545 or so, 0550. I had
2 already set up for the brief and I just walked over there to see
3 which planes they were and what bay.

4 (b3)(10USC§130)(b6): Would it surprise you if Aircraft 13 wasn't
5 safe until 0830?

6 (b3)(10USC§130)(b6): Yeah, a little bit.

7 (b3)(10USC§130)(b6): Did you notice them working on Aircraft 13
8 when you got up on the flight deck?

9 (b3)(10USC§130)(b6): No.

10 (b3)(10USC§130)(b6): Let's go through launch and execution.

11 (b3)(10USC§130)(b6): Tell you what, can we take a break for one
12 second, I need to use the restroom, so just pause for a second.

13 [Short pause.]

14 (b3)(10USC§130)(b6): All right, so picking up execution, we
15 finished the flight briefs, we talk about the plane, getting out
16 of the trucks?

17 (b3)(10USC§130)(b6): Besides the delay for pax that I already
18 mentioned, no problem that I remember. I'm just thinking to see
19 if there was anything minor that even popped up on any of the
20 planes. Do you have my kneeboard in here anywhere?

21 (b3)(10USC§130)(b6): I do.

22 (b3)(10USC§130)(b6): I don't remember anything, but I could have
23 jotted a note down that I don't forget.

24 [Looking at the documents on the computer.]

25 (b3)(10USC§130)(b6): Did you scan the back of these?

1 (b3)(10USC§130)(b6): That was the roaming smart pack, I'm not sure.

2 (b3)(10USC§130)(b6): Oh, no, I misfired. I meant like my own
3 kneeboard?

4 (b3)(10USC§130)(b6): I do not have your specific kneeboard.

5 (b3)(10USC§130)(b6): Okay, that's what I meant. I would have
6 written notes down. I don't remember there being anything that
7 was like, troubleshooting. Nothing that I recall, but if there
8 was something small, I might have written it down.

9 (b3)(10USC§130)(b6): Okay. So, we talked about execution, all the
10 fuel hits go as planned?

11 (b3)(10USC§130)(b6): For the most part. So, some outside
12 friction. Puff-03, we found out the night before had to go do a
13 range sweep. So, the night of the 4th, we found out that Puff-
14 03 has to go do a range sweep. And then like after we had
15 already done all--like after we had done all the confirmation
16 brief and finished pretty much all of our products, they let us
17 know that--somebody was like, "Oh yeah, and one or two or both
18 of you are going to have to also do PMC during this area." So,
19 this was my plan and then they shoved PMC into the middle of it.
20 So, that was on the airplan, which was frustrating.

21 (b3)(10USC§130)(b6): Okay, so how did that go at execution?

22 (b3)(10USC§130)(b6): Play out? So, the range sweep for 03, we
23 just launched him as a single, so he could go do the range sweep
24 because we had already done the math and we could carry all the

1 people anyway and we asked for stows, although we didn't do them
2 because there was not enough gas.

3 (b3)(10USC§130)(b6): So, you were spotted on 4, 5, 6, 7, 9?

4 (b3)(10USC§130)(b6): 03 was spotted on 2? He was spotted in the
5 front. I think he was on 2. Because we knew he was going to be
6 empty. I think it was 2, 4, 5, 7, and 9. I think. Anyway, we
7 sent 03 out by himself because he was not a player at that point
8 anyway. So, just sent him off to do a range sweep and meet us
9 back at the BHR.

10 (b3)(10USC§130)(b6): You found out the night prior about that?

11 (b3)(10USC§130)(b6): Yes, sir. For the range sweep part. There
12 weren't enough people--there was enough space on the two planes
13 to insert the security element with just two, so we just shifted
14 it and changed our fuel load.

15 (b3)(10USC§130)(b6): And the total pax in that security element
16 were how many? Do you recall?

17 (b3)(10USC§130)(b6): 39? Yeah, 39. And I was pretty sure they
18 had them all there. I don't think there was any change. I am
19 pretty sure that part went as fragged. I wrote all the notes
20 down. I am almost certain that one is fragged, I so did that,
21 which is the ECC. So, we sent 03 out to do his range sweep. We
22 just kissed him off and let him go on his own while we were
23 still waiting for our pax. Spot 3 took off to go to the ASHLAND
24 to get their pax. We got our pax, went and inserted them,
25 pretty much as planned. Yeah, so pretty much as planned. So,

1 we came in and did a little bit of a modified 180 and we took it
2 easy because we weren't--because that's a radio tower, there is
3 a whole bunch of little trees over here that we found out from
4 the guys who had gone in the day before and then this was like a
5 light brown out. Not bad, it was probably like a level two and
6 one time when (b) (6) came in it was a level three. But we were
7 planning to land, the wind was coming that way, so we were
8 planning to land on one and two for the first run, since (b) (6)
9 wasn't coming in. Oh, sorry, one and two, and then three would
10 have landed here.

11 So I landed about here, a little bit after the spot,
12 (b) (6) landed about here, and then a lot of the ECC was like--
13 actually, sorry. They were over here when we came in from the
14 Nightingale, they were all right here. So, we landed here and
15 here. It went pretty much as planned. We converted early, so
16 instead of converting in the 180, I started conversion before I
17 hit the 180. Or before I hit my, where I would turn for doing a
18 180. Before being, just because none of us--me and (b) (6) had
19 not been there before. So, we just took it nice and easy coming
20 around; a pretty benign approach in. I came in and landed about
21 there. It had a level two on the crazy. (b) (6) came in and
22 landed about here, a little bit after the spot, I think, as
23 well. And his was also like maybe a level two. Just got into
24 the dust around 30 or 40 feet or so, nothing crazy. We dropped

1 all our dudes off, took off and went out that way, kind of out
2 to the 0500. It was just pretty much as planned at that point.

3 We started going back out to the ship. We were going
4 back to the BHR and because of the silliness of the--do you have
5 the TALP in here, PMC plan?

6 (b3)(10USC§130)(b6): I think we have it outside.

7 (b3)(10USC§130)(b6): Oh, so, because of the silliness of the PMC
8 that they tried to inject into our mission that we were doing,
9 the PMC thing had me taking people from the BHR to the ASHLAND
10 and the times that they had on there coincided with when we were
11 inserting the security element. So, those people tried to get
12 on our plane and I said, "Go away." And so, we did not let
13 anybody but security element. But when we were coming back to
14 the BHR, after dropping those guys off, I was looking at the
15 TALP. I'm like, "I have to take them from the BHR to the
16 ASHLAND." And as I am checking out the BHR, they're like, "Did
17 you make your hit to the ASHLAND?" And I looked down, I was
18 like--" and I looked at the airplan, and I was like, "According
19 to the airplan, I was supposed to go straight from insert to the
20 ASHLAND." And I was like, "No." Because I had to look at the
21 PMC plan to figure out who I needed to pick up.

22 And so, as we were pretty much coming for the initial
23 to enter the initial, I just told them, "Hey, I would like to
24 kiss off my dash two." Because he was supposed to go to the BHR
25 and pick up people and take them to the GREENBAY, I think. I

1 was like, "I would like to kiss off my wingman and then I will
2 go over to the ASHLAND." And he was like, "Okay, cool. Per the
3 airplan." So, I turned around and went back to the ASHLAND,
4 which we had already passed.

5 I went back to the ASHLAND and picked up my folks.
6 They were pretty much ready, on time. Then (b) (6) went and did
7 his portion of the PMC. I think he just had a BHR to GREENBAY
8 to BHR. I think that is all he had to do. I had an ASHLAND to
9 GREENBAY to BHR. When we were on the ASHLAND, I heard him
10 talking like coming in on the GREENBAY and we were all up--we
11 were all at blonde, still because the ships are in such close
12 proximity.

13 (b3)(10USC§130)(b6): And this was around 1100?

14 (b3)(10USC§130)(b6): This was during the time I had planned for
15 us to be laagering on the ship. So, during this time in
16 between, like between 1000 and 1130, is when this whole part was
17 going on. So far, it went as somebody else had planned it,
18 which was just frustrating in the middle of a mission. We came
19 back to the BHR, when we were done with our stuff. We moved up
20 everything they had ready for us to move. And then we were all
21 on deck at that point, on the BHR. All three 22s were. Which
22 would be that one--I mean, probably around 1100 at that point.
23 We were all on deck of the BHR fueling back up, or a little bit
24 earlier. At some point, when we were flying around, Watchdog
25 called over and they are like, "Hey Nightingale is now alert 30,

1 so you can expect that that's probably going to get called."

2 "Okay, cool."

3 So, we made it back to the BHR and we were all fueling
4 up for whatever reason. Once again, never talking to the people
5 actually flying it. The airplan said that 2 and 3 were the
6 primary for Nightingale, which didn't make any sense to me and I
7 was going to change it anyway. And then apparently, the CO
8 called up to Watchdog and was like, "No, 1 and 2 need to be the
9 primary for Nightingale." Which was fine, whatever. It was
10 what I wanted to do anyways. Just gave me a little back and
11 changed where they wanted to put the passengers. "They" being
12 whoever managed to put that onto the airplan. Let's see, I was
13 spot 7. (b)(6) was spot 4? And (b)(6) was spot 5. There was a
14 Harrier on the port elevator. I think that I took (b)(6) off
15 early. What happened there? They called Nightingale, (b)(6),
16 we were debating on how we were going to clear the deck enough
17 to take the people because (b)(6) had already filled up to where
18 he needed to do a stow.

19 (b3)(10USC§130)(b6): What was that?

20 (b3)(10USC§130)(b6): What fuel his load was at? I think we
21 said--where's the kneeboard? I think we said with our max
22 personnel that we were expecting, for anytime during the day--am
23 I going the wrong way? The max personnel we were expecting for
24 anytime during the day, power of 10 percent, which is 10 percent
25 off the 117, which gives you 5 percent off of 112s, is 1409 and

1 we had it down to here. That filled to--yeah, eight and a half
2 thousand pounds was the max you could take off from the ship
3 with. What we were expecting our heaviest load to be, which was
4 6,600 pounds of personnel. So, I think he had filled up. He
5 had filled up anticipating that for what I wanted to do was fill
6 up enough that he could go to the zone, burning gas the entire
7 way there and on the way back. By the time you get back you
8 still have a fair amount of gas and you are not fueling it in to
9 reduce the amount of times we have to stop and take fuel.
10 Because I planned for us to not have to--can we go back to the
11 timeline? I planned for us to not have to take fuel for these
12 two hits.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): So, I wanted us to take off with 8.5,
15 minimum of 8.5 when we took off from the BHR, and that should
16 give us enough to go all the way through to our final down
17 arrow. Just from the math and stuff that we did for going into
18 holding and holding it basically at 150 knots, all that kind of
19 stuff. So, he had fueled up, anticipating that we were going to
20 get to burn off gas before we had to fall, before we had people
21 on the plane and at the ship. So, don't know the power, the
22 weight and power in the plane. And said, "Hey, I just ran the
23 numbers. With this amount of people--" I don't remember exactly
24 how many it was for the Nightingale "-but with this amount of
25 people, I need to juice down, or I need to burn down this much

1 gas." He was on spot 5, I'm pretty sure. So, and (b) (6) was
2 on spot 4. What was going to be empty, so we were like, "Hey,
3 (b) (6), just going to go to the--just take off and go to the HA
4 at 3,000 feet." Because our inbound routing--or at 3,500 feet
5 because our inbound routing was 2,500 feet. "Just go in the HA
6 at 3,500 feet and then we'll get (b) (6) to take off and hold an
7 overhead until I could take off." Because then he and I would
8 go in as a section and drop off the Nightingale team.

9 So (b) (6) taxied forward to spot four to do a stow,
10 which he did, I'm pretty sure. Now, I say, "I'm pretty sure"
11 because they were trying to taxi me from spot 7 to spot 4, with
12 the Harrier on the port Ace and my senior crew chief in the back
13 was like--we started taxiing forward and then we stopped because
14 I was like, "That looks like it is going to be tight." And
15 started walking. So it was like there was only going to be a
16 foot of clearance and I'm not comfortable with that. I said,
17 "All right, cool." So, I told tower, I was like, "Hey, we are
18 not comfortable with taxiing past this 53 sitting on the port
19 over here." And so, they ran an LSE over to like the nose of
20 the Harrier, because the Harrier was kind of sitting like caddy-
21 corner on the--like if this is the Ace. Do you know what I
22 mean? They were sitting caddy-corner and this right here, is
23 like the rest of the flight deck. And the nose was not over,
24 but was close to the fail line.

1 (b) (6) was looking at it, he was like, "There's going
2 to be like a foot of clearance." And like, "I think there's
3 clearance, I'm just not comfortable cutting it that close." So,
4 we told to Watchdog that we weren't comfortable with that. They
5 sent the dude over there. The guy was like, "Yeah, there is
6 about this much space, a foot."

7 So, Watchdog and whoever was primary tried to convince
8 us to taxi past it because there was space, and I said, "I'm not
9 taxiing past it because my crew isn't comfortable doing it."
10 And so, they said, "We'll have to back you up." I said, "Okay."
11 Anticipating the time that they are going to have to shut me
12 down and then push me backwards so that we could take off from
13 spot 9. Everybody else thought I meant I was going to back
14 taxi. So they immediately were like, "No, back taxi is against
15 NATOPS." I said, "I wasn't planning on it." And then, the
16 primary said if we come a little bit to the right, are you going
17 to be comfortable with that. I went, "If I can come left about
18 a foot to the right, yeah, I would probably be comfortable doing
19 that."

20 So we talked about it with the rest of the crew and
21 they said, "Yes, that sounds good." So, we went over to the
22 right and our nose wheel did not go past the stream line, if
23 that makes sense? So we were still inside the stream line.

24 We taxied over to the right maybe a foot, until we
25 were past the Harrier and then taxied back and then taxied up to

1 spot four. And we had not loaded our pax yet. Got up to spot
2 4, loaded our pax for the Nightingale team and then we stowed.

3 We stowed, (b) (6) was in the overhead. I think we did
4 a write out and he could already see me, obviously and he
5 watched me take off. It was asked for him to be able to join,
6 so he just joined me, with visual in route. We went in through
7 not the same routing because they called and said they wanted us
8 to come direct from, I think checkpoint warriors. Oh, no, they
9 told us a different checkpoint, but there was a threat in the
10 freshwater bay area, and we had put a range ring around where
11 the threat was supposed to be, which was like a 5-mile range
12 ring for any air through; 3-mile rangering for any MANPADs. So,
13 I was like, "Well, let's stay outside of that."

14 So the point that they had given us was going to have
15 a slight draft through it, so we went up and around and then
16 back through. It pretty much made us do reverse routing. We
17 told (b) (6) that's what we were doing on the way up and by the
18 time we were flying over there, the 53s had already--were we
19 sitting in holding, still? No, I think they were on their way
20 back at this time. Nope, that's the next turn around. They
21 were still sitting in holding. They were on their way back. I
22 honestly don't remember if they were on their way back or still
23 sitting in holding, at that point.

24 Anyway, we basically went in reverse routing, so we
25 were deconflicted from everybody anyway. Came in and

1 essentially did the same kind of landing we did before. We just
2 were already offset a little more. So, we did not have as much
3 as quick of a--we didn't take as much extra slowdowns. It was
4 more of a normal 180 to come in and land. We landed, dropped
5 our dudes off, they wanted to know the access we were going to
6 launch back out or staying on the ground. I told them I would
7 rather go sit in holding as opposed to stay where somebody could
8 shoot me.

9 Well, and then administratively, (b) (6) was like, "hold
10 on a second, how many people do they have? Since we're not
11 getting shot at, let's talk through what the options would be,"
12 since we were sitting on the ground anyways. So, we just kind
13 of talked about whether or not we were going to bring three in
14 and how many people they were trying to take out and all that
15 stuff. So, they told us how many people they were wanting to
16 take out which was 10 extra than we had inserted, so that
17 required another plan, so we told (b) (6) to come in via the
18 originally planned routing. I told him to come in where we were
19 and where we thought he should land because of the Nightingale
20 triage area was basically right on the third landing point. So,
21 we told him to land basically behind to the left of where (b) (6)
22 was parked. So, (b) (6) was basically on spot 2 and we were
23 telling (b) (6) to land back here.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): Because it was more clear than immediately
2 to my right. He came in to do that, they've got like level 3 or
3 4 burnout and waved off. And he waved off on the outside of
4 (b) (6), this side, the northern side. Then came around to the
5 right. I told him that over here, where you can't really see
6 it, but right over here looked like a good spot. So, he came
7 around and landed forward and right of me. A nice flat spot
8 that was minimal of level two. So, he landed there, we loaded
9 up the Nightingale team and the ten extra people that were their
10 casualties and took them back to the BHR. Which per what the
11 people do in the airplan thought, was this hit. So, we dropped
12 these guys off and when we were dropping them off, the 53 guys
13 pulled out the security guys.

14 Yeah, so for whatever reason, they made a change on
15 the ground for how they wanted people to come out. So, they
16 pulled out the rest of the security guys that we had inserted
17 that morning. So, the two 22s worth, basically. They pulled
18 them out and brought them back to--did I go too far? I did go
19 too far. This holding didn't happen, so we were probably landing
20 right now about 1300. And the 53s were coming back with--yeah,
21 the security element. And we were coming back with all the
22 casualties in Nightingale. We landed because they were a little
23 bit behind us and they came in after us. We landed, unloaded
24 our dudes and as we were leaving, they were checking onto the
25 radio to land, back at the BHR.

1 While we were on deck, there was a whole bunch of
2 discussion of who we were pulling out next and ways we were
3 going to work it because the original plan having changed, of
4 who was pulling out who when. So, (b) (6) and I talked about
5 that, and Watchdog threw in his two-sense, and I think (b) (6) and
6 I went off freq and talked about it some more. We had a pretty
7 good plan worked out. So, the 22s were not totally full, but
8 the wave we took was all of the Nightingale and the 10 extra
9 people and we brought them back to the BHR. 53s brought
10 security elements from the BHR back to the BHR, which is really
11 this hit here.

12 (b3)(10USC§130)(b6): Okay, is that 39 that you initially inserted,
13 became 43?

14 (b3)(10USC§130)(b6): Yeah.

15 (b3)(10USC§130)(b6): Is that accurate? The 39 you inserted?

16 (b3)(10USC§130)(b6): Yeah, because I recall they had a JTAC
17 already on the ground or something. Hold on, let me make sure
18 that's right. [Talking to himself.] Yes, because they had
19 people already on the ground. So, we inserted the 39, yes. I
20 don't remember who were the extra people, but we had some extra
21 weight.

22 (b3)(10USC§130)(b6): Okay.

23 (b3)(10USC§130)(b6): So, we pulled out all of the Nightingale
24 folks. Pulled out the security element. Then went back and
25 picked up what was kind of supposed to be this one, it was the

1 FCE, which had a whole bunch of like, gear, a whole bunch of
2 tables and stuff, and some people. There was also like AMSETS.

3 (b3)(10USC§130)(b6): Players from the AMSETS?

4 (b3)(10USC§130)(b6): Yeah. We came back to the BHR, they got
5 really grumpy because we were not adhering to timeline. Like I
6 said, the timeline went out the window whenever we called
7 Nightingale, and this was a NEO, so timelines were not showing
8 anyway. And then after a little bit of convincing, they let us
9 land. Then the 53s--yeah, the 53s were checking in--no wait.
10 DO you have a piece of paper I can write on?

11 All right, so we inserted dudes, we picked up the
12 Nightingale and casualties. Then we went back. When we went
13 back, we picked up the FCE and AMSETS. Then we went back and
14 picked up people going to the GREENBAY. UCC got left. The
15 security to embassy reinforcement. [Talking to himself.] All
16 right, yep, so we brought back the Nightingale stuff while the
17 53s were getting gas. And they went back and got the security
18 element. We got the AMSETS and FCE. When we brought them back
19 is when they were not happy that we weren't adhering to the
20 airplan. We dropped off the FCE and launched back out before
21 the--

22 (b3)(10USC§130)(b6): Did you take gas on that hit?

23 (b3)(10USC§130)(b6): Yes. We took a sipass for I think 3,000
24 pounds per plane.

25 (b3)(10USC§130)(b6): Putting each plane at approximately what?

1 (b3)(10USC§130)(b6): For like ten. I think it has fill up to
2 ten.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): Because we were going to fly out there and
5 then come back.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): So, we filled up. Yeah, I had all the
8 planes fill up to 10. We went back out to pick up--and that was
9 when we dropped off the Nightingale casualty people; we filled
10 back up to ten.

11 (b3)(10USC§130)(b6): And that was basically this fuel head here?

12 (b3)(10USC§130)(b6): I mean, essentially, but the--yes. But not
13 at that time because the timeline was skewed at this point,
14 since we launched the Nightingale stuff.

15 (b3)(10USC§130)(b6): So, you ended lifting with approximately how
16 much gas per plane at what time?

17 (b3)(10USC§130)(b6): Honestly, I don't remember the time, we
18 launched with 10,000 pounds of gas to go back and get the FCE.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): If I could go grab mine down, I wrote down
21 the times as we came through.

22 (b3)(10USC§130)(b6): We can find out, don't worry.

23 (b3)(10USC§130)(b6): Okay. I don't remember exactly what time
24 we launched. It was early afternoon is about as good as I got.
25 But that's what most of the mission was. So, we got gas after

1 we dropped off the Nightingale casualty people. And then we
2 went back to get the FCE. We left the 53s on deck here and they
3 came back just to get gas because they were on deck when the
4 Nightingale was called, and they told them not to take anyone,
5 because they wanted to exercise the Nightingale. So, they came
6 back while we were doing the Nightingale. And then they went
7 back when we came back with the Nightingale. And they picked up
8 the security element guys going back to the BHR because I told
9 them to enroute.

10 We went back and picked up the FCE. When we were
11 picking up the FCE, they were told that they needed to--we heard
12 before we left, they were told they needed to bring the 53s back
13 30 minutes early to launch the jets. We said, "Okay, we can
14 probably do that." We were expecting to use the 53s to come
15 back over here and pick up the ECC and take them to the ASHLAND
16 and then go to the BHR and shut down. When we, the 22s came
17 back to the zone and picked up the FCE. While that was
18 happening, the 53s were told, "You do not have time to go
19 anywhere else. Only pick up people coming to the BHR and come
20 back."

21 So, by the time we launched, was when we actually--we
22 were already in the air whenever we talked to them and they're
23 like, "Hey, they told us to only come back to the BHR." I said,
24 "Well, there's nobody left to go back to the BHR. We've got the
25 last of the people going there." I was like, "But if that's

1 what they told you, and that's what has to happen, then you
2 might as well, I don't know, cycle through and not take anybody
3 and go back to the BHR." They would have had time to go to the
4 ASHLAND. Because by the time they got bac to the BHR, I think
5 they had held him for like 30 minutes. Not really important as
6 far as--well, that part's--I'll let you all draw those
7 conclusions.

8 SO, we picked up the FCE while the 53s were coming
9 back in and we took them to the BHR. That was when they told us
10 that they weren't expecting us back and they were disgruntled
11 that we were there, not according to the airplan. So, we held
12 in overhead for a while, while they figured out what they wanted
13 to do. They landed us, we dropped the dudes off. I don't
14 recall if I took guests on that hit. Yeah, I don't recall. I
15 think I did. I don't think I got gas in between the Nightingale
16 and park. I think I got gas here when we dropped off the FCE.
17 We filled up to ten.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): We were talking about the best way to get
20 everybody and shut down at the right time. We decided, "we"
21 being me and (b) (6), decided that we would go and load up the
22 GREENBAY hit which was supposed to be the last people out of the
23 zone. But now, for administrative purposes, picked those guys
24 up, go drop them off at the GREENBAY, which would take all three
25 22s. But the ECC was only going to take 2. So, we go drop off

1 all the people at the GREENBAY. (b) (6) would be the last one
2 into the GREENBAY, when he was done, he would go back to BHR and
3 shut down. (b) (6) and I would make the last hit into Raspberry
4 Creek, pick up the ECC and drop them off.

5 While we were loading up the guys for the GREENBAY,
6 they had a lot of riot shields and stuff like that because they
7 were the embassy reinforcement team. And so, they had a fair
8 amount of gear. And so, we split them up 10/10 and--sorry, that
9 was the FCE. Disregard that. That was when we pulled out the
10 FCE. The GREENBAY guys, we had 62, so they split it up
11 21/21/20. I had said when we got there, what we already had on
12 the assault was to split up 20/20/22. We got there, and they
13 said they wanted to do 20/21/21. All the planes are pretty much
14 the same fuel load. So, that's what we did, it was not problem
15 for me to do that. So, I loaded our guys up, they all had a
16 fair amount of gear with them, just in general, like their LBs
17 and stuff. The other planes loaded up more quickly than mine.
18 I think mine was the last one to have guys walk over to it and
19 they were just taking a while to strap in. Those guys were
20 ready and so, (b) (6) just kind of mentioned, he was like, "Do you
21 want us to go ahead and go and drop our dudes off? We can help
22 our timeline to go a little smoother and a little quicker." So,
23 I said, "Yeah, sure, that's fine. I'll send you guys out there
24 and then I'll join you in the overhead plane." And for (b) (6) to
25 go in first to drop his dudes off. I figured by the time I got

1 there, they would still be just finishing up probably because we
2 were only a couple minutes from lifting.

3 So, I sent (b) (6) and (b) (6) out with (b) (6) as the
4 Section lead for it. And they took off and went back out, like
5 the way we had come. So, like those last two hits, the FCE and
6 the guys going to the GREENBAY, we had done the reverse routing
7 as a division because 53s were at the back of the boat and
8 behind us and there was nobody else's playing out there. So, we
9 did the reverse routing that the range control was wanting to
10 do. So, we basically had the same routing in and out, but there
11 was nobody else around.

12 So, (b) (6) and (b) (6) took off to go to the GREENBAY. I
13 stayed on deck, my dudes were loading up. Whenever my dudes
14 were loaded up, we took off to go to the GREENBAY. I went
15 through the normal coms, which is of the range and then ICEPACK
16 to center. When I was up with Center, I went over to--I asked
17 center to switch me to title town terror. They gave me the
18 switch. I gave tower the cold call to just say, "Here I am,
19 looking to land." And they said, something to the effect of,
20 "You are not going to be able to land; the deck's completely
21 fouled." And I was like, "Okay, that's weird."

22 So, I called (b) (6) on Interflight. I was like, "Hey,
23 what's going on?" They said, "You're not going to be able to
24 land. There is a mishap." I said, "Can you give me any more
25 information?" He said, "13's in the water." So, I asked him

1 what he wanted me to do, seeing as he was the one on scene, and
2 pretty much on scene commander at that point. I was like, "What
3 do you need me to do?" And he said, "I need you to stay clear."
4 I said, "Okay, I'm going to go to the BHR."

5 So, I switched back over to Rose, I told them they
6 need to coordinate for me over to Center. Told them they needed
7 to coordinate for me to go to the BHR; that there's a mishap at
8 the GREENBAY. They pretty much gave me direct to BHR. By the
9 time I got there, they were already aware and had turned and
10 were steaming in the direction of the GREENBAY. I think like 18
11 knots. So, I came and landed spot 9. The winds were a little
12 sporty, so I asked for a stern approach. I came and did a
13 straight in from the stern to spot nine. Land in spot nine,
14 drops the chains, start talking to Watchdog, asked him what they
15 needed me to do.

16 (b3)(10USC§130)(b6): Do you recall what your landing fuel was?

17 (b3)(10USC§130)(b6): I turned the rotors off at 7.4 or probably
18 a little higher. I think I shut the plane off at 7.4 and we had
19 been up APU for probably 40 minutes. So, I landed it with my
20 sight.

21 (b3)(10USC§130)(b6): So, it was around 8k when you landed?

22 (b3)(10USC§130)(b6): Probably, yeah.

23 (b3)(10USC§130)(b6): And what did you--what was the weight of the
24 cargo?

1 (b3)(10USC§130)(b6): I had 21 people, [talking to himself]

2 4,000pounds. Is that right?

3 (b3)(10USC§130)(b6): You're doing 250 per?

4 (b3)(10USC§130)(b6): Yeah.

5 (b3)(10USC§130)(b6): And did your boys have OB's?

6 (b3)(10USC§130)(b6): Hold on, I'll tell you what we did it at,
7 so that my head's not remembering things that are not correct.
8 We did it off of this guy. So, we planned for them to be
9 [talking to himself] 300 pounds each, 6,600 pounds was the max
10 that we planned for. Sorry, 6,650 is what we planned for.

11 (b3)(10USC§130)(b6): You shed about 14,700?

12 (b3)(10USC§130)(b6): Where's the other thing? Which you said at
13 14.9 was our 5 percent from 112? Now, I know it was about 8.

14 (b3)(10USC§130)(b6): You said that (b3)(10USC§130)(b6) was about the same
15 fuel profile?

16 (b3)(10USC§130)(b6): Yeah, we all filled up to 10, pretty much
17 the same time. He had taken off before me.

18 (b3)(10USC§130)(b6): So, it was actually higher?

19 (b3)(10USC§130)(b6): Mine was probably higher than his, yeah.
20 Like, he had taken off before me from the BHR. Like filled up
21 before me, loaded up his people--not loaded up his people.

22 (b3)(10USC§130)(b6): He was holding before you took off, right?

23 (b3)(10USC§130)(b6): That was when we did the Nightingale.

24 (b3)(10USC§130)(b6): You took off first on the second one, on that
25 one, right?

1 (b3)(10USC§130)(b6): Yes. Yeah.

2 (b3)(10USC§130)(b6): So, he was likely a little higher in gas?

3 (b3)(10USC§130)(b6): Potentially, yeah. But probably not by
4 much.

5 (b3)(10USC§130)(b6): And also was earlier to GREENBAY by
6 approximately how much time?

7 (b3)(10USC§130)(b6): They probably took off less than five
8 minutes before me.

9 (b3)(10USC§130)(b6): So, about 50 pounds per minute, so, we're
10 talking probably pretty close to the 14 then?

11 (b3)(10USC§130)(b6): Probably pretty close to it, yeah.
12 Assuming that their weights were correct for 6,600 pounds. 300
13 is always our buffer.

14 (b3)(10USC§130)(b6): About what time did (b3)(10USC§130)(b6) land in
15 Puff-03?

16 (b3)(10USC§130)(b6): Like right before sunset. So, probably
17 about 40 minutes after me.

18 (b3)(10USC§130)(b6): 1736? Around 1700?

19 (b3)(10USC§130)(b6): Yeah, probably. That sounds right.
20 Because whenever they were trying to figure out who--if we were
21 going to send another plane up. He called over and he is like,
22 "I haven't bounced a night yet on the boat and I have to land
23 before sunset." So, they landed him before sunset. Yeah, but
24 he was probably out 40 minutes longer than me, 30-40 minutes
25 longer than me.

1 (b3)(10USC§130)(b6): I've got a couple questions to add.

2 (b3)(10USC§130)(b6): Sure, go ahead.

3 (b3)(10USC§130)(b6): A couple things, you're getting a division
4 leader under instruction write off, I guess. Was that the
5 check-flight or just under instruction?

6 (b3)(10USC§130)(b6): Just one of the XO's, sir. I was the
7 tactical X.

8 (b3)(10USC§130)(b6): Okay. And then, is there a reason why (b3)(10USC§130)(b6)
9 (b3)(10USC§130)(b6), if he is the actual Division leader, giving you the X,
10 why you and he didn't fly together that day? Was that ever
11 mentioned or talked about as to why?

12 (b3)(10USC§130)(b6): No, sir.

13 (b3)(10USC§130)(b6): At any point, did anyone say anything, "Hey,
14 while I do a cross-cockpit, or a--

15 (b3)(10USC§130)(b6): No, sir. I think it was--where's the
16 fifth?

17 (b3)(10USC§130)(b6): It's right here, I was just looking at it.

18 (b3)(10USC§130)(b6): I am trying to remember who, if anybody
19 else was getting an X. I don't think they were, just the crew
20 chiefs.

21 (b3)(10USC§130)(b6): Yeah, I just looked through it and I didn't
22 see any reason why it had to be that way, other than.

23 (b3)(10USC§130)(b6): No, I think it was just to give--

24 (b3)(10USC§130)(b6): Copilots some love?

1 (b3)(10USC§130)(b6): --the copilots some extra experience seeing
2 that stuff. Even if, so if (b) (6) didn't have all the pre-reqs,
3 but to give him the experience of seeing it and seeing all the
4 things we were doing. So, he can't get the code, but he can
5 still learn.

6 (b3)(10USC§130)(b6): Okay. Is (b3)(10USC§130)(b6), is he a section
7 leader or a division leader?

8 (b3)(10USC§130)(b6): He had just finished doing his side checks.

9 (b3)(10USC§130)(b6): So, division leader, sir.

10 (b3)(10USC§130)(b6): Oh, yes.

11 (b3)(10USC§130)(b6): So, he's a division leader as well?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): Okay. So, anyway, but no, it was never
14 mentioned why there wasn't a--why you didn't just pair up with
15 someone and that way, you guys are the constant through the
16 flight. You can talk about, "Hey, what do you think about this?
17 I'd do this. This is something to think about."

18 (b3)(10USC§130)(b6): No, sir. We did have a lot of discussion
19 when we were on deck.

20 (b3)(10USC§130)(b6): Yeah.

21 (b3)(10USC§130)(b6): When we were on the BHR and on the zone.

22 (b3)(10USC§130)(b6): Okay. The next thing kind of--the idea of you
23 mentioned the PMC being kind of crammed in there in the thing.

24 (b3)(10USC§130)(b6): [Affirmative response.]

1 (b3)(10USC§130)(b6): Obviously, it made the schedule from the day
2 before, whenever they wrote the schedule. So, at some point, I
3 mean, I guess at what point did that happen so that there is
4 time to plan for that relative to the plan for the big mish?

5 (b3)(10USC§130)(b6): I do not remember what time they told me.
6 By the time they told me, we had already finished all the
7 products and we were--I think we were already having to leave
8 the ready room for crew rest purposes.

9 (b3)(10USC§130)(b6): The mission had already been confirmed?

10 (b3)(10USC§130)(b6): Yes.

11 (b3)(10USC§130)(b6): The night before?

12 (b3)(10USC§130)(b6): The night prior?

13 (b3)(10USC§130)(b6): Yes. The mission was confirmed before I
14 heard anything about DMC.

15 (b3)(10USC§130)(b6): Do you know who threw that in or where that
16 came from?

17 (b3)(10USC§130)(b6): I do not.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): I was very hacked off that it was
20 happening.

21 (b3)(10USC§130)(b6): I imagine. Any other talk ever with PMC, like
22 adding another aircraft to the schedule or something like that,
23 so that you guys can focus on the mission and other aircraft, or
24 somebody else could?

1 (b3)(10USC§130)(b6): Not that I'm aware, sir, but I do not work
2 in Ops, so I don't know if they talked about that at all.

3 (b3)(10USC§130)(b6): But you never asked, and no one ever told you
4 anything like that?

5 (b3)(10USC§130)(b6): No, sir. No.

6 (b3)(10USC§130)(b6): By the time you found out, the airplan was
7 already signed?

8 (b3)(10USC§130)(b6): Probably, yeah.

9 (b3)(10USC§130)(b6): The schedule was already signed?

10 (b3)(10USC§130)(b6): Yeah, but I don't know if the schedule was
11 signed, but I think the airplan was already signed.

12 (b3)(10USC§130)(b6): So, basically, as far as the people that
13 actually planned the mission, itself, was yourself, (b3)(10USC§130)(b6)
14 (b3)(10USC§130)(b6), (b3)(10USC§130)(b6)?

15 (b3)(10USC§130)(b6): They were all around during the--on the
16 4th, whenever we were actually making the products for the
17 flight.

18 (b3)(10USC§130)(b6): Yeah.

19 (b3)(10USC§130)(b6): ON the 3rd, when we were working out like
20 the basic scheme of maneuver, most of them were in another
21 flight.

22 (b3)(10USC§130)(b6): So, you were the only one then?

23 (b3)(10USC§130)(b6): It was me, and (b3)(10USC§130)(b6), and two of
24 the other 53 guys.

25 (b3)(10USC§130)(b6): Okay, but none of the other V-22ers?

1 (b3)(10USC§130)(b6): No, they were all on separate flights or on
2 duty or something on the 3rd.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): So, at like--because we were trying to
5 repunch a lot of people.

6 (b3)(10USC§130)(b6): So, the nearest I can figure, then you and
7 some 53 guys did one.

8 (b3)(10USC§130)(b6): Did the scheme and maneuver part on the
9 3rd.

10 (b3)(10USC§130)(b6): And then on the 4th, it is you and the
11 copilots taking care of the B-22 pilots?

12 (b3)(10USC§130)(b6): And other people. Yes, sir. We had other
13 help in there the 4th for people helping us.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): I don't remember if everybody got in there
16 or not, because (b3)(10USC§130)(b6) was flying that night. But yeah,
17 he was the only one. So, the other people were in there and
18 helping us make products. I do remember (b3)(10USC§130)(b6) being in there,
19 and (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6). (b3)(10USC§130)(b6) I got him in there to
20 like XO, mission products for me. And (b) (6) was in there
21 making stuff as well.

22 (b3)(10USC§130)(b6): Was there any reason why, on the morning of
23 the 3rd, like when you went in at 0800 to the ready room, why no
24 one had said--like on the 2nd, "Hey, tomorrow, you're--"

1 (b3)(10USC§130)(b6): So, they had told me on the 2nd, but they
2 had also changed all the stuff they had already, like they had
3 assigned. You know, "You're going to be the lead person for X,
4 Y, Z." They had made that before and then they changed it all
5 on the 2nd while they were figuring out who was going to do the
6 stuff on the 4th.

7 (b3)(10USC§130)(b6): When you say, "they" you're talking ops,
8 somebody else?

9 (b3)(10USC§130)(b6): "They" would be (b3)(10USC§130)(b6), (b3)(10USC§130)(b6),
10 and (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6), the three Captain WTI's.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) is a 53 guy. (b3)(10USC§130)(b6) and
13 (b3)(10USC§130)(b6) are 22 guys. I think we were just trying to share the
14 love for the younger section leads and division leads to get us
15 some training in there.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): So, they were trying to divvy that stuff
18 up. Whenever they made the original plan, I don't think they
19 took into account, the fact that (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6)
20 were going to be back on the boat. So, they were reshuffling
21 that stuff. Since they spent, I don't know how much time,
22 reshuffling them on the 2nd, I just figured that they had
23 continued reshuffling it and put what they wanted to do into
24 play for the 3rd. So, I was like, "I may go staff duty." And

1 then when I came in there they found somebody to replace me, I
2 don't remember who. Actually, (b3)(10USC§130)(b6).

3 (b3)(10USC§130)(b6): But you were on the schedule though, as far as
4 you knew, you used the signed flight basically had you on duty?

5 (b3)(10USC§130)(b6): On duty. Yes, sir.

6 (b3)(10USC§130)(b6): On the night of the 3rd, anyway?

7 (b3)(10USC§130)(b6): Yes, sir, for the morning. Or until 1500.
8 So, from 0900 to 1500. So, I was like, "Well, I guess I'm not
9 doing that one because I am not going to be around to plan.

10 (b3)(10USC§130)(b6): So, they had you on Watchdog from 0900 to
11 1500?

12 (b3)(10USC§130)(b6): Did they actually pen and ink the schedule and
13 make a schedule change?

14 (b3)(10USC§130)(b6): For Watchdog?

15 (b3)(10USC§130)(b6): [Affirmative response.]

16 (b3)(10USC§130)(b6): I don't think so. (b3)(10USC§130)(b6) went up
17 and took my, what I was supposed to do.

18 (b3)(10USC§130)(b6): Okay. My next one is, when you realized it
19 was a semi AFL brief or at least the basic interpretation, was
20 that ever talked about by leadership prior to any of the other
21 people about , "Hey, it looks like an AFL brief, it smells like
22 an AFL brief, it could be an AFL brief, why not have an AFL
23 for?" Was that ever? I know you and (b3)(10USC§130)(b6) talked
24 about it.

1 (b3)(10USC§130)(b6): I mentioned it, so if (b3)(10USC§130)(b6) was the WTI
2 and not flying or doing anything else that day and the one that
3 I was kind of going to for questions for guidance and you know,
4 rotor steers to make sure I was looking in all the right places
5 for mission planning. I was like, "So, am I basically the AFL
6 for tomorrow too?" And he is like, "Yeah, pretty much." I was
7 like, "Okay, all right, so." And I just asked him a couple more
8 questions about that stuff, about like how the brief should go.
9 Basically, saying like, "Is it okay to use that as a division
10 brief if I make sure I am walking the dog for both flight
11 elements?" And he was like, "Yep, it seems like that will
12 work."

13 (b3)(10USC§130)(b6): But as far as you know, that was the only
14 conversation ever with anyone about a possibility of a like AFL-
15 like brief or anything like that?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): Okay. Same thing with the range sweep that
18 was required, that you found out about the night prior, on the
19 4th, for the 5th?

20 (b3)(10USC§130)(b6): I think that's when they told us. They
21 might have told us like, earlier in the day. I think they told
22 us earlier in the day for the--

23 (b3)(10USC§130)(b6): But it was a wrinkle that was different from?

1 (b3)(10USC§130)(b6): Yes, sir. The PMC part was the last second
2 change. At least it felt that way to me. The range sweep, we
3 knew about a little bit ahead of time.

4 (b3)(10USC§130)(b6): So, the adding of PMC, that you found out
5 about the night prior? I guess when the schedule came out, you
6 were like, "Hey, here's the MISH and PMC?"

7 (b3)(10USC§130)(b6): Yes.

8 (b3)(10USC§130)(b6): What's PMC? Okay, because--no, I mean, you
9 are saying, like, "Hey, what's PMC?"

10 (b3)(10USC§130)(b6): Yeah, I was like, it smells like--great,
11 that's terrible, what am I moving in with?

12 (b3)(10USC§130)(b6): And no one, prior to that, no one had
13 mentioned to you, "Hey, you are doing your MISH and--"

14 (b3)(10USC§130)(b6): I think they probably mentioned it before
15 the schedule actually came out, to give me a heads-up, but it
16 was definitely later in the evening. I don't remember what
17 time.

18 (b3)(10USC§130)(b6): Do you know what time that day on the 4th, the
19 schedule was signed, or roughly around what time?

20 (b3)(10USC§130)(b6): I don't but it's probably still in my e-
21 mail.

22 (b3)(10USC§130)(b6): Okay. I would be interested to know, just on
23 that.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): When you had mentioned on the--and this would
2 have been the 1300 on the 3rd, the NEO confirmation brief,
3 didn't go well. So, then was it sole--I'm not trying to blame,
4 but was it solely aviation related, or was their ground elements
5 of it that were not as happening? The new CO, do you know why
6 he didn't approve of the 1300?

7 (b3)(10USC§130)(b6): I think it was more that it didn't feel
8 polished to him, because the slides weren't ready.

9 (b3)(10USC§130)(b6): Okay.

10 (b3)(10USC§130)(b6): Because we didn't have, in my opinion, we
11 didn't have enough people to make the products and also make the
12 plan at the same time, while trying to meet those deadlines.

13 (b3)(10USC§130)(b6): Okay. And that is both aviation and ground
14 and everything?

15 (b3)(10USC§130)(b6): No, I would say it was more the aviation
16 slides. He had more, like RFI cleanup items for us, than he did
17 for the--

18 (b3)(10USC§130)(b6): Ground guys?

19 (b3)(10USC§130)(b6): --yes, sir.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): I think really the only reason, because he
22 said, he was like, "At one point I almost walked out." And I
23 think the reason he didn't is because I said, "Kill the slide."
24 And I talked him through everything we were going to do. So, I

1 think it felt like I knew what I wanted to do, and he just
2 wanted to see it better laid out.

3 (b3)(10USC§130)(b6): Okay, and then you said that it went again at
4 2000 that night on the 3rd.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): And it was better.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): And the mission was approved. Were slides
9 improved at that point? Like, what happened between the 1300
10 one and the 2000? Did more people come and "Hey, we need to
11 pitch in and help" or "what kind of help do you need?" What
12 happened?

13 (b3)(10USC§130)(b6): We got a couple of extra people. (b3)(10USC§130)(b6)
14 (b3)(10USC§130)(b6) came in there and helped because there were a whole
15 bunch of other people that were gone. So, he came in and helped
16 sort out, like, basically help sort out part of the timeline
17 issues. And help the 53 guys with that. I provided them a lot
18 of guidance and I talked to him about some of the stuff too.
19 About like, what different ways to scan different parts and what
20 I should actually talk about. But the 2000 brief wasn't a full
21 confirmation brief. Like, we didn't go through every single
22 slide from start to finish like we did.

23 (b3)(10USC§130)(b6): Just a rehash with the parts that he had
24 concerns with?

1 (b3)(10USC§130)(b6): Yes, sir. We took all the parts he wanted
2 to see better, which then for me that I really--I briefed like
3 wave by wave the scheme of maneuver and exactly what we were
4 doing and when and which ones were going where and when. So, we
5 made a whole lot more slides, which were like a security element
6 inserted at Raspberry Creek, how many we were laying in, how
7 many pax were we moving quick plan. Like that kind of break
8 down for every part. Was the biggest change to what we showed
9 him. Just to give him a better sense that we had planned out
10 deconfliction, and stuff like that on where we were going to
11 land and who we were going to keep accountability. I don't
12 exactly remember what else he wanted to see from the GCE, but
13 the brief is still built on the shipper.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): So, I could look at it again, and I could
16 give you a better recollection of what all was on there.

17 (b3)(10USC§130)(b6): No, we're not requiring it right this second,
18 but you know.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): How many division leaders under instruction
21 flights had you flown before this one?

22 (b3)(10USC§130)(b6): Three. Three. I did an admin--sorry, I
23 wasn't an actual 'X' I did it briefly for an administrative
24 section going to Guam and back from the ship.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): And then whenever we were doing Talisman
2 Saber, I did 'X'. I don't know which one they actually counted
3 as an 'X'. So, the insert of the four ships, four V-22s, when
4 we went in and we were dirt deaded during Talisman Saber, I did
5 that. And then for the extract, which had a whole bunch of--it
6 was a very convoluted day. The extract was like an 8-hour day
7 on the plane. The insert was like a 6-hour day.

8 (b3)(10USC§130)(b6): Okay, but this is your first tactical mission
9 division leader?

10 (b3)(10USC§130)(b6): Kind of. The administrative--well.

11 (b3)(10USC§130)(b6): At least according to the flight schedule, is
12 what I'm saying.

13 (b3)(10USC§130)(b6): Yes. As far as like T-Nar codes are
14 concerned, I would say the administrative ones had tactical
15 elements because we were inserting 120s for the guys on the
16 extract. The insert was like a totally administrative one.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): But yes. Definitely the first one where
19 like the entire mission is a tactically oriented mission.

20 (b3)(10USC§130)(b6): Did you look in a T&R for the 6332 'X,' what
21 the requirements are, in terms of light conditions?

22 (b3)(10USC§130)(b6): I guess not. No, I don't remember. It was
23 supposed to be one of the night time ones.

24 (b3)(10USC§130)(b6): We'll verify that, sir, but that's supposed to
25 be conducted under night conditions per training and readiness.

1 (b3)(10USC§130)(b6): No worries. We'll look.

2 (b3)(10USC§130)(b6): Was there operations that was driving that, be
3 a daytime in accordance with the T&R?

4 (b3)(10USC§130)(b6): I think the scenario. So, the scenario
5 would say, like, we need to have the--because the FCU was
6 inserted the day before. So, they were requesting ECC for EVAC
7 as soon as possible. That kind of stuff. So, per the scenario,
8 it was earlier in the day. I think also, we were just trying to
9 limit our nighttime stuff because we had just come out of port,
10 so we wanted to do a couple of day into night ones before we did
11 all night stuff.

12 (b3)(10USC§130)(b6): And then this is the last thing that I have
13 question wise, is the morning of the brief, give the mission
14 brief. At the end of the mission brief, did you do a pocket
15 checklist, NATOPS cleanup kind of thing, just to make sure that
16 everything was appropriate in the mission brief?

17 (b3)(10USC§130)(b6): For my cockpit?

18 (b3)(10USC§130)(b6): Well, just for like how did--was all NATOPS
19 elements incorporated into the mission brief or did you guys do
20 an--I'm just thinking for the NATOPS brief.

21 (b3)(10USC§130)(b6): NATOPS brief?

22 (b3)(10USC§130)(b6): I did a NATOPS brief for my cockpit.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): But I didn't do one for everybody else. We
25 were done with the mission brief, asked if anybody had

1 questions, a couple of questions. I said, "Okay, everybody
2 break up for your individual cockpit briefs."

3 (b3)(10USC§130)(b6): Okay, and so, on that part, got it. The next
4 is, is there like a tactical pocket guide or anything like that,
5 any briefs that you have to do prior to in addition to your
6 NATOPS brief of RVL's, like hey, there is a briefing there type
7 thing. Is that something that is in the--

8 (b3)(10USC§130)(b6): No, sir.

9 (b3)(10USC§130)(b6): Okay, so, like no--

10 (b3)(10USC§130)(b6): In this case, the formation brief would have
11 been covered by the PowerPoint, at that point.

12 (b3)(10USC§130)(b6): I did the TGB brief with some slides.
13 Basically, just for routing and stuff.

14 (b3)(10USC§130)(b6): In the NATOPS there is a night vision
15 considerations, this that and another.

16 (b3)(10USC§130)(b6): Like, there would be--exactly, an external
17 like briefing guide. We have a night vision, we have a desert
18 landing profile one that is briefed at ours.

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): You should carry that one for desert landing.

21 (b3)(10USC§130)(b6): No, just for NVGs.

22 (b3)(10USC§130)(b6): Okay, yep.

23 (b3)(10USC§130)(b6): And I briefed because we were supposed to
24 land before sunset, and I told everybody in case it gets
25 extended, I wanted to call crews to take goggles.

1 (b3)(10USC§130)(b6): A pair of goggles?

2 (b3)(10USC§130)(b6): And I told them to do their cockpit
3 brief's, assuming they would cover it in that.

4 (b3)(10USC§130)(b6): Okay, just a little bit of clean-up. What
5 I'll do is I'll have you stand up, raise your right hand, swear
6 that these statements are the truth and then (b3)(10USC§130)(b6) will
7 knock a couple of little extra items out with you and then we
8 will be done.

9 (b3)(10USC§130)(b6): Okay, sir.

10 (b3)(10USC§130)(b6): All right?

11 (b3)(10USC§130)(b6): Raise your right hand. Do you swear
12 or affirm that the statement you provided is the truth to the
13 best of your knowledge, so help you God?

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), since you've made
16 your statement, I am going to ask that you not discuss what
17 you've talked about in this investigation with anybody else.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): If people inquire, if they want to
20 know what questions were asked or what the process is, just tell
21 them that you have been advised by a judge advocate not to make
22 any statements, and that if they have questions, they can direct
23 it towards the investigating officer, (b3)(10USC§130)(b6).

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6) : Do you have any questions about
2 that?

3 (b3)(10USC§130)(b6) : No.

4 (b3)(10USC§130)(b6) : This interview is terminated, the
5 time on deck is 2002.

(b3)(10USC§130)(b6)

I, (b3)(10USC§130)(b6) [REDACTED], do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

20 August 2017

U.S.S. BONHOMME RICHARD

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 20 August 2017, aboard the
2 U.S.S. BONHOMME RICHARD. The time on deck is 0810. My name is
3 (b3)(10USC§130)(b6) ; I'm the legal advisor for the JAGMAN
4 Investigation. We are here this morning for the interview of
5 (b3)(10USC§130)(b6) , in the presence of the Investigating
6 Officer, (b3)(10USC§130)(b6) ; and Assistant Investigating Officers
7 (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) .

8 Prior to coming onto the record, I notified (b3)(10USC§130)(b6)
9 (b3)(10USC§130)(b6) of the completely voluntary nature of participation in
10 the JAGMAN Investigation. He agreed to sit down and speak with
11 us. At which point I handed him a Privacy Act Statement, which
12 he reviewed and signed. I then told him that he's potentially a
13 witness for both the Aviation Mishap Safety Investigation, as
14 well as the JAGMAN Investigation. We went over the different
15 objectives of the two investigations; the reason why procedures
16 vary; the need to preserve the privileged nature of the Aviation
17 Mishap Safety Investigation; and the fact that, neither command,
18 nor administrative action, may alter the privileged character
19 statements provided to the aviation mishap board, and such
20 statements will not be available to the JAGMAN Investigation
21 from any official source.

22 Sir?

23 (b3)(10USC§130)(b6) : All right.

24 Hey, (b3)(10USC§130)(b6) , thanks for coming this morning.
25 I appreciate it. Sorry to have to do this at 8:00 in the

1 morning on a Sunday, but we're just trying to bang through all
2 the people that we can to get as much information as we can
3 about what happened on the 5th of August. So what we find is
4 everybody, pretty much, we interview has a different perspective
5 or a different piece that, kind of, basically helps us put the
6 overall puzzle together, if that makes sense.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): So that, kind of, where we are. In terms of
9 so far how we've conducted the investigation, we've kind of
10 looked at the squadron, sort of, the different parts of the
11 squadron, the maintenance, kind of, making sure--hey, we had a
12 good airplane to go fly that day. Look at Ops of the squadron;
13 hey, do you have qualified good crews, other things like that,
14 to go out and fly whatever the mission. Safety; hey, was it
15 safe.

16 And then, we've talked to both some of the mishap
17 aircrew, kind of, people that flew that day about just the
18 mission and what they did and their thoughts on it. And then
19 we've talked to some of the Golf Battery Marines on, kind of,
20 their--what they did during the mission and, kind of, then,
21 their perspective on the thing. As well as, talking to the crew
22 of the U.S.S. GREEN BAY flight deck.

23 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): So, basically, we're, kind of, working our way
2 through. At this point, come back around and then talking to
3 3/5. My understanding is you're the S-3T?

4 (b3)(10USC§130)(b6): I'm the S-3A, sir.

5 (b3)(10USC§130)(b6): And can you tell me, working back a little bit
6 farther, how long have you been in the Marine Corps?

7 (b3)(10USC§130)(b6): I've been in for eight years, sir.

8 (b3)(10USC§130)(b6): Okay. And what's your MOS?

9 (b3)(10USC§130)(b6): 0302, infantry officer.

10 (b3)(10USC§130)(b6): Okay. And how long have you been in 3/5?

11 (b3)(10USC§130)(b6): October 1st of last year.

12 (b3)(10USC§130)(b6): 2016. And your billet is currently?

13 (b3)(10USC§130)(b6): The assistant operations officer.

14 (b3)(10USC§130)(b6): Okay. And how long have you been in that
15 billet?

16 (b3)(10USC§130)(b6): Since October 1st of last year.

17 (b3)(10USC§130)(b6): Okay. Can you tell me some of your previous
18 experience in the Marine Corps as an 0302?

19 (b3)(10USC§130)(b6): Sure. I started off--once receiving the MOS
20 going to 1/4, I was the platoon commander there for about a year
21 or two years. Went on the 31st MEU. Came back, became an XO.
22 And then, picked up captain my first time in the fleet. So they
23 made me the 3A for that deployment as well on the 13th MEU.
24 Then I got selected to go to MCCC. Went out to Georgia, and

1 then came back and was an instructor at SOI for two years. And
2 then came over to 3/5.

3 (b3)(10USC§130)(b6): So it sounds like you have a significant
4 amount of varied infantry officer experience and everything like
5 that. So it was the experience, kind of--obviously some
6 experience with the 31st MEU and then the SOCAL MEU.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): And then, schoolhouse trainer, that kind of
9 thing. And so--varied experience.

10 Can you talk to me about the workup that 3/5 did for
11 this particular deployment in terms of, just, kind of what your
12 workup was?

13 (b3)(10USC§130)(b6): Yes, sir.

14 So, done two workups prior to this one for actual
15 deployments, and then this one being the third. This one being
16 a little bit more intense, just with the experiment that we were
17 conducting. I was only there for about two-thirds of their
18 workup, but since I got on the deck, it was right into the
19 chute. I checked in a few days before we went to ITX, and
20 that's about 44 days long.

21 (b3)(10USC§130)(b6): So you got there right before ITX?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): Okay. Which is--they've done most of their
24 workup by that point.

1 (b3)(10USC§130)(b6): With where the ITX was in this workup, it
2 really was more front loaded.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): So it was about five or six months--don't
5 quote me on that--into their workup. So right off the bat, went
6 out to ITX. I got about 44 days, came back, went to Steel
7 Knight within about two weeks turn around. And that was about a
8 week and a half long.

9 And then, turn around and did battalion FX-3, like,
10 two weeks later. I turn around and did MCRE a few weeks later,
11 which is 12 days long. And then, ADVON was out the door
12 immediately following that. Actually, about three days after
13 MCRE, ADVON was out the door.

14 (b3)(10USC§130)(b6): Do you recall, roughly, when ADVON went to
15 Okinawa? It doesn't have to be specific, just roughly.

16 (b3)(10USC§130)(b6): I want to say it was about April 11th.

17 (b3)(10USC§130)(b6): Okay. So April of this year?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): All right.

20 (b3)(10USC§130)(b6): So there's a few things levied on 3/5 that
21 were a little bit more fast paced I would say from my past two
22 experiences with workups.

23 (b3)(10USC§130)(b6): Okay. Would--now, say Golf Battery, an
24 attachment that's going to join you in Okinawa?

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Can you talk about, like, their workup prior
2 to deploying to Okinawa?

3 (b3)(10USC§130)(b6): I can't really speak to theirs specifically.
4 On a West-Pac MEU, you get--they chop to you six months early.
5 On a 31st MEU, you really have no administrative or tactical
6 employment of them. You might see them out a few of your
7 different training, but that's because you put in a request to
8 have them come out. They don't have any obligation to. So we
9 don't track any of their real training, annual training, or
10 anything like that until they actually come out to the MEU
11 chopped to us. And then, they're ours administratively and
12 tactically.

13 (b3)(10USC§130)(b6): Okay. So in the case of 2/11 and Golf
14 Battery, did they join ya'll in any of your events: ITX, Steel
15 Knight, FX-3, MCRE, any of that kind of stuff?

16 (b3)(10USC§130)(b6): So, they did--portions of them did for--they
17 were going to come out on battalion FX-3, and that's when a huge
18 storm came in at Pendleton and the division commander pulled us
19 out of the field early. So then, we lost some of our
20 attachments that were coming out that we asked to come out and
21 they agreed to. And that was going to be about a week-and-a-
22 half long training event. Again, it rained; the division
23 commander pulled all units out of the field, and then recocked
24 and only had about three days. So we lost--

25 (b3)(10USC§130)(b6): Lost training because of the storm.

1 (b3)(10USC§130)(b6): --we lost our support on that. Yes, sir.

2 (b3)(10USC§130)(b6): Okay. So at this point then, some of your
3 first--do you recall any conversations with 2/11, "Hey, Golf
4 Battery's coming out. Hey, here's how well they're trained in
5 X, Y, or Z"; you know what I mean--kind of thing? Prior to them
6 coming to 2/11--or 3/5.

7 (b3)(10USC§130)(b6): Yes, sir. So when--I can't give an exact
8 date, but pre--we got a XORD from the MEU saying what we had to
9 be qualified on.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): We asked for it in advance. It took a while
12 to get to us, to be honest. And--

13 (b3)(10USC§130)(b6): How long's "a while"?

14 (b3)(10USC§130)(b6): I want to say we probably got it about three
15 months before we actually came out here.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): And there's--it's a lengthy--I don't have
18 it, but we can get it from the 31st MEU. It's a lengthy amount
19 of things that we have to have done. Of course, there's been
20 plenty of people that have been on the 31st MEU, so you can see--
21 -you can, kind of, forecast what you need. And so we were
22 forecasting what we needed; but to have the exact XORD of what
23 we had to have done was a little bit close to pushing out the
24 door. So that was about three months out.

1 (b3)(10USC§130)(b6): All right. And like you said, 2/11, you had
2 no administrative oversight or anything like that.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): And then, based off your best recollection,
5 you're not tracking Golf Battery, 2/11 Marines until they are in
6 Okinawa showing up?

7 (b3)(10USC§130)(b6): Right. That's when we can--that's when we
8 start getting access to that unit.

9 (b3)(10USC§130)(b6): So then, roughly, that might have been around
10 April-ish timeframe when ADVONs go across over there and they
11 start exchanging--hey, here's who's coming. Here's what they're
12 stuff is?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): Okay. At that point, when--can you talk to me
15 about, kind of, what ya'll do when a new unit attaches to you?
16 Kind of, to make sure that, hey, I know how well they're trained
17 in whatever thing that it is they're supposed to be doing.

18 (b3)(10USC§130)(b6): Right. So we'll scrub their--in MCTIMS
19 which is not always accurate, so we'll scrub those actual
20 physical records of what they actually have completed. That
21 really large--really is on Master Gunns, and I'll have some
22 oversight on it too; but, that's really his realm. So he'll look
23 through it and make sure that their annual training's up to date
24 because we're, obviously, going to have to report all of that up
25 the chain once we get these units, like, LAR and the arttey

1 battery. So it's a quick turn. Again, West-Pac, you got six
2 months to really fix any issues that are not completed. On the
3 31st MEU it's, you're already deployed.

4 (b3)(10USC§130)(b6): Right.

5 (b3)(10USC§130)(b6): So we scrub it pretty quickly, make sure we
6 can make a dent in anything that we have time for, which this
7 one we didn't have a lot of time, about a month and a half.
8 Actually, less than that once the main body was on deck. We had
9 less than 30 days before we got on ship. So it was a quick
10 turn.

11 (b3)(10USC§130)(b6): So ADVONs were in April, and main body got on
12 deck, roughly, when?

13 (b3)(10USC§130)(b6): It was about a month after us, so May 10th
14 through the 20th, I think, was their--

15 (b3)(10USC§130)(b6): Their window?

16 (b3)(10USC§130)(b6): --their window. We got on ship June 9th.

17 (b3)(10USC§130)(b6): And you got on ship you said?

18 (b3)(10USC§130)(b6): June 9th, sir.

19 (b3)(10USC§130)(b6): 9 June. Okay. Roughly, there was about a
20 month's time in Okinawa for main body Marines for--until you
21 actually got on the ship?

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): At that point, you get this roster that Master
24 Gunns might be pulling this from LAR from other people. And I'm
25 sure the roster comes in, okay, we've got these people that are

1 trained in this. These people are untrained, anything like
2 that. So at that point, when you finally get what you get--you
3 know what I'm saying--and you look at it and you go, okay, these
4 Marines that are trained, that's good. So I don't have to worry
5 about that, per se. But, okay, I've got these untrained
6 Marines. What happens then?

7 (b3)(10USC§130)(b6): So you prioritize--everything that's going
8 on, which is a lot of things going on at 31st MEU, with the
9 count turnover, getting your crew served weapons fired and test-
10 fired and everything from those to individual weapons. And
11 then, you got to prioritize--the battalion has to prioritize
12 what training is going to take place.

13 And then, from those things that are untrained, who's
14 going to get trained in the things that we have outstanding with
15 the amount of spots that we have available to get those people
16 trained. So you don't always have enough spots to get people
17 trained. You don't have enough rifle quotas to get people on
18 the rifle range, so on and so forth. So we try to, basically,
19 mitigate that, and then send as many as possible.

20 (b3)(10USC§130)(b6): Okay. In that case, kind of, the area that
21 I'm looking at and probably--as--obviously (b3)(10USC§130)(b6) [ph] and
22 his training relative to his thing--

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): --which, then, kind of, takes us down into the
25 realm of, like, the swim training.

1 Where would you say swim training fell out in--you
2 know, obviously, getting account turnovers--you know, you got--
3 obviously, do weapons--you know what I mean?

4 (b3)(10USC§130)(b6): Right.

5 (b3)(10USC§130)(b6): Where would you say in the hierarchy of things
6 that swim training falls out?

7 (b3)(10USC§130)(b6): So swim training--honestly, I don't know
8 where (b3)(10USC§130)(b6) swim training was. I don't know what his
9 currency was on that. I can tell you that we knew that there
10 was a--I didn't know specifically he was not helo dunked or
11 SWEAT trained when he got onboard. But what we did was prior to
12 getting out to the 331st MEU, we had issues getting enough
13 people through SWEAT or the helo dunker. And per the order, if
14 you are a frequent flyer or if you are someone who you are--
15 number one form of transport is helicopters or tilt-rotors, such
16 as Helo Company, the have to be 100 percent.

17 (b3)(10USC§130)(b6): Right.

18 (b3)(10USC§130)(b6): Frequent flyers, people who run cross desk
19 100 percent. And then, our backup helo company and Lima Company
20 had to be 100 percent. So we were having issues back in 1st
21 Marine Division, getting everyone--

22 (b3)(10USC§130)(b6): Do you recall what issues were there that--

23 (b3)(10USC§130)(b6): So seats available because there's multiple
24 people trying to go out on West-Pacs, going out on various
25 deployments. Not just that, but our Lima Company, they had--

1 they're the boat company and they're also the backup helo
2 company.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): They go down to Coronado for, like, three
5 months. So that's three months of them permanently down there
6 and not being able to get their qualifications at Pendleton.
7 Not only that, then they also had to get smallpox, so then you
8 can't be in the pool for additional three weeks, or whatever,
9 until the thing goes away, the scab goes away. So we identified
10 that early on that we had some issues getting people trained.
11 So we called over to the Camp Hansen pool and got 384 spots.

12 (b3)(10USC§130)(b6): 384, all right.

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): So Lima Company had to go spend time down in
15 Coronado for, roughly, three months?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): And they also had to get smallpox shots that
18 then reduced their time. So then, how many people are in--when
19 you are fully with attachments, how big is 3/5?

20 (b3)(10USC§130)(b6): 1,265.

21 (b3)(10USC§130)(b6): And so, at that point, roughly, of this 1,265,
22 you had 384 that needed some kind of training or something like
23 that, as far as swimming, at least of what you recall.

24 (b3)(10USC§130)(b6): Well, that was as many as we could get. We
25 maxed out every single day.

1 (b3)(10USC§130)(b6): Do you recall how many people needed to get
2 swimming trained out of the 1,265?

3 (b3)(10USC§130)(b6): Well, that wasn't swimming trained--that was
4 helo dunker/SWEAT trained.

5 (b3)(10USC§130)(b6): Okay. Well, you know what I'm saying, like--
6 for that stuff.

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): So not being--at that time, we could not see
9 our attachments, but we had to get all--we had, like, maybe 30
10 individuals from the Kilo Company, the helo company, that had to
11 get it. We had some frequent flyers that had to get it, maybe,
12 50 which all did get through. And then, we had almost all of
13 Lima Company had to get it.

14 (b3)(10USC§130)(b6): Because they'd been down at Coronado?

15 (b3)(10USC§130)(b6): Yes, sir. So they were priority. Kilo
16 Company was priority, set by the battalion; and Lima Company was
17 priority, set by the battalion.

18 (b3)(10USC§130)(b6): You mentioned a few minutes ago, SWEAT
19 training and helo dunker training. Have you taken either of
20 those?

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): One or the other, or both?

23 (b3)(10USC§130)(b6): Both, sir.

24 (b3)(10USC§130)(b6): So you've done both trainings?

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Can you describe for me what you do during
2 SWEAT training?

3 (b3)(10USC§130)(b6): Sure. So you go--both of them are very
4 similar. You go to a classroom instruction for, approximately,
5 two hours or somewhere around there.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): You take a test. You get introduced to the
8 breather. At that time, you switch over, go to the pool. And
9 then, you go to the poolside, start breathing off of the air--
10 just upside down next to the pool. And then, they pull you over
11 to the SWEAT seat. And if you're going to go to the helo
12 dunker, then you might roll over once or twice to make sure that
13 you remember the steps. And then, they take you over to the
14 actual dunker and dunk you--I want to say, three to five times.

15 (b3)(10USC§130)(b6): In the SWEAT chair?

16 (b3)(10USC§130)(b6): So in the sweat chair, they probably only
17 dunk you two to three times, if you're going to go over to the
18 actual helo dunker.

19 (b3)(10USC§130)(b6): Okay. And so, you'll do--with SWEAT,
20 basically be the two hours, the test, go to the pool, do a
21 little bit of time upside down just to get comfortable breathing
22 with it upside down--

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): --let your water fill in your sinuses, all
25 that good stuff--

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): --and then, you do the SWEAT chair.

3 And do you recall, roughly, how many rides they would
4 make a guy do or something like that?

5 (b3)(10USC§130)(b6): On a SWEAT chair--so I've done both the helo
6 dunker and the SWEAT chair--

7 (b3)(10USC§130)(b6): And I'm--I'll talk about helo dunker in a
8 minute.

9 (b3)(10USC§130)(b6): Okay. So if you just do the SWEAT chair
10 training and you're just going to get certified on that, then I
11 think it's probably about six flips that you're going to do;
12 three on each side and one's blacked out at the end.

13 (b3)(10USC§130)(b6): Okay. And then, at that point, you could
14 potentially then go to helo dunker?

15 (b3)(10USC§130)(b6): So how they have it at Hansen or Pendleton,
16 it's--the SWEAT chair--you have to do the SWEAT chair to get
17 into the helo dunker. But if you're only going to get SWEAT
18 certified, then you just do the sweat chair.

19 (b3)(10USC§130)(b6): Okay. And then, the helo dunker, can you talk
20 to me about that? How many rides or whatever you do in the helo
21 dunker?

22 (b3)(10USC§130)(b6): Yeah, so I think it's about four.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): They SWEAT you, they dunk you once or twice.
25 I think they add a little bit of gear somewhere in there and

1 then they make you switch seats. And then, the last one is a
2 blackout.

3 (b3)(10USC§130)(b6): Okay. So then, for--so--obviously, we've got
4 SWEAT training and helo dunker training.

5 Frequent flyer versus an infrequent flyer, I think you
6 mentioned, kind of, something like that. So a frequent flyer
7 would get--what kind of training would a frequent flyer get?

8 (b3)(10USC§130)(b6): A frequent flyer has to be, per the order,
9 our interpretation is a frequent flyer has to be helo dunked.

10 (b3)(10USC§130)(b6): So that would entail, in your mind, doing both
11 SWEAT and helo dunker?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): Because you have to do SWEAT before you go to
14 the helo dunker?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): Now, for an infrequent flyer, what would--
17 what's the training requirement for an infrequent flyer?

18 (b3)(10USC§130)(b6): So that's where the order--gentlemen, I'm
19 sure I've seen it--it's a little bit vague--

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): --who's a frequent flyer, you know, who's
22 not a frequent flyer. Is your main transportation an actual
23 helicopter--

24 (b3)(10USC§130)(b6): Right.

1 (b3)(10USC§130)(b6): --or is it going to be an LCU ride onto the
2 beach?

3 (b3)(10USC§130)(b6): Right.

4 (b3)(10USC§130)(b6): And then, what mission sets are you going to
5 be chosen to do. So 120s for the battery, they're probably
6 going to fly. The Arttey Battery--the actual M-777s are
7 probably not going to fly as much, if at all. The only time you
8 might fly is if you're going to sling load that thing. That's
9 pretty rare. So I think that there's some interpretation there.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): However, I would say that if you are someone
12 that is a non-frequent flyer, but might fly for your mission,
13 such as some individuals within, like, the S-shops for instance.
14 I might fly, then SWEAT training should be fine.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): But I'm not--I'm probably not going to get
17 on a helicopter, but with the execution of my duties, I might
18 have to.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): So there's not enough seats to get helo
21 dunked. And the other thing is, helo dunk--helo dunker back in
22 Pendleton, that gives you 24 seats per training day.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): If you do the SWEAT trainer, you get 48
25 seats.

1 (b3)(10USC§130)(b6): So SWEAT--you get twice as many for SWEAT.

2 (b3)(10USC§130)(b6): Yes, sir. However, at Hansen it's 24 seats
3 regardless.

4 (b3)(10USC§130)(b6): In HD, 24--that's Cali.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): And then, Hansen is just 24 and 24?

7 (b3)(10USC§130)(b6): That's correct, sir.

8 (b3)(10USC§130)(b6) Okay.

9 (b3)(10USC§130)(b6): But based off the interpretation--so I think--
10 near universal people would go, hey, for a frequent flyer,
11 SWEAT, helo dunker. Get to the infrequent and then you start to
12 get--it starts to get a little nebulous of--okay, sort of--do
13 you recall ever in 3/5, in the Ops chain anything like that
14 where leadership just, kind of--hey, we interpret infrequent to
15 be...?

16 (b3)(10USC§130)(b6): No, sir. I don't think we ever had that
17 specific discussion. The OPS-O is the one that gave me priority
18 of who needed to be over there. And that priority is for once
19 we got on Hansen, was really cleaning up Lima Company, Kilo
20 Company, 120s, the frequent flyers that did not get dunked back
21 in Hansen; so XO, COs, first sergeants, company gunnys, platoon
22 commanders, platoon sergeants, stuff like that, that we knew
23 that we might cross-deck for planning. And then--

24 (b3)(10USC§130)(b6): And you had mentioned that before, hey, you
25 still had about 30 guys from Kilo, you had 50 frequent people

1 that you thought were--would be at S-shops, other people that
2 might have key planners, things like that, that might have to
3 move back and forth. And you said Lima Company because of their
4 stuff in Coronado and the smallpox. But as far as--you don't
5 recall any specific thing saying, hey, that--all of our
6 infrequent will do SWEAT or do something else?

7 (b3)(10USC§130)(b6): Well, that was the goal to get everybody--we
8 were trying to get the battalion 100 percent across the board.

9 (b3)(10USC§130)(b6): Okay.

10 (b3)(10USC§130)(b6): We did not physically have enough slots.
11 And then, actually, that 384 slots were still going to keep us a
12 little bit shy. And then, the contract for the pool did not go
13 through, so we actually lost five days--so about 120 slots we
14 lost, due to contract negotiations.

15 (b3)(10USC§130)(b6): Contract.

16 (b3)(10USC§130)(b6): And the point of contact for that, I could
17 get for you.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): His name's (b3)(10USC§130)(b6) [ph].

20 (b3)(10USC§130)(b6): Do you know, approximately, what days that
21 contract--

22 (b3)(10USC§130)(b6): I can look back and see what they were. I
23 know that was, kind of, out of the blue because we were just
24 confirming that we were going to send more guys to (b3)(10USC§130)(b6).
25 And his email is: (b3)(10USC§130)(b6). And then, he

1 notified me that the contract did not get signed off and that
2 they're going to shut down for five days. Well, he didn't give
3 me a specific time, I just kept on calling him because he didn't
4 know how long the contract was going to take.

5 (b3)(10USC§130)(b6): Okay. Then, at this point, then you're
6 probably having conversations with the BLT OPS-O about, hey,
7 we're having trouble with the thing of getting this. But did
8 you feel like you guys had a pretty good handle on who was
9 trained--

10 (b3)(10USC§130)(b6): We did, sir.

11 (b3)(10USC§130)(b6): --not trained, infrequent and frequent?

12 (b3)(10USC§130)(b6): I do think we had a good understanding of who
13 still needed it. And at that point, I can remember that 120s
14 still had about, I want to say 26 to 29 people that still needed
15 to get dunked. So I was working with (b3)(10USC§130)(b6) [ph].
16 We gave them two days not the full 24 seats, but I think we gave
17 them about 14 seats each or 12 seats each to try to get them to
18 100 percent; as well as, trying to get everybody else to 100
19 percent. Because we did have to start prioritizing a little bit
20 more, due to the fact that we lost those dates.

21 (b3)(10USC§130)(b6): Do you know if--do you know if you guys, like,
22 for the pool, it only has a certain amount of throughput. Who
23 were you guys in competition with for seats for the class and
24 stuff like that?

1 (b3)(10USC§130)(b6): So, at Hansen, we weren't in competition
2 with anybody. No one got locked on.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): We had every single day from when we checked
5 on station to getting on the boat. Back in Pendleton it's
6 everybody else who's--I mean, the MEUs have to all get dunked.
7 All their staff has to get dunked. All the BLTs going on the--
8 those MEUs have to get dunked--

9 (b3)(10USC§130)(b6): Is there only one pool that does helo dunker
10 training or SWEAT training at Pendleton?

11 (b3)(10USC§130)(b6): So, Hansen has it, and I think Mateo has it,
12 but Mateo's was--I'm not sure if Mateo has one or not. I'm
13 pretty sure Hansen's the only people that actually have one
14 that's working and has a contract now.

15 (b3)(10USC§130)(b6): The helo dunker thing?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): Okay. All right. So then--

18 (b3)(10USC§130)(b6): And those are given by Division, so we
19 communicate--

20 (b3)(10USC§130)(b6): Through 1st Marine Division--

21 (b3)(10USC§130)(b6): --with Division on how many people we need.
22 And then, they allot the spots, sir.

23 (b3)(10USC§130)(b6): Okay. So trained, untrained, frequent,
24 infrequent. There would be a subset though that would come

1 through this that would be failures. Can you talk me through
2 what happens when somebody's identified as a failure?

3 (b3)(10USC§130)(b6): So the failures, depending on their billet,
4 I would have a discussion with the operations officer on--
5 because, again, we were prioritizing who was coming down to
6 getting on ship. So we were resending some individuals. There
7 were some failures of people who were billets of platoon
8 commander or first sergeants that did not pass, so they took
9 priority of going back in through. But we did not have enough
10 slots to take every failure and send them back through.

11 (b3)(10USC§130)(b6): Okay. Do you recall any discussions about at
12 that point, of hey, we have failures, what do we do with them?

13 (b3)(10USC§130)(b6): I mean, that's really up to the company
14 commanders on what they're doing with their--

15 (b3)(10USC§130)(b6): Right. But you don't recall their being,
16 like, an OPS-O--you guys ever having a conversation of, hey, we
17 have people now who, potentially, aren't capable of doing
18 certain missions?

19 (b3)(10USC§130)(b6): So we did submit a waiver for a handful of
20 individuals that were deemed mission critical for units that
21 were frequent flyers. So, for instance, the (b) (6) for
22 Kilo Company, he's gone two times and has not passed either of
23 those times. He's still mission critical, so we submitted him
24 for a waiver as a frequent flyer through the 31st MEU.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): That also happened, for instance, for the
2 (b) (6) of Lima Company who did not have a chance to go,
3 due to him coming out to the deployment late. And so, we got
4 him a waiver--or we submitted him for a waiver through the 31st
5 MEU as well.

6 (b3)(10USC§130)(b6): Okay. But you don't recall--other than that,
7 some of the frequent or priority people, you don't recall any
8 discussions about anybody that wasn't, say he's an infrequent
9 flyer and anything like that?

10 (b3)(10USC§130)(b6): There's no conversation as far as--we
11 couldn't forecast--I think it's very difficult to forecast and I
12 know what you're kind of getting at, sir, is like (b3)(10USC§130)(b6)
13 and his scenario.

14 (b3)(10USC§130)(b6): What can you tell me about (b) (6)
15 scenario?

16 (b3)(10USC§130)(b6): I would say--I would not identify him as
17 even someone who is supposed to fly once in a while. He's part
18 of--and I know 777 cannons, their main way of getting ashore is
19 not going ashore via air, even as a secondary. They're not even
20 supposed to be the first--

21 (b3)(10USC§130)(b6): So would you say everyone is pretty well aware
22 that that's--air is not their primary way of doing whatever--
23 anything.

1 (b3)(10USC§130)(b6): Right. Per the 31st MEU outlook, they're
2 not even supposed to be the first air COA for embassy
3 reinforcement. They're supposed to be surface.

4 (b3)(10USC§130)(b6): Right.

5 (b3)(10USC§130)(b6): So, you know, us forecasting them to be--
6 getting on helicopters would be pretty difficult.

7 (b3)(10USC§130)(b6): Yeah. You'd have to--it'd be a long stretch
8 to try and--I agree to dot this to that.

9 (b3)(10USC§130)(b6): Right; because Kilo Company should have had
10 that--honestly, per the 31st MEU battle book and everything that
11 we trained up to, embassy reinforcement air option should have
12 gone to Kilo Company, not to the battery.

13 (b3)(10USC§130)(b6): Golf Battery.

14 (b3)(10USC§130)(b6): Other than, in the battery we know 120s,
15 they're frequent flyers and that's why there was a big push once
16 they got on deck. And knowing that they--nearly half of their
17 platoon--more than half their platoon was untrained in the helo
18 dunker, we gave a very good push to get those individuals
19 certified.

20 (b3)(10USC§130)(b6): For the 120s?

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): All right. In this case, the embassy
23 reinforcement is kind of like you mentioned, you might expect
24 Kilo Company to be given that mission.

1 Do you recall any conversations about--during AIT and,
2 at this point, it's an AIT mission, that, hey, listen, you know,
3 Golf Battery, you know--I would say is--was there something else
4 that makes--why--that would drive it to Gulf Battery vice Kilo
5 Company at that day--or that time?

6 (b3)(10USC§130)(b6): The OPS-O and I had a discussion. I don't
7 know if you had a discussion with (b3)(10USC§130)(b6),
8 because we were just talking. There was somethings on this
9 deployment that are a little bit different, especially from the
10 battle book that you--I don't know if you're on the EOTG out
11 brief, but there's some discrepancies that they don't go by
12 their battle book, necessarily, all the time. So I remember
13 when they pulled that in the R2P2 process started and the COA
14 was to send the battery, it didn't really make sense to send the
15 battery via air. They've had--

16 (b3)(10USC§130)(b6): My understanding is even doing their embassy
17 reinforcement mission, they were expected to go via surface.

18 (b3)(10USC§130)(b6): They're the primary--they're primary movers
19 for surface embassy.

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): And so, when they picked battery-air, it
22 seemed a little bit strange, especially because these guys have
23 had no training really in helicopters over land, over water--
24 either way.

25 (b3)(10USC§130)(b6): Right.

1 (b3)(10USC§130)(b6): They haven't had, like, the getting off,
2 securing an outside area, and then going into a building and
3 going in, taking care of the embassy. They're trained to roll-
4 up with their riot gear in vehicles.

5 (b3)(10USC§130)(b6): But as far as you recall, were you part of
6 those conversations about, hey, when Kilo Company--hey, why not
7 Kilo Company or why Golf Battery, or anything like that--

8 (b3)(10USC§130)(b6): I know that--

9 (b3)(10USC§130)(b6): --or who was involved in that conversation?

10 (b3)(10USC§130)(b6): I know that the OPS-O and I were talking
11 about that it was strange that they were going to be primary
12 air. And I don't know if he had a conversation with (b3)(10USC§130)(b6)
13 (b3)(10USC§130)(b6) or not.

14 (b3)(10USC§130)(b6): So then at this point, do you know how many--
15 how long prior to the actual execution of the mission it was
16 decided that, hey, Kilo Company is not doing the embassy
17 reinforcement, Gulf Battery is? Like, roughly what day that
18 was? My understanding it--known and having spent some time with
19 this is August 5th is the date of the mishap. The 4th was a
20 day, sort of, in between, but the actual confirmation brief had
21 gone on the 3rd of August. Do you know how far prior to that it
22 had been--the decision had been made that Golf Battery was doing
23 this particular mission?

24 (b3)(10USC§130)(b6): So it was on the 3rd when the R2P2 dropped
25 and there was a COA selection.

1 (b3)(10USC§130)(b6): Okay.

2 (b3)(10USC§130)(b6): And then, they turned to--the battery turned
3 to building their R2P2 slides. And then, (b3)(10USC§130)(b6)
4 cross-decked either that evening or the next morning of the 4th
5 to get back to the GREEN BAY.

6 (b3)(10USC§130)(b6): All right. So at that point, he came over and
7 was involved in the planning, but do you recall any
8 conversations around that time when the FRAG dropped of, like--
9 if it were me, I would be, like--you know, the FRAG drops.
10 Okay. Kilo Company, you got this. Or, you know, step out. It
11 would be--I would probably go, if--hey, the FRAG drops and--all
12 right. Golf Battery, you've got this via air. At that point, I
13 would think, well that's strange because that's not at all what
14 I'm expecting. Do you recall any conversations about that or
15 why they went one way vice the other or anything about that?
16 There was something driving it?

17 (b3)(10USC§130)(b6): I think was drove it was AIT, kind of, ran a
18 very similar to the EOTG, as far as the sequence of events. And
19 I think they were trying to get multiple--everybody a rep at the
20 R2P2 process in execution. But what I can say is that there was
21 an expeditionary airfield seizure and then setup of a FARP. And
22 they, kind of, overlapped. So if Kilo Company did both--if Kilo
23 Company did the embassy reinforcement, they would have to shift-
24 -

1 (b3)(10USC§130)(b6): And since they were already doing the other--
2 so then--okay. All right. So basically, that makes--I hear
3 what you're saying. That makes sense.

4 But at that point, though, when we do chose the Golf
5 Battery air COA, anybody's going, hey, that's great--okay. So
6 you guys are going to go in surface. And then, was there a
7 conversation about that at that point or anything?

8 (b3)(10USC§130)(b6): There was a surface COA and an air COA for
9 that R2P2 cycle.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): And the MEU commander chose the air COA.

12 (b3)(10USC§130)(b6): Okay. Was there--did you attend that brief?

13 (b3)(10USC§130)(b6): Not the CAT-1 or CAT-2 briefs; no.

14 (b3)(10USC§130)(b6): Okay. But the air COA was challenged?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): Okay. All right. So they've gone out and
17 they do the mission, and they went via air, came back,
18 obviously, and the mishap occurred. At that time, what happened
19 post the mishap? Like, you know--like in a squadron, as soon as
20 that happens, the logs and records all get, basically, frozen so
21 that they, basically, have a snapshot in time as things were.

22 Do you recall on the roster or anything like that, how
23 was (b3)(10USC§130)(b6)--or (b3)(10USC§130)(b6) on the trained, I guess, untrained,
24 you know, frequent/infrequent flyer, what he was marked as at
25 the time? The reason I say that is later on, I received a copy

1 and it, basically, just says "pending determination from Camp
2 Hansen pool." But I can't believe at the minute of the mishap,
3 that that's what it said on that line.

4 (b3)(10USC§130)(b6): No, it didn't. So because of how MCTIMS
5 functions and not having Golf Battery for a year, or 15 months
6 before deployment, we tried to pull his information--well,
7 everybody on that aircraft's information immediately following
8 to see--

9 (b3)(10USC§130)(b6): What their status?

10 (b3)(10USC§130)(b6): --what their status was. And whoever--and
11 so, how MCTIMS works is--it's very inaccurate.

12 (b3)(10USC§130)(b6): It's only as good as the data input.

13 (b3)(10USC§130)(b6): Exactly. So how it works is the battery or
14 the company training NCO, he submits the roster.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): We keep the physical roster at the 3 shop
17 after they submit it. And then, once we have their submissions
18 as well as the physical roster, then we can hit approve.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): So when Master Gunns tried to pull the
21 individuals that were identified on that aircraft, he could not
22 see (b3)(10USC§130)(b6) as trained/untrained or anything. It was--

23 (b3)(10USC§130)(b6): So, I guess, he was probably on the infrequent
24 flyer roster, but you didn't have an idea of this training?

25 (b3)(10USC§130)(b6): That's correct, sir.

1 (b3)(10USC§130)(b6): Okay. But do you recall ever there being a
2 scrub through--like, say right--okay. We're about to get on the
3 ship right now. As we get all of this BLT on ship, do a roster
4 scrub of that, kind of, thing to see where things lay out?

5 (b3)(10USC§130)(b6): So we got with the XO's and we got--we asked
6 for anybody that was a frequent flyer, primarily, who is not
7 trained. We needed those so we could submit those for the
8 waiver. And then after that, it was four individuals that were
9 identified as people that may fly, and they submitted those
10 rosters. (b3)(10USC§130)(b6) was never submitted as someone who was not
11 trained.

12 (b3)(10USC§130)(b6): Okay. So for then any of the--so at that
13 point, you guys realize, hey--when you first saw the initial
14 scrub come back, you know, sometimes MCTIMS is--can you tell me
15 what the initial scrub? What did it say about who was trained,
16 who wasn't trained?

17 (b3)(10USC§130)(b6): For the people in the--

18 (b3)(10USC§130)(b6): On the mishap; yeah.

19 (b3)(10USC§130)(b6): I don't have--I can see what Master Gunns
20 had specifically. But once we identified those individuals, we
21 had some that were trained--I don't remember exactly who was
22 trained and who was not trained.

23 (b3)(10USC§130)(b6): Would you say most of those people that were
24 on that particular aircraft either popped as frequent or
25 infrequent?

1 (b3)(10USC§130)(b6): On that aircraft?

2 (b3)(10USC§130)(b6): Yes.

3 (b3)(10USC§130)(b6): Infrequent.

4 (b3)(10USC§130)(b6): Okay. And then, of that one, when you looked
5 through the thing, did it--and at the training piece, did ya'll
6 notice anything unusual about the training for those people on
7 the mishap aircraft?

8 (b3)(10USC§130)(b6): So some of the individuals we could pull and
9 some of the individuals we could--there was no submission. And
10 I would say that's probably due to him going on the 31st and us
11 getting on ship on the 5th through the 9th. So there was
12 nothing for him. So the only thing that we could do is we said
13 to all company commanders, go back through and get the physical
14 card for everybody that--you get a card from the helo dunker.

15 (b3)(10USC§130)(b6): Yeah.

16 (b3)(10USC§130)(b6): SO get the physical card from everybody from
17 your company, scrub your roster, and send it back.

18 (b3)(10USC§130)(b6): I got it.

19 (b3)(10USC§130)(b6): So the only person that they could not find
20 his card was (b3)(10USC§130)(b6), after the battery scrubbed theirs.

21 (b3)(10USC§130)(b6): This is post-mishap?

22 (b3)(10USC§130)(b6): This is post-mishap; yes, sir.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): So they couldn't find his card, so that's
25 why we had to contact the pool, because our physical records are

1 in Hansen for who actually went to the helo dunker. So we
2 called the pool and asked them to send us all relative
3 documentation.

4 (b3)(10USC§130)(b6): On the roster, though, that came back because
5 I think eventually, I requested a roster.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): That kind of came back with, I guess, the
8 training and the [indiscernible - mumbles to self].

9 And so, basically, a frequent--I'm calling this the
10 frequent/infrequent roster. Do you know what I mean?

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): And then, down below the cut line there's all
13 those people that, sort of, your infrequent, kind of, thing.

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): The one that--I was just wondering what--if
16 anybody knew what, no kidding, was in that line prior to the
17 pending confirmation of the--

18 (b3)(10USC§130)(b6): So this is after we asked them to scrub it.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): So this roster that you're seeing here, this
21 is after they--we told them to scrub it, and then--

22 (b3)(10USC§130)(b6): So it didn't exist prior to the mishap?

23 (b3)(10USC§130)(b6): So there was rosters that existed to who was
24 trained and untrained. But then the OPS-O asked for
25 justifications for this line here.

1 (b3)(10USC§130)(b6): Okay. So then, those things, then, got put in
2 for that one. And since you couldn't find (b3)(10USC§130)(b6), that was,
3 kind of the thing, pending the confirmation of the--

4 (b3)(10USC§130)(b6): Yes, sir. So, (b3)(10USC§130)(b6) went and he
5 scrubbed his--all his Marines with the actual card.

6 (b3)(10USC§130)(b6): Right.

7 (b3)(10USC§130)(b6): So, because if we could not get physical
8 documentation of him being in the pool. So we had eyewitnesses
9 of him being in the pool, but they couldn't confirm if he
10 actually completed the training.

11 (b3)(10USC§130)(b6): Right.

12 (b3)(10USC§130)(b6): And so, that's why it says "pending Hansen
13 confirmation."

14 (b3)(10USC§130)(b6): Do you recall when this--the paperwork that I
15 got that came, basically, from the pool--the roster and that
16 stuff. Do you--that came--who did that go to when it came in?
17 Do you--

18 (b3)(10USC§130)(b6): The only thing that comes to us is this
19 document right here.

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): We don't see this.

22 (b3)(10USC§130)(b6): Okay. So at that point, you wouldn't know if
23 this were a colored document, those are all red--

24 (b3)(10USC§130)(b6): Right.

1 (b3)(10USC§130)(b6): --but, hey, they have not had--they have not
2 completed training. So as far as you know, they're at least not
3 trained.

4 (b3)(10USC§130)(b6): So this could mean a few different things is
5 that they did not complete the whole training, so they're not
6 helo dunked, but they're SWEAT dunked/certified, or they might
7 just be qualified on the bottle.

8 (b3)(10USC§130)(b6): Right.

9 (b3)(10USC§130)(b6): So we'd have to call and confirm.

10 (b3)(10USC§130)(b6): But when it comes in, you guys would--but
11 you'd at least know that, okay. Hey, all of these people are
12 good. Now we can put them on the good roster.

13 (b3)(10USC§130)(b6): Correct.

14 (b3)(10USC§130)(b6): Everyone else, though, is still on the
15 untrained roster?

16 (b3)(10USC§130)(b6): That is correct. These individuals should
17 go untrained for the helo dunker.

18 (b3)(10USC§130)(b6): So, (b3)(10USC§130)(b6) would be showing as an untrained
19 guy?

20 (b3)(10USC§130)(b6): Untrained helo dunker.

21 (b3)(10USC§130)(b6): And you don't recall ever getting any of the
22 post paperwork of, you know--

23 (b3)(10USC§130)(b6): No; this is per their records. We don't see
24 any of this.

1 (b3)(10USC§130)(b6): Okay. And no one had ever requested--hey--to
2 know better about why people--anybody was failing or any of
3 that?

4 (b3)(10USC§130)(b6): No, sir.

5 (b3)(10USC§130)(b6): Okay.

6 (b3)(10USC§130)(b6): I wouldn't that's standard practice.

7 (b3)(10USC§130)(b6): But you've seen this document, obviously now.

8 (b3)(10USC§130)(b6): I've seen this document when it came in;
9 yes, sir.

10 (b3)(10USC§130)(b6): What did you think when you saw the document?

11 (b3)(10USC§130)(b6): Not good.

12 (b3)(10USC§130)(b6): Yeah. So at this point, basically, to the
13 best of your knowledge, based off the information that had been
14 inputted into MCTIMS and everything else that we know, (b3)(10USC§130)(b6)
15 (b3)(10USC§130)(b6) was categorized as an infrequent flyer, is that a
16 correct statement?

17 (b3)(10USC§130)(b6): I would qualify him as someone--so there's
18 frequent flyers/infrequent flyers and people that we do not
19 expect to fly.

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): And I would say that if you're 777s, you're-
22 -if you're 777s or if you're India Company, we're not expecting
23 you to fly.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): That's just--tracks go in with tracks,
2 battery--almost 100 percent of the time, goes in surface.

3 (b3)(10USC§130)(b6): So in that case, you would say he's not
4 frequent or infrequent, he's in the "will not fly" category?

5 (b3)(10USC§130)(b6): Right.

6 (b3)(10USC§130)(b6): So then--

7 (b3)(10USC§130)(b6): And studying the battle book--because we got
8 the battle book prior to coming out here, probably, three or
9 four months. And we saw what missions--because there's a page
10 in there that shows who goes to what mission. So that's what
11 we, kind of, prioritized our training off of.

12 (b3)(10USC§130)(b6): I got it.

13 (b3)(10USC§130)(b6): So then, they weren't even the primary for
14 an embassy reinforcement, they are primary for surface. Yes,
15 sir.

16 (b3)(10USC§130)(b6): So then--with his case, he's probably in the
17 will not fly, but he also would show up on the trained or a not
18 trained, but I imagine he would have shown up in the "not
19 trained" category.

20 (b3)(10USC§130)(b6): He would be in the "non-trained"--
21 "untrained" category.

22 (b3)(10USC§130)(b6): All right.

23 (b3)(10USC§130)(b6): And just to put that clear, there's many
24 people that are in the "untrained" category due to numbers or
25 their status of flying.

1 (b3)(10USC§130)(b6): Right.

2 (b3)(10USC§130)(b6): There's many, many people in H&S that have
3 never been sent to the training. And those are guys that we
4 would never see go on a helicopter and we didn't have enough--we
5 had it prioritized because we just didn't have 1,265 slots.

6 (b3)(10USC§130)(b6): All right. So the--all that--the thing. So
7 the only question I have then is, as part of a mission build
8 process, at some point early on, like, when--hey, is there a
9 point where it's identified--okay. On this particular mission,
10 we're about to send out X-number of Marines who are frequent
11 flyers or infrequent flyers. By the way, I would think it--
12 these--a certain number of untrained. And then, ultimately,
13 it's always a little bit harder to peel back that onion, you'd
14 be people that just--no kidding, not only--not untrained, they
15 failed the training for not being compatible with being in the
16 water in the event of something happening.

17 (b3)(10USC§130)(b6): Right.

18 (b3)(10USC§130)(b6): Do you recall, is there a methodology or
19 anything like that that you're aware of?

20 (b3)(10USC§130)(b6): There is not a process to scrub every asset
21 that comes through. That's really on the company.

22 (b3)(10USC§130)(b6): Okay. Do you know if in the mission brief for
23 this particular mission, is there an ORM slide or something like
24 that that mentions anything about--

1 (b3)(10USC§130)(b6): There's an ORM slide that mentions mishaps
2 and collisions of aircraft, but nothing specifically in there
3 about the helo dunker or SWEAT trainer.

4 (b3)(10USC§130)(b6): Do you know who is particularly responsible
5 for that particular slide and development of it?

6 (b3)(10USC§130)(b6): If it's an R2P2 raid of a company, the
7 company comes up with the actual ORM.

8 (b3)(10USC§130)(b6): So in this case, it would be Golf Battery?

9 (b3)(10USC§130)(b6): It would be Golf Battery. If it was two
10 companies going at once or an amphibious assault, it really
11 should be the MEU, but they don't do it here. But because--
12 honestly, the ORM should come from the MEU every single time.
13 We've had this discussion with the MEU every single time. I
14 know that the MEU commander has had a discussion. But every
15 single time the BLT comes up with the ORM and we don't think
16 that that should be on the BLT because most of the time it has
17 LLC and the ACE, almost every single time.

18 (b3)(10USC§130)(b6): And you don't know anything about their
19 particular ins and outs of ORM?

20 (b3)(10USC§130)(b6): I'd say we know things about it. I think we
21 could probably speak, somewhat, intelligently, but no we're not
22 the duty expert. And that's why we think that--and we've had
23 this discussion--our OPS-O had this discussion with the MEU OPS-
24 O about--

1 (b3)(10USC§130)(b6): The MEU command element should come up with
2 the ORM with inputs from each of the--

3 (b3)(10USC§130)(b6): Right; g/ no-go, BLTs been coming up with it
4 every single time. That should not be us. It should be across
5 the board with the MEU because it has something to do with the
6 ACE as well as the LLC.

7 (b3)(10USC§130)(b6): Got it. Okay.

8 (b3)(10USC§130)(b6): Sir, you already touched on the ORM process.
9 And I assume as an S-3T, you're very familiar with training risk
10 management. Would you say that based on what you know about
11 this mission, was the 31st MEU command element adequately
12 briefed about the risk of having Golf Battery in a helo option?

13 (b3)(10USC§130)(b6): I don't know what conversation--so, quite
14 honestly, I don't go to CAT-1. I don't go to CAT-2. I make a
15 lot of slides for the next confirmation brief. So private
16 discussions that happen within the O-5 or O-4, I know that it
17 was brought up between myself and the OPS-O about that it seemed
18 strange. I wouldn't say that we were necessarily nervous about
19 it. But as far as, if you were really going to do this in real
20 life, why would we send a battery who's never done it before.

21 And so, that discussion came up. And I think that the
22 OPS-O talked to the MEU OPS-O, but I couldn't tell you for sure.

23 (b3)(10USC§130)(b6): Along that line, I want to pull that thread.
24 You mentioned during AIT--because AIT is run by the MEU itself.

25 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Was there ever--you know, you mentioned with,
2 I guess, Kilo Company overlapping because, I guess, they'd done
3 the airfield seizure, so they weren't quite as available,
4 perhaps, to do the embassy reinforcement.

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): Is there any reason why they couldn't be
7 separated a little bit? And then, that way, the primary is--
8 even though Kilo Company is running it's--you know, it would be
9 on that mission or I think you had mentioned that there was--
10 potentially trying to get everybody a rep of some kind or
11 something in AIT.

12 Is that a fair assessment and base or is that--

13 (b3)(10USC§130)(b6): I think that assessment is fair that they're
14 trying to get everybody a rep, the R2P2 cycle and execution. I
15 don't know what constraints they were one as far as the back
16 end, drop-dead time because I think it ended of the 10th of
17 August and the back-fill of EOTG was coming on the 11th.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): So I don't know if they could push it to the
20 right or now. I'm sure--most things are possible in training.

21 (b3)(10USC§130)(b6): Was there anything that occurred during AIT,
22 like, hey, you lost a couple days of training for a particular
23 thing or something that pushed things at all during AIT?

24 (b3)(10USC§130)(b6): No, sir.

1 (b3)(10USC§130)(b6): And then, my last question was: Do you recall
2 the original mission time for execution for this particular
3 mission? Like, when it was supposed to go down--what time it
4 was supposed to--

5 (b3)(10USC§130)(b6): Like H-hour?

6 (b3)(10USC§130)(b6): Yeah.

7 (b3)(10USC§130)(b6): I'd have to pull the slide. I don't know
8 off the stop of my head, sir.

9 (b3)(10USC§130)(b6): Okay. That's all I've got.

10 (b3)(10USC§130)(b6): Going off memory for 31st MEU procedures,
11 course of action selection or COA selection normally occurs
12 during the CAT-2 brief; is that accurate?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): Okay. And so, at that time is when the MEU
15 command element made the decision to elect the Golf Battery air
16 COA--

17 (b3)(10USC§130)(b6): That's correct, sir.

18 (b3)(10USC§130)(b6): --is that right?

19 At any point after that decision, do you know, did the
20 BLT staff advise the 31st MEU about the risks of Golf Battery as
21 an air COA?

22 (b3)(10USC§130)(b6): I'm not sure what happened between the staff
23 and my operations officer or CO.

24 (b3)(10USC§130)(b6): From your level, you know--you're not sure as
25 the S-3?

1 (b3)(10USC§130)(b6): No, sir.

2 (b3)(10USC§130)(b6): From a tactic standpoint, Golf Battery, were
3 they specially trained for this type of mission vice using the
4 alternate boat company, which wasn't permanently being utilized
5 on GREEN BAY?

6 (b3)(10USC§130)(b6): So the only thing that they do have
7 experience with, much more than the infantry guys as well as
8 Kilo Company, is their riot control. They are primary for riot
9 control. So they get in-depth training. They have in-depth
10 T&Rs. And then, our guys and Kilo Company will get some riot
11 control training, but not in the depth that they do.

12 (b3)(10USC§130)(b6): So in your opinion though, for a--the primary
13 for an air embassy reinforcement would be Kilo Company?

14 (b3)(10USC§130)(b6): Not just opinion, but the battle book.

15 (b3)(10USC§130)(b6): So per the battle book--

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): And you're--would you say 3/5's prefer tactics
18 were going to use Kilo Company?

19 (b3)(10USC§130)(b6): Absolutely, for multiple reasons.

20 (b3)(10USC§130)(b6): So with that being said, Kilo Company's
21 helicopter training outweighs the riot training?

22 (b3)(10USC§130)(b6): Well, it's coupled. So Kilo Company has,
23 probably, like, 15 air assaults by now during this workup, which
24 is substantial compared to other workups. Two, the company
25 commander wrote the book on embassy reinforcement, literally.

1 When he was at FAST Company, he re-wrote it. And then, three,
2 they do have about two weeks of riot control training, which
3 brings them up to the standard to be able to handle anything
4 that's thrown at them.

5 These guys probably have a little bit more in-depth,
6 but we did set up the riot control training for these guys. So
7 they're fully functional, fully qualified and have a duty expert
8 that we would have preferred to always have him. If we did get
9 embassy reinforcement, even surface, I think that we would try
10 to send (b3)(10USC§130)(b6) [ph] and his Marines because he has
11 FAST Company Marines that re-wrote that book.

12 (b3)(10USC§130)(b6): So is it your opinion that between the 31st
13 MEU battle book, that BLT-3/5's hands were tied as to who they
14 could use for this mission, as well as the course of action?

15 (b3)(10USC§130)(b6): I don't know if "hands are tied" is the
16 right word; but, I mean, we gave an air COA. We gave a ground
17 COA, with the preferred ground COA being--or the primary ground
18 COA being the battery; the air being Kilo Company. And the CO--
19 the MEU CO picked air.

20 (b3)(10USC§130)(b6): But the ground COA--excuse me--the ground COA
21 was via a surface option, via, like, LCU or something like that
22 to shore to be in front of you?

23 (b3)(10USC§130)(b6): Yes, sir. So they take their gun trucks and
24 7-tons and they would push off.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6) : From what you know of the two COAs
2 and what you know of this mission, was that ground COA a viable
3 option?

4 (b3)(10USC§130)(b6) : It was. Our--I mean, the ships were in
5 position to be able to do an off load.

6 (b3)(10USC§130)(b6) : So to accomplish this mission, in
7 your opinion, they could have used the ground COA?

8 (b3)(10USC§130)(b6) : It would have been much slower, so the
9 element of surprise and tactical things would have been a little
10 bit less supportable. But, absolutely; as far as, logistically.
11 And then, once we would have pushed in, it would have been about
12 a two-hour drive--two-and-a-half-hour drive to the embassy; but,
13 completely supportable.

14 (b3)(10USC§130)(b6) : Nothing, sir.

15 (b3)(10USC§130)(b6) : Okay.

16 (b3)(10USC§130)(b6) : Yes, sir.

17 (b3)(10USC§130)(b6) : All right. Hey, (b3)(10USC§130)(b6), thanks for
18 your time today. I appreciate you sitting down and talking with
19 us.

20 What I'll do now, in a second, is I'll have you stand
21 up, raise your right hand and swear or affirm that the statement
22 you provided is the truth, to the best of your knowledge. And
23 then, we'll sign all the paperwork and then you'll be done.

24 (b3)(10USC§130)(b6) : Yes, sir.

25 (b3)(10USC§130)(b6) : Raise your right hand.

1 [The witness did as directed.]

2 (b3)(10USC§130)(b6): Do you swear and affirm that the statement
3 you've provided is true to the best of your knowledge, so help
4 you God?

5 (b3)(10USC§130)(b6): I do, sir.

6 (b3)(10USC§130)(b6): Thank you for your time.

7 (b3)(10USC§130)(b6): Gentlemen.

8 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), I just have a few
9 more things. Thank you very much for making a statement. I'm
10 going to that you not discuss your statement with anybody else,
11 since we are still interviewing other people. If people have
12 questions, they want to know what you talked about with us, they
13 can direct their questions to the Investigating Officer, (b3)(10USC§130)(b6)

14 (b3)(10USC§130)(b6)

15 Do you have any questions about that?

16 (b3)(10USC§130)(b6): I don't.

17 (b3)(10USC§130)(b6): Thank you. This interview is
18 terminated. The time on deck is 0903.

19

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

21 August 2017

USS BONHOMME RICHARD

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 21 August 2017. We are aboard
2 the USS BONHOMME RICHARD. The time on deck is 1019. My name is
3 (b3)(10USC§130)(b6), the Legal Advisor for the JAGMAN
4 Investigation. We are here this morning for the interviews of
5 (b3)(10USC§130)(b6), in the presence of the
6 Investigating Officer, (b3)(10USC§130)(b6), and Assistant
7 Investigator, (b3)(10USC§130)(b6).

8 Prior to coming on the record, I notified (b3)(10USC§130)(b6)
9 (b3)(10USC§130)(b6) of the completely voluntary nature of participation in
10 the JAGMAN investigation. He agreed to sit down and talk with
11 us. I provided him with a privacy act statement, which he
12 reviewed and signed. I then notified him that he is potentially
13 a witness for the Aviation Mishap Safety Investigation as well
14 as the JAGMAN investigation. We went over the different
15 objectives of the two investigations, the reason why procedures
16 vary, the need to preserve the privileged nature of the Aviation
17 Mishap Safety Investigation and the fact that neither a command
18 or administrative action may alter the privileged character of
19 statements provided to the aviation mishap board, and such
20 statements will not be available to the JAGMAN investigation
21 from any official source.

22 (b3)(10USC§130)(b6) : (b3)(10USC§130)(b6), thank you for taking the
23 time to come talk to us.

24 (b3)(10USC§130)(b6) : Sure.

1 (b3)(10USC§130)(b6) Obviously what we are trying to do is piece
2 together what happened that day on August 5th at roughly 1600
3 with the mishap of Puff-13. Just to establish some of your bona
4 fides, how long have you been in the Navy?

5 (b3)(10USC§130)(b6): I've been in the Navy since 2012.

6 (b3)(10USC§130)(b6): How about in HSC 25?

7 (b3)(10USC§130)(b6): I've been in HSC 25 since June of 2015.

8 (b3)(10USC§130)(b6): How long have you and your Det. been on
9 BONHOMME RICHARD.

10 (b3)(10USC§130)(b6): We've been on the BONHOMME RICHARD since June
11 1, 2017.

12 (b3)(10USC§130)(b6): Can you tell me your designator, what you do
13 in the Navy?

14 (b3)(10USC§130)(b6): I'm a 1310, Naval Aviator.

15 (b3)(10USC§130)(b6): And more specifically, what type of aircraft
16 do you fly?

17 (b3)(10USC§130)(b6): I fly the MHCC Sierra.

18 (b3)(10USC§130)(b6): And how many of those do you guys have on
19 board here?

20 (b3)(10USC§130)(b6): We have three of them on board.

21 (b3)(10USC§130)(b6): And what is your particular job in the HSC
22 Det. that's here on board?

23 (b3)(10USC§130)(b6): I'm one of the aircraft commanders.

24 Additionally, I was, at the time of the incident, the training

1 officer and the safety officer as well as the NATOPs officer,
2 and I've just taken over operations officer.

3 (b3)(10USC§130)(b6): How long have you been a HAC?

4 (b3)(10USC§130)(b6): I've been a HAC since February.

5 (b3)(10USC§130)(b6): So on the date of the mishap, who was flying
6 with you that day?

7 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) was my co-pilot.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): In the back I had (b3)(10USC§130)(b6).

10 (b3)(10USC§130)(b6): Anyone else?

11 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) was my rescue swimmer.

12 (b3)(10USC§130)(b6): For that particular day, do you recall what
13 time you guys got up to brief that day?

14 (b3)(10USC§130)(b6): We briefed two hours prior to launch for a hot
15 seat. We had a 1545 launch that day, which means we would have
16 briefed at 1345. We briefed at 1345.

17 (b3)(10USC§130)(b6): Anything unusual about the brief that day?

18 (b3)(10USC§130)(b6): No, sir. Standard plane guard brief for us,
19 so going through the alert status and all that.

20 (b3)(10USC§130)(b6): Because we are not as familiar with plane
21 guard brief, can you talk to me about what a standard plane
22 guard brief entails? Just the basic stuff about it to help us
23 understand.

24 (b3)(10USC§130)(b6): Yes. For our flight in particular, we were
25 going to be flying into the night, so nighttime considerations

1 as well is the standard loss comm considerations, any normal
2 safety flight stuff, proximity to land, where we were going to
3 be taking emergencies, kind of a standard NATOPs brief from
4 there. The difference being we would brief things like MEDs and
5 SAR specifically, we brief as our swimmers dressed out all the
6 time during plane guard lines. Based on the sea state, we would
7 talk about swimmer deployment and how we wanted to do that, how
8 we were going to handle emergencies if we were to encounter them
9 while we were affecting rescue.

10 (b3)(10USC§130)(b6): For the SAR brief, more specifically, anything
11 particular about the SAR brief? Because, obviously, I'm not
12 familiar with what SAR brief entails?

13 (b3)(10USC§130)(b6): A SAR brief, the big things are going to be
14 swimmer deployment, how we were going to cover each other's
15 scan, just in terms of doing a search in general. If we had an
16 emergency while we were in the hover, how we were going to
17 communicate to the crew chief in the back and what the priority
18 was going to be in terms of do we keep the swimmer on, do we cut
19 the line while the swimmer is on the hoist. If they have a
20 survivor with them, what's the plan for that. Where are we
21 going to take the survivors. If we go lost comms, how are we
22 going to communicate fore to aft, that kind of stuff.

23 (b3)(10USC§130)(b6): So that day you would say you guys did a full
24 up NATOPS, plane guard brief, with a good quality SAR brief that
25 day?

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): So you launched at 1545, you said?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): Then what did you guys do upon that launch?

5 (b3)(10USC§130)(b6): Standard ride out going to the starboard
6 Delta. First 15 minutes or so you just kind of spend getting
7 settled in, kind of planning out what you want to do. If there
8 are flight ops going on, you kind of have to stay close, but if
9 people are not close to the boat, then we can go into training
10 sector and work stuff like that. So we were just talking about
11 stuff like that.

12 (b3)(10USC§130)(b6): Okay. At that point, you guys had done ride
13 out, you got on the starboard D, you were in that first 15
14 minutes-ish of time. If the mishap hadn't happened, what were
15 you guys planning to do that day?

16 (b3)(10USC§130)(b6): I honestly don't remember.

17 (b3)(10USC§130)(b6): No worries. Because the mishap occurred
18 shortly after 1600 to the best of our recollection from all the
19 data that we have. At that point, you guys are out in the
20 starboard D--executing starboard D, I would imagine, somewhere
21 in the pattern there. This might sound odd, do you remember if
22 you were on the outbound legs, or arching around, or on the
23 inbound leg or anything like that?

24 (b3)(10USC§130)(b6): I remember exactly where I was when the call
25 came in. We were turning from upwind to crosswind, and we heard

1 the call initially from Puff-14 directly to tower. We were
2 monitoring tower freq in one of our radios, so it was Ebony and
3 Blonde was in our other radio, and that's the watchdog. I'm not
4 sure how familiar you guys are with that one. That would be
5 like the inter-plane, the ability for the representative to talk
6 directly to the aircraft.

7 (b3)(10USC§130)(b6): So you were just kind of listening to what
8 they were talking about?

9 (b3)(10USC§130)(b6): Which aircraft did you hot seat into, 09?

10 (b3)(10USC§130)(b6): I was in 07.

11 (b3)(10USC§130)(b6): So you were (b) (3) (A), (b) (6) callsign?

12 (b3)(10USC§130)(b6): Yes.

13 (b3)(10USC§130)(b6): So when you say upwind to crosswind, describe
14 that pattern for me.

15 (b3)(10USC§130)(b6): So it's all right-hand turns in starboard
16 Delta. We were in the leg closest to the ship turning outbound
17 away from the ship when the call came in.

18 (b3)(10USC§130)(b6): Starting to track the radial outbound?

19 (b3)(10USC§130)(b6): Yes. 05--sheer 45 radial outbound.

20 (b3)(10USC§130)(b6): So you are listening and monitoring these
21 frequencies, which is pretty standard for all you guys. What is
22 your first indication that something is not normal is occurring?
23 What gave it away?

24 (b3)(10USC§130)(b6): The tone going through the radio to the tower.

25 (b3)(10USC§130)(b6): And it was on the tower freq?

1 (b3)(10USC§130)(b6): It was on tower freq and it was Puff-14. And
2 I remember the moment that everybody kind of stopped was we
3 heard Puff-13 is in the water.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): Then everything kind of froze in the
6 helicopter, and immediately everyone kind of launched into go
7 mode. So we started running through the automatic approach
8 checklist, which gives power to the rescue hoist and basically
9 sets us all up to effect a rescue.

10 Tower called over to us to task us to go over and
11 assist. We were already in route.

12 (b3)(10USC§130)(b6): So you immediately started mustering toward
13 GREEN BAY?

14 (b3)(10USC§130)(b6): Yes.

15 (b3)(10USC§130)(b6): Could you see GREEN BAY? How far would you
16 say GREEN BAY was away from where you guys were when you got the
17 call to turn to GREEN BAY?

18 (b3)(10USC§130)(b6): It was two minutes from when we started
19 mustering to being on station.

20 (b3)(10USC§130)(b6): So under 10 miles you would say?

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): Did you have the GREEN BAY's tach in already,
23 GREEN BAY's father?

24 (b3)(10USC§130)(b6): We did not use GREEN BAY's father, Puff-14,
25 passed a lat/long, which we put in as a fly-to point. We kind

1 of had the general direction where to go and that just kind of
2 solidified because if there was so much else going on and when
3 we looked up, it was right there.

4 (b3)(10USC§130)(b6): You had the frequencies, launch/land, all that
5 stuff?

6 (b3)(10USC§130)(b6): We had all of that on the comm card, so we
7 just kind of dialed that in. I'd didn't swap over to GREEN BAY
8 immediately, just because there was so much else going on. We
9 stayed up tower. Tower was trying to get information from Puff
10 and trying to get information from us in terms of when we were
11 going to be on scene and what we were seeing. So once we were
12 on station--

13 (b3)(10USC§130)(b6): Can we go back just a little bit to help me
14 fill in a little bit?

15 (b3)(10USC§130)(b6): Yeah.

16 (b3)(10USC§130)(b6): So when you guys are out doing starboard D, at
17 that point were there any flight ops going on at BHR or
18 anything?

19 (b3)(10USC§130)(b6): I don't remember there being anything going
20 on.

21 (b3)(10USC§130)(b6): But you don't recall other aircraft being able
22 to be in the pattern or anything?

23 (b3)(10USC§130)(b6): The Harriers were getting ready to launch. I
24 heard them on the radio, but no one had launched at that time.

25 (b3)(10USC§130)(b6): So basically, as far as you knew, the only

1 aircraft that were in the air at that point is just you guys and
2 basically Puff-14 up in overhead Delta above GREEN BAY?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): Puff-31, -32, the 53s, were they getting
5 stuffed? Did you hot seat it? Do you recall?

6 (b3)(10USC§130)(b6): I don't remember.

7 (b3)(10USC§130)(b6): But they weren't in play. Puff-00, the third
8 V-22, had they checked in for inbound or anything like that?
9 Let me refresh you with the--it's either the 3V-22, -00, -13,
10 and -14 as far as tail numbers/tail flashes.

11 (b3)(10USC§130)(b6): Yes.

12 (b3)(10USC§130)(b6): So 00, had they called inbound with you yet or
13 anything like that that you heard?

14 (b3)(10USC§130)(b6): I don't remember. I would like to.

15 (b3)(10USC§130)(b6): Then Puff-14 was where?

16 (b3)(10USC§130)(b6): Puff-14 was in the overhead at GREEN BAY.

17 (b3)(10USC§130)(b6): Overhead at GREEN BAY. Angels?

18 (b3)(10USC§130)(b6): Angels 1 or Angels 1.5, something like that.

19 (b3)(10USC§130)(b6): Where were you? You were Cherubs...

20 (b3)(10USC§130)(b6): I was Cherubs 2.

21 (b3)(10USC§130)(b6): So at that point, basically, everything is
22 normal. Good deconfliction, you are talking to the people you
23 need to talk to. You were getting up there. As you are
24 mustering over and you are approaching the scene, is there any
25 particular conversations or anything you guys are having in your

1 aircraft about what is going on or what you all intend to do?
2 Any of that kind of stuff?

3 (b3)(10USC§130)(b6): The first thing I did was tell everybody to
4 take a breath. Those tend to get very hectic very quickly and
5 people get very emotional. For us it was about being objective
6 and being calm and going through procedures. So I mentioned
7 that, and then we started talking about a plan.

8 We had not looked at the area yet, so our initial plan
9 was to do a sweep of the area; one, see if we could see any
10 survivors, we had no idea. Then just check out how we would
11 execute that if there was debris or anything like that.

12 (b3)(10USC§130)(b6): When you were in the vicinity of GREEN BAY,
13 who were you talking to at that point and coordinating with or
14 anything like that?

15 (b3)(10USC§130)(b6): It was tower here on BONHOMME RICHARD.

16 (b3)(10USC§130)(b6): Okay, talking to tower here.

17 (b3)(10USC§130)(b6): So not talking to Title Town tower?

18 (b3)(10USC§130)(b6): Not yet. I switched over once I got on
19 station.

20 (b3)(10USC§130)(b6): But you are overhead of the wreckage and you
21 are not talking to Title Town yet?

22 (b3)(10USC§130)(b6): Once we were on top of it, we switched over.
23 So I was Ebony over Title Town's tower.

24 (b3)(10USC§130)(b6): So basically BHR tower until you get there,
25 and then at that point you switched over to GREEN BAY tower?

1 (b3)(10USC§130)(b6): [Affirmative response.]

2 (b3)(10USC§130)(b6): When you did your initial check in with GREEN
3 BAY tower, what kind of information did they give you? Did they
4 tell you anything?

5 (b3)(10USC§130)(b6): At this point, I got kind of frustrated.
6 Title Town, we checked in with them with our souls and how much
7 play time we had, just to stay on station.

8 (b3)(10USC§130)(b6): Do you recall how much play time that was?
9 Three plus 00?

10 (b3)(10USC§130)(b6): We had just taken off, so it was about 3 plus
11 00.

12 So BONHOMME RICHARD was on a different frequency from
13 Title Town, and they were not talking to each other, but both of
14 them are talking to me. So BONHOMME RICHARD was tasking me and
15 Title Town was also tasking me. So BONHOMME RICHARD was asking
16 for information that I didn't have that I tried to get from
17 Title Town. Title Town didn't have the information, so I was
18 kind of doing this telephone game between the two ships.

19 (b3)(10USC§130)(b6): And that was basically between the two ships
20 towers is what you are talking about?

21 (b3)(10USC§130)(b6): Yes.

22 (b3)(10USC§130)(b6): So how long do you think that went on for?

23 (b3)(10USC§130)(b6): Just the comms piece; not the us flying around
24 piece?

25 (b3)(10USC§130)(b6): Exactly.

1 (b3)(10USC§130)(b6): They stayed on two different frequencies until
2 after all of the survivors were picked up.

3 (b3)(10USC§130)(b6): Almost 40 minutes?

4 (b3)(10USC§130)(b6): Yeah.

5 (b3)(10USC§130)(b6): Playing telephone instead of just going on the
6 SAR frequency.

7 (b3)(10USC§130)(b6): Once we expanded out to searches, Title Town
8 tried giving me searches while Rough Gator was trying to give me
9 searches. So then it was like, I can't do both of these things,
10 and they swapped over to Rough Gator's frequency.

11 (b3)(10USC§130)(b6): So how would you describe the overall
12 cooperation between the two ships?

13 (b3)(10USC§130)(b6): Disjointed. I would say that there were a lot
14 of good ideas from both sides. It wasn't like people were
15 saying bad ideas, but for me trying to do a lifesaving mission,
16 it's a lot of extra information that I need to take in and
17 transmit out when I could be focused on other things.

18 (b3)(10USC§130)(b6): Originally there was Puff-14 overhead before
19 you got there, so I guess they are the on-scene commander until-
20 -at least aviation-wise, until you get there. At a certain
21 point, do you recall anyone finally saying, "Hey, (b) (3) (A), (b) (6)
22 (b), you are the on-scene commander?" Was it assumed or did
23 (3) anyone say that?

24 (b3)(10USC§130)(b6): Puff-14 was checking off station once we got
25 there. Once we got established, the big thing that we were

1 trying to figure out was how many people were in Puff-13. Tower
2 didn't have the answer initially. Puff-14 had an idea, but they
3 weren't sure. That was what took the most time. Puff-14
4 checked off station once we had confirmed 26 people. He asked
5 me if I needed anything else.

6 Basically, he said, "You have better SA than I do at
7 200 feet, I'm at 1500 feet. I wish I could give you more."

8 I said, "We will be fine."

9 Then Rough Gator told me that I was taking over as on-
10 scene commander.

11 (b3)(10USC§130)(b6): Do you recall if there is a SOP in an
12 emergency situation like that where you have ships relatively
13 close together or the ARG of who is supposed to take
14 responsibility? Is or something like that that you know of?

15 (b3)(10USC§130)(b6): There is an OPTASK SAR. However, at the time,
16 again, I'm being tasked by Rough Gator and by Title Tower. But
17 the fact that the OPTASK SAR existed created some friction
18 afterwards, after I had taken over as the on-scene commander, as
19 Title Town had assumed that they were the on-scene commander and
20 they were routing everything through their CO.

21 (b3)(10USC§130)(b6): Right. As well you might expect because they
22 were right there.

23 (b3)(10USC§130)(b6): They were right there when it happened. But
24 the point of confusion for me was that I was told I was the on-
25 scene commander by the BONHOMME RICHARD, so who is the on-scene

1 commander? Do I have the authority to deploy my swimmer or do I
2 have to wait to get approval?

3 (b3)(10USC§130)(b6): Backtracking, sir.

4 (b3)(10USC§130)(b6): Go ahead.

5 (b3)(10USC§130)(b6): So you are getting on scene, you are surveying
6 the scene, communication stuff aside, what are you seeing?

7 (b3)(10USC§130)(b6): A lot of debris. Two rafts were in the water.
8 Looking back on it, I don't know how they got in the water, but
9 one of them was overturned. I didn't know if there was anybody
10 in it. There were a bunch of people in the other raft and there
11 were some survivors swimming up to the raft at the time.
12 Additionally, there was discarded flotation in the water from
13 the survivors that had already gotten in the raft. It looks
14 like they just kind of chunked them in the water. Then there
15 were some large water containers. I didn't see any aircraft
16 stuff specific, but it was just cargo type things.

17 (b3)(10USC§130)(b6): Was the tail of Puff-13 still visible when you
18 got on scene or was the mishap aircraft completely submerged?

19 (b3)(10USC§130)(b6): The mishap aircraft was completely submerged
20 by the time I got there.

21 (b3)(10USC§130)(b6): So you are overhead at 200 feet, have a pretty
22 good SA on what's going on, and there is a little bit of on-
23 scene commander confusion, but how long did it take to clarify
24 who the on-scene commander was to make the choices to do
25 whatever you desired to do or Title Town desired to do?

1 (b3)(10USC§130)(b6): Well, it didn't come up for 20 to 30 minutes
2 because they were on different frequencies, so Title Town didn't
3 know Rough Gator had told me I was the on-scene commander and I
4 was the only airborne asset that was nearby.

5 (b3)(10USC§130)(b6): So it was roughly 30 minutes of that kind of
6 confusion. Did that delay you in deploying the SAR swimmer or
7 anything like that? Did you feel limited in your choices
8 because it was unclear?

9 (b3)(10USC§130)(b6): Somewhat. I think we told them our plan was
10 to deploy a swimmer. We had asked them if they knew the medical
11 status of any of the survivors.

12 (b3)(10USC§130)(b6): Them in this case being Title Town?

13 (b3)(10USC§130)(b6): Title Town. We had asked Title Town, now
14 talking to them, of the medical condition of any of the
15 survivors. We saw RIB boats in the water. The RIB boats were
16 taking survivors to Title Town, but we had no idea if there was
17 spinal injury. We had no idea if there was anything where maybe
18 we don't want to put them in a boat, maybe we want to put them
19 on a litter, get them in the helicopter and take them directly
20 to the hospital. None of that was being relayed to us, despite
21 us asking Title Town.

22 The RIB boats from Maritime 16 which Title Town was
23 not monitoring--or at least the tower was not monitoring.

24 (b3)(10USC§130)(b6): Yeah, from other interviews, they were just on
25 bridge to bridge.

1 (b3)(10USC§130)(b6): So the on-scene commander was not talking to
2 the RIB boats.

3 (b3)(10USC§130)(b6): Were you on Maritime 16?

4 (b3)(10USC§130)(b6): I did not know what frequency they were on, so
5 I was not.

6 (b3)(10USC§130)(b6): And that was not part of your comm card or
7 anything you would have been briefed, right?

8 (b3)(10USC§130)(b6): I imagine I would have been briefed on it. I
9 was not briefed on that in particular.

10 (b3)(10USC§130)(b6): You probably weren't expecting to have to go
11 to the GREEN BAY and deal with them.

12 (b3)(10USC§130)(b6): No. Plus, my assumption would be swap to the
13 tower frequency so we are keeping it inside the people that need
14 to be talking.

15 (b3)(10USC§130)(b6): Especially if you are the on-scene commander,
16 because then you think they would be migrating to your frequency
17 to talk to you.

18 (b3)(10USC§130)(b6): Right.

19 (b3)(10USC§130)(b6): So you say roughly 30 minutes until that is
20 sorted out. At what point did you finally say, "You know what,
21 I'm the on-scene commander, I'm going to deploy a swimmer to
22 find out what's going on"? I don't know, is that why you
23 initially deployed the swimmer to get a better sense of the
24 situation?

1 (b3)(10USC§130)(b6): I wanted to get a better sense of what was
2 going on and more time was going by where the RIB boats were
3 able to get survivors on board, but we had no SA on anything.
4 So there was a reasonable assumption to us based on what we were
5 seeing that there was going to be some need for a swimmer to be
6 deployed to at least assess injuries that were going on. So
7 that was the point in which we decided to deploy the swimmer.

8 (b3)(10USC§130)(b6): Can you talk us through your capability to
9 communicate with that swimmer once he's in the water? Is it
10 just hand and arm signals? What does the 60 have and the SAR
11 swimmer have?

12 (b3)(10USC§130)(b6): The swimmer has survival radios. He was not
13 wearing it that day. He was just wearing his helmet.

14 (b3)(10USC§130)(b6): Is that standard?

15 (b3)(10USC§130)(b6): I mean, for a plane guard line where he's just
16 expected to be a crew man until he's not, he was just wearing
17 his regular helmet and he was up ICS for as long as he could be
18 before swapping to go out. So he wanted to be communicating
19 with us for as long as possible.

20 (b3)(10USC§130)(b6): Should he have swapped to a different helmet?
21 What's supposed to happen?

22 (b3)(10USC§130)(b6): I wasn't tracking what he was wearing in the
23 back.

24 (b3)(10USC§130)(b6): No, what is he supposed to do?

1 (b3)(10USC§130)(b6): In a more deliberate SAR launching, not
2 response to an alert situation that I've had in Guam, the
3 swimmer will do a radio check with the crew prior to deploying
4 because you have a search aspect to it and just the launch going
5 into it where you could do those things. So I think it was more
6 of a time necessity thing, we didn't have time in his mind.
7 This is my speculation and nothing specific.

8 (b3)(10USC§130)(b6): You didn't prompt him to give you a radio
9 check or swap helmets?

10 (b3)(10USC§130)(b6): No.

11 (b3)(10USC§130)(b6): Did he have the upper grade helmet on board?

12 (b3)(10USC§130)(b6): He brought his whole gear bag.

13 (b3)(10USC§130)(b6): How aware are you guys as to what the
14 composition and capabilities of the boat crews on GREEN BAY?
15 Would you be surprised to know that there is a SAR swimmer in
16 each of the RIB boats when the GREEN BAY deploys their boats?

17 (b3)(10USC§130)(b6): I would say no if I had stopped and thought
18 about it.

19 (b3)(10USC§130)(b6): No, would you say it's common knowledge that
20 that is what they do at GREEN BAY?

21 (b3)(10USC§130)(b6): I don't think so.

22 (b3)(10USC§130)(b6): Right. So if you had known that they had SAR
23 swimmers on the boats themselves--

24 (b3)(10USC§130)(b6): I would have been more comfortable with the
25 boat safety net.

1 (b3)(10USC§130)(b6): Right. And you might have conversations
2 knowing they had already put a swimmer in the water earlier on?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): But based on the conversation here, the
5 conversation was going through different nodes in order to get
6 back to where...

7 (b3)(10USC§130)(b6): Even if the SAR swimmers in the RIBs had
8 wanted to use us, they were not communicating anything to the
9 tower to talk to us.

10 (b3)(10USC§130)(b6): Right. Exactly. But because there is no
11 communication like that and you are not receiving it, and you
12 don't know there are SAR swimmers with the RIB boats or that
13 they've been in the water. Then in your mind, it makes it a
14 very logical, reasonable thing that I want to put a SAR swimmer
15 in there to gain SA on the situation. I don't want to put words
16 in your mouth, but does that sound about right?

17 (b3)(10USC§130)(b6): Yes. Based on the fact that it was an
18 aircraft mishap, there was an expectation that there was going
19 to be injuries and it's a time critical situation where I don't
20 have any SA and I'm just hanging out at 200 feet trying to
21 figure out what's going on.

22 (b3)(10USC§130)(b6): So it was in your best judgment to deploy the
23 swimmer?

24 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): So you make that decision, how does it go from
2 there? Then what happens?

3 (b3)(10USC§130)(b6): We waited until the RIB boats had cleared. As
4 we were on the approach, we decided we were going to do a 10 and
5 10, which is 10 feet, 10 knots of ground speed. We had about a
6 100-meter standoff. We made sure before we came in for the
7 approach that we had cleared our approach path of debris or
8 anything that would affect us or the survivors, and we had
9 enough of a standoff that we weren't going to be harming the
10 survivors with our rotor wash.

11 (b3)(10USC§130)(b6): Which in your estimation was how many meters?

12 (b3)(10USC§130)(b6):

13 (b3)(10USC§130)(b6): I would say 100 to 200 meters.

14 Once we came into the 10 and 10, based on the wind,
15 our direction of travel for the 10 knots of ground speed put us
16 going toward the survivors, so I stopped the 10 and 10. So it
17 became a 10 and 0, which I brought up to a 15 and 0 before
18 deploying the swimmer, which is a standard deployment for us.
19 At 15 and 0, I called for the swimmer to jump and the crew chief
20 said, "Swimmers away." Then I didn't leave that position until
21 he told me that the swimmer was okay. Then we came right around
22 and came into a hover. I didn't want to fly directly over the
23 survivors, so I came right before I came up to the tower.

1 (b3)(10USC§130)(b6): Being a helicopter pilot, knowing how the
2 winds and everything affect the helicopter, best estimate on
3 what the winds were?

4 (b3)(10USC§130)(b6): We were almost lined up with the GREEN BAY.
5 They were on loop 140, so I would say we were on a 10 maybe.

6 (b3)(10USC§130)(b6): 110?

7 (b3)(10USC§130)(b6): 110.

8 (b3)(10USC§130)(b6): Okay. And holding a hover, pretty much no
9 issues?

10 (b3)(10USC§130)(b6): Yeah, it was stable in the wind.

11 (b3)(10USC§130)(b6): So you were there in a hover, how high?

12 (b3)(10USC§130)(b6): We were at 10 feet and then came up to 15
13 feet. Once we left, we were at an 80-foot hover.

14 (b3)(10USC§130)(b6): Were you doing that manually or...?

15 (b3)(10USC§130)(b6): We did it manually because it was still
16 daytime. I had the hover bug up, which kind of just gives us
17 drift ques if I looked down at the display. My crew chief was
18 also calling me left, right, fore, and aft to allow him to see
19 the swimmer better.

20 (b3)(10USC§130)(b6): So the swimmer is in the water, what do you
21 see the swimmer do while you guys are doing that?

22 (b3)(10USC§130)(b6): The swimmer went out the right-hand side. I
23 was the left-seat pilot, so I could not see the swimmer.

24 (b3)(10USC§130)(b6): Okay. Was the crew chief giving you updates
25 on what he was doing or something along those lines?

1 (b3)(10USC§130)(b6): Basically, he said that he was approaching the
2 raft and then he was talking to the survivors. Then he had one
3 survivor with him. The survivor was brought over to us. The
4 crew chief passed to me that he was having some difficulty
5 getting the strap on the survivor. From what he told me, the
6 survivor was resisting it a little bit. He didn't know why at
7 the time. (b) (6) can kind of give you a better insight on that.

8 (b3)(10USC§130)(b6): It's hard for you to speculate. Anyway, so
9 eventually the strap got on; how does the lifting process go?
10 Can you talk me through that? You got the survivor and the
11 swimmer in the water and the harness on him, what happens next?

12 (b3)(10USC§130)(b6): My job is just to maintain the hover. Any
13 movement of me translates to swing for them, so I was just
14 focused on maintaining the hover. I was having my copilot call
15 over to Rough Gator and update them that we had a survivor and
16 we would be coming inbound. Then Title Town was asking us--I
17 don't know if they couldn't see us or what, but they were
18 saying, "Let us know if you pick up a survivor or you have
19 someone on the hoist."

20 We were already in the process of that. I said, "I
21 have a survivor on the hoist."

22 They said, "Roger," because they knew it was a tension
23 heavy time.

24 So I just maintained the hover and the crew chief
25 gives me updates on where the swimmer in the survivor are, if

1 they are half-way up. The reason why that's important is if I
2 lost an engine at that point, I would need to be able to tell
3 him if I wanted to cut the swimmer and survivor. And feeding
4 him information on the power and what things are looking like up
5 front. So it's just forward and back communication so everybody
6 knows how the aircraft is doing and how the swimmer and survivor
7 are doing.

8 From there, there were no issues once we had him on
9 the hoist and getting him into the aircraft. As soon as they
10 had the swimmer on board, I passed controls to my copilot, who
11 had better visuals on where Rough Gator was based on where he
12 was sitting and he brought us around. Rough Gator had been
13 steaming toward Title Town at this point and they were right top
14 of us. It surprised me how close they were. I had not seen the
15 approach coming in, we looked up and we were basically back in
16 the starboard Delta and we had to determine if we were going to
17 go around the stern or the bow. We came around the stern and
18 landed.

19 (b3)(10USC§130)(b6): Let me take you back a little bit. The
20 swimmer comes on board and you got the survivor, do you and he
21 have a conversation or anything like that?

22 (b3)(10USC§130)(b6): He hooks in. First, I ask him how he is
23 doing. Then I ask him how the survivor is doing.

24 They are doing their screening for any injuries as
25 well as any kind of response stuff.

1 (b3)(10USC§130)(b6): Did he give you any indication like don't
2 worry, there are no more injuries in the life raft over there or
3 we are good?

4 (b3)(10USC§130)(b6): The SA building, he basically told us that
5 everybody in the raft was fine, just scrapes and bruises. And
6 all around, people were confused and disoriented. The survivor
7 that we had taken was, kind of, the worst off of those being
8 disoriented. We weren't sure how he would have done if we would
9 have kept him there just because he wasn't sure where he was or
10 what was going on.

11 (b3)(10USC§130)(b6): But before you leave, you know that there is
12 no one more seriously injured than this guy that I need to wait
13 and get.

14 (b3)(10USC§130)(b6): Right.

15 (b3)(10USC§130)(b6): Then at that point you go and drop him off at
16 BHR?

17 (b3)(10USC§130)(b6): At BHR.

18 (b3)(10USC§130)(b6): For a recovery like that where you are
19 bringing somebody in from a SAR situation, is there a particular
20 spot that you guys say you are going to land to or are trained
21 to land to?

22 (b3)(10USC§130)(b6): They brought us into spot 6 and it's right
23 into the opening to flight deck triage, where medical is
24 standing by at the doors.

1 (b3)(10USC§130)(b6): Is that standard for you guys or is that just
2 where you were assigned to land?

3 (b3)(10USC§130)(b6): That's not standard that I know of, but we
4 don't do this a lot.

5 (b3)(10USC§130)(b6): Like part of your brief, in the event we are
6 coming back to the ship with somebody on deck, we will always
7 land at this spot because it's closest to the medical?

8 (b3)(10USC§130)(b6): I don't brief to it. It is ideal, but every
9 day is a little different in terms of what the deck looks like,
10 so I don't know what aircraft are parked where.

11 (b3)(10USC§130)(b6) But there is not a pre-existing SOP that we
12 will always recover spot X, otherwise we will take the next
13 closest spot to that one?

14 (b3)(10USC§130)(b6): Not that I know of.

15 (b3)(10USC§130)(b6): When you got back to BHR, Puff 00 and 14, were
16 they still on spot or had they been stuffed?

17 (b3)(10USC§130)(b6): Puff-14 had already landed, obviously. And
18 then I don't remember if they had been stuffed. I remember
19 another Puff aircraft landed, so that must have been Puff-00,
20 right after we landed. They were in the process of shutting
21 down, basically.

22 (b3)(10USC§130)(b6): So you guys land. They chock, chain, and they
23 come out and get the survivor that you recovered. At that
24 point, what instructions were you given from there?

1 (b3)(10USC§130)(b6): While we were affecting this rescue, our other
2 two helos launched. We had three helos in the air within 50
3 minutes of the initial notification of the call. So both of
4 them had launched. One of them was searching on the port side
5 of the ship because at this point, numbers were coming in that
6 we had 23 out of 26 accounted for, so there were still three
7 other people that we were looking for.

8 (b3)(10USC§130)(b6): What were the other Knightrider callsigns?

9 (b3)(10USC§130)(b6): Knightrider 02 and Knightrider 08.

10 (b3)(10USC§130)(b6): So what were you all instructed to do after
11 you dropped off the survivor?

12 (b3)(10USC§130)(b6): Once we checked off station, I gave the
13 rundown to my OIC. I believe he was in 02. Before they came
14 over, they were asking me for information. I told them I
15 thought that there were too many cooks in the kitchen with the
16 RIB boats and us already there. They made the decision to
17 launch. They were not, at all, in our way or inhibit our rescue
18 whatsoever, but by the time we were on deck, now there are two
19 helos plus the RIB boats and they just told us to hang out on
20 deck, so we sat on deck.

21 (b3)(10USC§130)(b6): Then at a certain point, did you all launch
22 again, or did you guys shut down, or what did you do?

23 (b3)(10USC§130)(b6): There was talk of another MEDEVAC from an
24 Australian ship, obviously unrelated. They needed assistance
25 and at the time they were asking for us to do it. I was

1 assigned to the line to fly at that time anyways, so I was
2 assigned to fly to 1900. So I was told that I would launch.
3 The alert crew would land. They would be the alert 60 that
4 night. And basically, with the thought of if we need to keep
5 doing this all night, we need to have crews to do it.

6 (b3)(10USC§130)(b6): Start staggering it?

7 (b3)(10USC§130)(b6): Yeah. So I was already scheduled to fly until
8 1900. They kept me on until 2300 that day. We started doing
9 searches of the area once we got all of the survivors that were
10 visible.

11 (b3)(10USC§130)(b6): So did you actually have to perform that
12 MEDEVAC from the Australian ship.

13 (b3)(10USC§130)(b6): No.

14 (b3)(10USC§130)(b6): So you were on the deck, then at that point
15 you guys just shut down, what did you guys do?

16 (b3)(10USC§130)(b6): We stayed spinning. We got gas.

17 (b3)(10USC§130)(b6): Just stayed in the aircraft?

18 (b3)(10USC§130)(b6): We just ate in the aircraft, yeah.

19 (b3)(10USC§130)(b6): Until what time?

20 (b3)(10USC§130)(b6): I want to say we did it for an hour. We
21 picked up the survivor at 1654 and we landed at 1658. I was on
22 deck until 1800.

23 (b3)(10USC§130)(b6): What time did you save the time was when you
24 recovered the survivor?

25 (b3)(10USC§130)(b6): 1654.

1 (b3)(10USC§130)(b6): Okay. Then you landed at?

2 (b3)(10USC§130)(b6): 1658.

3 (b3)(10USC§130)(b6): Okay. Then you spun for an hour until roughly
4 1800?

5 (b3)(10USC§130)(b6): Yes.

6 (b3)(10USC§130)(b6): And then at that point what did you guys do?

7 (b3)(10USC§130)(b6): 02 landed and they shut down to preserve the
8 crew. We launched and Title Town gave us a creeping line
9 search, basically from their stern aft. We followed that for 5
10 miles, with 1-mile lags. Once we finished that pattern, they
11 had already sent 02 to do a different search. So there was a
12 lot of deconflicting between the two aircraft. We were up in
13 airplane frequency at that time in our third radio, so we were
14 talking to each other to deconflict, but they kind of gave them
15 more of a sector search.

16 Once we finished the first pattern though, they asked
17 us to do the same pattern again, out to 3 miles this time. Once
18 we completed with that, there was no real tasking. So we kind
19 of gave ourselves our own tasking by doing and expanding squares
20 starting at the initial datum that we were given and extending
21 outwards from there.

22 (b3)(10USC§130)(b6): During those times, did you see anything, find
23 anything unusual during any of your searches and stuff like
24 that?

1 (b3)(10USC§130)(b6): There were a lot of whales in the area, so
2 there was a lot of Title Town and Rough Gator occasionally
3 coming over and telling us they saw splashing at this location
4 and we would rush over and it was a whale. So that was kind of
5 distracting. We didn't see anything specifically, but we would
6 see the occasional piece of reflective debris, but I didn't know
7 what they were specifically, but it was too small to be a
8 survivor or anything like that.

9 Also notable during this time, was that we were on
10 goggles, since it was past sunset. Kind of getting into EENT.
11 And everybody wants to help at this time, so Title Town and
12 Valiant Eagle both switched on all their lights so they could
13 see, which completely blinded us across the search area, and I
14 would say it took about 10 to 15 minutes to get those secured.
15 And once they were secured, Valiant Eagle brought them on again
16 about 15 minutes later.

17 We did that for another hour. During this time,
18 again, obviously I was not on board the ship, but they have a
19 team established for the SAR coordination and all that stuff,
20 and our OIC was there coming up with a search pattern that made
21 sense. That was kind of more of an all-inclusive search pattern
22 with points marking the outline of it so we can put everything
23 into our aircraft and just fly the search pattern.

1 I was told it was going to be a 5-by-7 box. It ended
2 up being a 22-by-18 box. I'm not going to say how the pattern
3 was created because I wasn't there while they were doing it.

4 (b3)(10USC§130)(b6): Okay. At any point, did GREEN BAY Call for a
5 MEDEVAC during your flight window?

6 (b3)(10USC§130)(b6): GREEN BAY did call for a MEDEVAC. I did not
7 handle the MEDEVAC; 02 handled the MEDEVAC.

8 (b3)(10USC§130)(b6): So your OIC was in 08?

9 (b3)(10USC§130)(b6): My OIC handled it.

10 (b3)(10USC§130)(b6): So he was in 02?

11 (b3)(10USC§130)(b6): You said earlier he was in 02.

12 (b3)(10USC§130)(b6): 02.

13 (b3)(10USC§130)(b6): Is that possibly the landing that you said you
14 spun until 1800, is that possibly the landing with the MEDEVAC?

15 (b3)(10USC§130)(b6): It was later because I was in the air again
16 and 08 had landed and shut down already, and it was dark.

17 (b3)(10USC§130)(b6): So 08 landed and shut down; your OIC was in
18 02. Was he communicating by radio to try to work out the search
19 pattern, or did he go inside and work it out, or what was going
20 on?

21 (b3)(10USC§130)(b6): So he shut down and came back out again. They
22 hadn't come up with the timeline for the MEDEVAC yet, so he was
23 working the search pattern. Once they figured out that they
24 wanted the MEDEVAC to go to Rock Hampton, we were already doing
25 the search pattern.

1 (b3)(10USC§130)(b6): So what time would you say you finally landed
2 and said you were done for the night?

3 (b3)(10USC§130)(b6): 2300 or 2330 and 02 took over for me.

4 (b3)(10USC§130)(b6): So they came back from Rock Hampton and took
5 over?

6 (b3)(10USC§130)(b6): Yes.

7 (b3)(10USC§130)(b6): Following this kind of event and everything
8 like that, do you all get together as the SAR deck, kind of, and
9 develop a timeline of who was what, where each time or anything
10 like that?

11 (b3)(10USC§130)(b6): Each of the aircraft commanders wrote their
12 individual SAR report, which specifies all of the timelines. I
13 didn't bring it with me today, but each of us compiled our own
14 timeline and scheme of events. We also worked on an after-
15 action report with lessons learned.

16 (b3)(10USC§130)(b6): We will need copies of each of the three
17 aircraft's flying SAR report as well as after-action review.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): Where do you all usually hang out? I can come
20 by and grab those later today.

21 (b3)(10USC§130)(b6): My state room is right there. That's usually
22 where I get it.

23 (b3)(10USC§130)(b6): You are in the green-side state room?

24 (b3)(10USC§130)(b6): No, just the second row over.

25 (b3)(10USC§130)(b6): I'll find you.

1 (b3)(10USC§130)(b6): Were there any lessons learned from this
2 event? Obviously, we will see the after action and everything
3 like that, but any big-ticket items like in the event of
4 something like this occurs again that you say, hey, this is a
5 big one that would help us do even better next time?

6 (b3)(10USC§130)(b6): Communication. That's my biggest one. There
7 are a couple of other ones, but you will see them. But I think
8 communication had the most significant impact in, pretty much,
9 every stage of that.

10 (b3)(10USC§130)(b6): Is there anything else that you think we
11 should know? Anything you're like, "I wonder why no one's asked
12 me that or shown an interest in this," that we should know about
13 from your perspective?

14 (b3)(10USC§130)(b6): The swimmer deployment was the biggest thing
15 from my aircraft, and I think we flushed that out.

16 (b3)(10USC§130)(b6): Okay. I don't really have anything else.
17 Anything that you can think of?

18 (b3)(10USC§130)(b6): I'll just ask: So hind sight being 20/20 and
19 knowing what was going on with the life boats, would you make
20 the same call to hoist the one survivor or would you have the
21 lifeboat recover?

22 (b3)(10USC§130)(b6): Knowing that we could have got him in the
23 lifeboat, I think that he would have been okay. I wouldn't go
24 back on my decision, but I think if I had better SA, I probably
25 would not have deployed the swimmer.

1 (b3)(10USC§130)(b6): Or had you been able to talk to the swimmer?

2 (b3)(10USC§130)(b6): Right.

3 (b3)(10USC§130)(b6): Would you tell him to just stay with him until
4 the boat comes to pick him up?

5 (b3)(10USC§130)(b6): I trust the swimmer, so if he makes the
6 determination that he needs to take him, I stand by that, so I
7 would not change that aspect of it if I had comms.

8 (b3)(10USC§130)(b6): Anything else?

9 (b3)(10USC§130)(b6): No, sir.

10 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), thanks for taking the time
11 to talk to us. It really helps us flush out that aspect of
12 stuff. We are very appreciative of you taking the time to talk
13 to us to help us better understand and put stuff together.

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): The way we finish is, I will ask you to stand
16 up in a second, I will have you raise your right hand and have
17 you swear or affirm that the statement provided is true to the
18 best of your knowledge, and then (b3)(10USC§130)(b6) will have a
19 little bit of paperwork to sign, and then you will be done.
20 Then I will have (b3)(10USC§130)(b6) get with you late for those SAR
21 reports and after-action reports.

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6) was sworn.]

24 (b3)(10USC§130)(b6): Thank you for making a statement. I
25 am going to advise you not to discuss what you have told us with

1 anybody else because we are still interviewing witnesses. If
2 they come up and ask you questions, tell them to direct their
3 inquiries to the investigating officer, (b3)(10USC§130)(b6).

4 Do you have any questions about that?

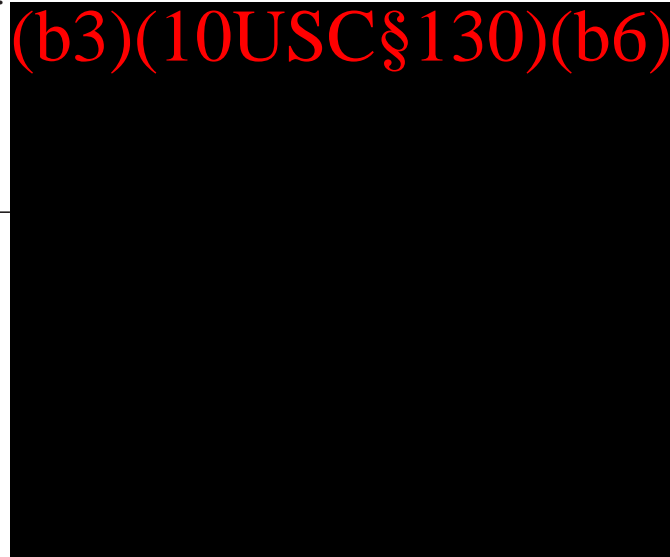
5 (b3)(10USC§130)(b6): No, sir.

6 (b3)(10USC§130)(b6): This interview is terminated. The
7 time on deck is 1111.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

17 August 2017

U.S.S. GREEN BAY

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : The date is 17 August 2017. We are
2 aboard the USS GREEN BAY. The time on deck is 0815. My name is
3 (b3)(10USC§130)(b6), Lega Advisor for the JAGMAN
4 Investigation. We are here for the interviews of (b3)(10USC§130)(b6),
5 (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6), in the
6 presence of the Investigating Officer, (b3)(10USC§130)(b6), and
7 Assistant Investigators, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6).
8 (b3)(10USC§130)(b6) in the presence of the Investigating Officer,
9 (b3)(10USC§130)(b6), and the Assistant Investigating Officer, (b3)(10USC§130)(b6).
10 (b3)(10USC§130)(b6).

11 Prior to coming on the record, I discussed with the
12 Sailors the voluntary nature of participating in the
13 investigation. They have all agreed to make a statement. I
14 advised them of the privacy act. They all looked through the
15 privacy act statement and all signed at the back. After they
16 signed the privacy act statement, I advised them that they are
17 potentially witnesses for both the AMB and the JAGMAN
18 investigation, so I went over the different objectives of the
19 two investigations; the reasons why procedures vary. The need
20 to preserve the privileged nature of the aviation mishap safety
21 investigation and the fact that neither command or
22 administrative action may alter the privileged character of the
23 statements provided to the aviation mishap board, and such
24 statements will not be made available to the JAGMAN
25 investigation from any official source.

1 (b3)(10USC§130)(b6): Thanks for taking the time to talk to us.
2 On the afternoon of 5 August, roughly around 1600 is when we've
3 kind of established the mishap occurred and everything like
4 that. We interviewed other boat crew. I call them boat crew 1
5 because they were the first ones in the water. My understanding
6 is you all were the second boat crew?

7 (b3)(10USC§130)(b6): That's correct.

8 (b3)(10USC§130)(b6): Yes, sir.

9 (b3)(10USC§130)(b6): Correct.

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): Okay. Starting with you (b3)(10USC§130)(b6), telling
12 me what duty you had at the time or where you were performing
13 your duties? And we will go through each of you so that kind of
14 roughly know, roughly, where you are, and how you got down to
15 the ship kind of thing.

16 (b3)(10USC§130)(b6): If you would please respond with
17 your name first before you make your comment since we're a group
18 of four.

19 (b3)(10USC§130)(b6): This is (b3)(10USC§130)(b6). I was currently in my
20 state room when they called over the LMC, "Man the boat deck."
21 So the way it works for the boat officer is the off-going wash
22 standard for junior officer to the deck is generally the standby
23 BOAT-O. I was not the aqua engineer officer on the deck, but I
24 am a qualified boat officer. One of the boat officers with the

1 most experience on board the ship. I am in Duck Department and
2 I responded. I got in the RIB when we were deploying the RIB.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): I was currently in the boat rally. We were
5 gathering the department for knockoff. We were currently doing
6 sweepers. It was on the starboard side and walked to the center
7 of boat rally, that's when I heard the crash in the back. I
8 just heard a weird noise and the rest of the crew started
9 running into the boat rally screaming, "Man overboard."

10 I went to the starboard side and looked over and I
11 seen the aircraft flipping over. I seen it upside down in the
12 water. Then I proceeded to just get my jacket and man the boat
13 deck to launch the first RIB.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): I was actually leading my shop at the time to
16 go to chow around 1600. I was all the way aft of the ship when
17 I heard the Osprey hit the flight deck, so I could actually kind
18 of hear what was going on up top. As soon as I heard that, the
19 next thing I heard was man the boat deck. My job for manning
20 the boat deck is search and rescue swimmer. So anytime the
21 small boats are launched, I had to be in the boat as a safety
22 swimmer.

23 I'm in the engineering department, and as soon as I
24 heard "man the boat deck," I just took off.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): When that happened, I was on the mess deck
2 and I am about to get my chow. When I heard "man the boat
3 deck," I was like, "Wow, man the boat deck." My first instinct
4 was there was something that happened. My first response is I
5 went to the boat deck and then standing by for manning the boat
6 crew, boat number 2. So we were standing by and I just saw the
7 aircraft upside down underwater.

8 (b3)(10USC§130)(b6): How long would you say it took you to get from
9 your state room out to the boat launch area?

10 (b3)(10USC§130)(b6): Five minutes.

11 (b3)(10USC§130)(b6): And you were already nearby the boat, correct?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): How long for you?

14 (b3)(10USC§130)(b6): It took me about three minutes to get from
15 where I was to get to the SAR locker to get changed out and then
16 get up on the boat deck.

17 (b3)(10USC§130)(b6): From mess deck to boat rally, it was like 30
18 seconds. I ran.

19 (b3)(10USC§130)(b6): Okay. Obviously, didn't take you all very
20 long to get there to respond. At that point, they are still
21 launching the first boat. You can only launch one boat at a
22 time I'm guessing, is that correct?

23 (b3)(10USC§130)(b6): It's the same personnel that launch both the
24 MAGNUS and TOMY from the CALIDAVIT and the crane, so those

1 people can be in two places at once. They have to launch one
2 RIB at a time.

3 (b3)(10USC§130)(b6): Okay. So they are launching the first boat.
4 Did any of you assist in launching the first boat?

5 (b3)(10USC§130)(b6): Yes, I was there.

6 (b3)(10USC§130)(b6): Okay. So you all launched the first boat.
7 Then as soon as that one is in the water, then you all get on
8 the boat and they can start launching you. Do you know how much
9 time it took between from when they launched the first boat to
10 when your boat was in the water?

11 (b3)(10USC§130)(b6): As soon as the boat was in the water, we
12 don't always launch the second boat, so we made the decision to
13 launch the second boat. They called down and told us to launch
14 TOMY and it was almost immediately.

15 (b3)(10USC§130)(b6): Do you know how long it typically takes to go
16 from where it's being held to go up, over, and down; how long
17 that could take?

18 (b3)(10USC§130)(b6): It usually takes about 10 minutes maybe.
19 Usually you have to warm it up and everything along with the
20 crane, but since it was immediate actions, it was just kind of
21 rushed.

22 (b3)(10USC§130)(b6): Okay. No problem. At this point, as you all
23 are doing your thing, what do you all see happening? Is there
24 anything you all can provide about what you saw the first boat

1 doing or anything about what you saw where the survivors and the
2 debris were at or were you all busy launching your own boat?

3 (b3)(10USC§130)(b6): When we were launching the first boat,
4 MAGNUS, the debris was off our starboard quarter.

5 (b3)(10USC§130)(b6): How far are you, ship wise, from the debris at
6 that point?

7 (b3)(10USC§130)(b6): Maybe 100 yards. It wasn't very far at all.
8 By the time they had the DAVIT suit out and they were launching
9 the first RIB, MAGNUS, the Osprey wing was still up above the
10 water line and everything else was below. There was a lot of
11 floating objects, like the rafts were already deployed.

12 If there is anything you want to add.

13 (b3)(10USC§130)(b6): I was the operator for the CALIDAVIT, so
14 once we slough out, I can see a majority of everything out
15 there. As I was operating, I just saw the craft was already
16 upside down. I seen people walking from the top until you
17 couldn't see it anymore and they were just jumping off. I seen
18 a lot of bags, and pieces of the aircraft. I saw people coming
19 up swimming and trying to go to the closest raft. He was
20 helping them out from the aircraft.

21 Once the boat launched, they were going toward the
22 people. He was trying to swim toward them. I just seen it sink
23 and go down, and started seeing them pop up one by one.

24 (b3)(10USC§130)(b6): About how long do you think before the aircraft
25 itself is underwater?

1 (b3)(10USC§130)(b6): It was pretty quick. I would say anywhere
2 from 15 to 30 seconds. If you weren't really watching it, you
3 really couldn't see exactly where it was. It was just gradually
4 going down.

5 (b3)(10USC§130)(b6): Was MAGNUS in the water at that time?

6 (b3)(10USC§130)(b6): It wasn't fully down by the time we watched
7 it. As we were launching them, it was still slowly going down.

8 (b3)(10USC§130)(b6): The wing was still up when we were launching
9 MAGNUS. I think by the time MAGNUS was in the water, I think
10 the wing was just going down under the water.

11 (b3)(10USC§130)(b6): Okay. So at this point, when you all are
12 getting lowered into the water, you are now in the water, my
13 understanding is that--I'm betting you, (b) (6) had some kind of
14 communications with the bridge or something like that. Were you
15 given any instructions as you all were initially put in the
16 water of what you guys were supposed to do as a boat crew?

17 (b3)(10USC§130)(b6): Yes. So we were directed to circle around
18 the debris looking for any survivors. So at that point, MAGNUS,
19 the first RIB, had already gone out and picked up the
20 individuals they had seen in the water, the ones they thought
21 were most hurt. So by the time we were approaching the crash
22 site, the only personnel that were still out there were the 15
23 Marines that were in the raft. There was a SAR swimmer from the
24 BHR that had picked up one Marine that was still in the water
25 and we were directed to circle the debris looking for any

1 further Marines in the water, not on the raft. So that's pretty
2 much what we did.

3 We started circling the debris, we went to the farther
4 most raft to see if there was any Marines because there was one
5 raft that 15 Marines were on and there was another raft that was
6 on its side filled with water we couldn't really see inside, so
7 we circled that raft trying to see if anyone was in there. We
8 determined no one was in there and we kept meandering closer.
9 We move very slowly because you don't want to accidentally run
10 over anyone. Then the bridge directed us to pick up the 15
11 Marines that were in the raft.

12 (b3)(10USC§130)(b6): So at that point you guys are slowly
13 approaching the raft to do your pickup of them. Can you tell me
14 how that went down?

15 (b3)(10USC§130)(b6): We were warned that there was a SAR swimmer
16 in the water; we saw him and avoided him. We approached the
17 raft with the Marines that were still in the raft at that point
18 and they were all very calm. We load them up first. So there
19 were 15 Marines on the raft and there were 4 boat crew. Max
20 capacity in the RIB is 18 personnel in calm seas. With the 15
21 Marines in the raft and the four-boat crew, we would have had
22 19. So I was going to take half first and then go back and get
23 the second half, but the bridge directed me to take all of them
24 now. So I counted 19 in the RIB. I reported to the bridge, 19

1 souls, 1 above max capacity; however, the RIB was not sinking.
2 The RIB was doing fine with that amount.

3 So once we got all of the Marines on the RIB, we
4 meandered back to the ship. So we didn't deploy the SAR swimmer
5 because everyone was calm. The RIB came up alongside the raft,
6 we latched on to the raft and we all helped get the Marines, one
7 at a time, slowly into the RIB. It was very smooth.

8 Is there anything you would like to add?

9 (b3)(10USC§130)(b6): As the Marines were embarking on the RIB, I
10 managed to ask every single one of them if there was any serious
11 injuries or any kind of injuries they had sustained that I
12 needed to know about. Every single one of them told me they had
13 no injuries that they felt needed any kind of immediate
14 attention.

15 (b3)(10USC§130)(b6): As you got them all onboard, you are unloading
16 them, sea state seemed to be pretty flat that day, too. The SAR
17 swimmer, I guess they got one guy from the raft and was taking
18 him. Could you have got him--well, I guess you guys were
19 already over capacity anyway, so I guess that explains it.

20 (b3)(10USC§130)(b6): So the SAR swimmer already had him in his
21 life-saving hold, and the helicopter was right above us. I did
22 yell to the SAR swimmer if he needed any help and if we needed
23 to take him, but the SAR swimmer had it under control and I
24 don't believe he heard me due to the noise from the helicopter.
25 So because the SAR swimmer was already taking care of that

1 survivor, we proceeded to follow our orders from the bridge and
2 get the Marines from the raft.

3 (b3)(10USC§130)(b6): As he went out there, did they ever tell you
4 how many people you all were looking for or how many had been
5 picked up by the first boat?

6 (b3)(10USC§130)(b6): Before we even launched the RIB, we heard a
7 report on the radio that there were still three Marines
8 unaccounted for. I didn't know how many Marines the first RIB
9 picked up. I didn't know how many were out there total, but I
10 was given the report three Marines unaccounted for. When we
11 approached the raft, the Marines and the raft agreed. They said
12 the same thing that everyone was accounted for except for three.

13 (b3)(10USC§130)(b6): Do you know if that Marine was hoisted by the
14 SAR helo before or after you gave the report that you were over
15 capacity?

16 (b3)(10USC§130)(b6): After, I believe. By the time we were going
17 back toward the ship, the Marine was still in the water with the
18 SAR swimmer.

19 (b3)(10USC§130)(b6): Was it before or after the SAR swimmer already
20 had him in the hold, like did they start the process of hoisting
21 him before or after you gave the report before or after you gave
22 the report you were over capacity?

23 (b3)(10USC§130)(b6): The SAR swimmer already had him under
24 control before the RIB even approached the raft.

1 (b3)(10USC§130)(b6): So it wasn't like you reported over capacity
2 and then that's when they took the extra Marine to hoist him?

3 (b3)(10USC§130)(b6): No. So the SAR swimmer had the Marine, then
4 we went over to the raft and we got everyone we could onboard,
5 then we reported max capacity.

6 (b3)(10USC§130)(b6): Can you describe how long it took you once you
7 had everybody on board to get back to Green Bay?

8 (b3)(10USC§130)(b6): We didn't time it. We were moving slow just
9 because of the overcapacity.

10 (b3)(10USC§130)(b6): It wasn't going fast because we didn't want
11 to hit anybody and there was a lot of debris, so probably about
12 two to three minutes.

13 (b3)(10USC§130)(b6): It still wasn't very far. You mentioned 100
14 yards earlier. Would you still say you are a similar distance
15 away at that point?

16 (b3)(10USC§130)(b6): It was maybe a little bit farther, but it
17 was still very close; still 150 to 200 yards.

18 (b3)(10USC§130)(b6): Okay. So now at this point you get back to
19 the GREEN BAY, can you describe helping off the survivors?

20 (b3)(10USC§130)(b6): So the way we do the PAX transfers is we
21 hold each side of the ladder and then one at a time. I just
22 went by, you are closest to the ladder, you are underneath it,
23 you're up first.

24 (b3)(10USC§130)(b6): When you say "ladder," starboard? Port?

1 (b3)(10USC§130)(b6): It was the starboard, pilot boarding
2 station. It was the Jacob's ladder. And I directed you're
3 next, you're next, one at a time to make it calm and orderly.
4 The first person near the ladder went up. I wasn't paying
5 attention to rank or anything.

6 (b3)(10USC§130)(b6): But there was no issues with that?

7 (b3)(10USC§130)(b6): No issues. It was very calm and orderly.

8 (b3)(10USC§130)(b6): So then they basically climb up there at that
9 point. Okay. Now that you have everyone off, what were you all
10 instructed to do once you had delivered all of your 15
11 survivors?

12 (b3)(10USC§130)(b6): So we were instructed to go back and circle
13 around the outer edges of the debris and look for personnel. We
14 were also instructed to start collecting the debris. So as we
15 were collecting the debris, both the helo tower and the bridge
16 would call down and instruct us to check out this piece of
17 debris and check out that piece of debris that might have a
18 survivor or person attached. One in particular was a white
19 helmet the tower saw and thought it might be a cranial. It
20 turned out to be a white helmet and not a cranial.

21 (b3)(10USC§130)(b6): A flight helmet from one of the aircrew?

22 (b3)(10USC§130)(b6): Correct.

23 (b3)(10USC§130)(b6): Was there any damage to it?

24 (b3)(10USC§130)(b6): No, it was intact.

1 (b3)(10USC§130)(b6): So then you are basically pulling things out
2 of the water and putting them into the RIB and everything like
3 that?

4 (b3)(10USC§130)(b6): That's affirmative.

5 (b3)(10USC§130)(b6): Okay. Was there any instructions to pick up
6 anything in particular or did you just kind of go after whatever
7 they told you to go to get or anything you thought of was
8 interest?

9 (b3)(10USC§130)(b6): The instructions were to pick up everything,
10 every piece of debris. And as I saw something that might have
11 something attached to it, then they would direct us to that
12 piece of debris.

13 (b3)(10USC§130)(b6): Then how long did you guys conduct that duty?

14 (b3)(10USC§130)(b6): Hours. It was until every piece of debris
15 was picked up. At that point, BHR's RIB and Ashland's RIB were
16 out there also, so we had 4 RIBs in the water total. Then we
17 were all working together to pick up debris and circle around
18 looking for survivors.

19 (b3)(10USC§130)(b6): Do you recall what time you all were told to
20 stand down and to return to the ship?

21 (b3)(10USC§130)(b6): 0300.

22 (b3)(10USC§130)(b6): Yeah. We did a crew swap, so when we
23 offloaded the debris, we also picked up the additional SAR
24 swimmer because we have three SAR swimmers on board. First SAR
25 swimmer was in MAGNUS, we had (b3)(10USC§130)(b6) in TOMY, the second RIB,

1 and then the third SAR swimmer that was still on the ship, we
2 picked up when we offloaded the first batch of debris. He came
3 down to the RIB and helped us in our search.

4 Then we also did a crew swap around 2230 where the
5 COXEN and the boat officer, myself, and (b3)(10USC§130)(b6) traded out
6 with another boat officer and another COXEN to stay in the
7 search.

8 (b3)(10USC§130)(b6): When you are picking things out of the water, so
9 helmets and aircraft parts or anything, is that what you are
10 pulling out?

11 (b3)(10USC§130)(b6): Yes.

12 (b3)(10USC§130)(b6): One of the 11 steps that we have as a SAR
13 swimmer is basically like our go to whenever we are rescuing
14 anybody or anything in the water is we are supposed to discard
15 the rafts, so I proceeded to pull out my knife, pop the rafts
16 and pull them into the RIB so that they weren't in the way or
17 anybody thought there was still anybody or anything in the
18 rafts.

19 Then after that, we pretty much just went around
20 picking up packs or anything we found.

21 (b3)(10USC§130)(b6): So you don't get hurt, do you have gloves or any
22 PPE or anything?

23 (b3)(10USC§130)(b6): We have neoprene gloves, but they have this
24 real tough, outer layer skin so it keeps your hands from getting
25 cut up or anything like that.

1 (b3)(10USC§130)(b6): No one would be wearing gloves, but the SAR
2 swimmer. We were all touching the debris because you drive up
3 to it and the person nearest picks it up. As far as actual
4 aircraft parts, we picked up one small, maybe 2-foot by 1-foot
5 piece of metal. The rest of it was the beeswax, a lot of
6 beeswax parts and some lagging.

7 (b3)(10USC§130)(b6): Any itching from touching the beeswax clutch,
8 honeycomb?

9 (b3)(10USC§130)(b6): A little irritation, but not really because
10 you are picking up the next thing and it's getting washed off in
11 the ocean. I don't think it was anyone in our RIB, but fuel
12 irritation from the water.

13 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) was the SAR swimmer in MAGNUS
14 actually got burned on the back of his neck from the fuel in the
15 water. That was about the only irritation that he was talking
16 about though.

17 (b3)(10USC§130)(b6): Did anybody get any splinters or anything from
18 touching the carbon fabric honeycomb?

19 (b3)(10USC§130)(b6): No.

20 (b3)(10USC§130)(b6): I don't have anything further for you, I
21 appreciate you taking the time to talk to us to help us figure
22 out exactly what happened. What I will do in a second is have
23 you all stand up and raise your right hand and swear or affirm
24 that the statement being provided is the truth to the best of
25 your knowledge.

1 (b3)(10USC§130)(b6) , (b3)(10USC§130)(b6) , (b3)(10USC§130)(b6) , and (b3)(10USC§130)(b6) were
2 sworn.]

3 (b3)(10USC§130)(b6) : Now that you've provided a
4 statement, I'm going to ask that you not speak to anybody about
5 your statement or what we talked about. Obviously, you can talk
6 to the AMB. If people ask what we asked you or what we talked
7 about, just say that you have been advised by a judge advocate
8 not to discuss your statement. If they have questions, they can
9 direct them towards the Investigating Officer, (b3)(10USC§130)(b6).

10 Any questions?

11 [No response.]

12 (b3)(10USC§130)(b6) : Okay. This interview is terminated.

13 The time on deck is 0838.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

16 August 2017

USS GREEN BAY

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 16 August 2017. We are
2 onboard the USS GREEN BAY. The time on deck is 2122. My name
3 is (b3)(10USC§130)(b6), I'm the legal advisor for the JAGMAN
4 Investigation. We are gathered here today, for the interviews
5 of (b3)(10USC§130)(b6) (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6);
6 in the presence of the Investigating Officer, (b) (6);
7 the Assistant Investigating Officers, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6)
8 (b3)(10USC§130)(b6).

9 Prior to coming on the record, I advised the Sailors
10 that they could potentially be witnesses in both the JAGMAN
11 Investigation as well as the Aviation Mishap Safety
12 Investigation. I let them know that their participation is
13 completely voluntary. They reviewed the Privacy Act statement,
14 and all have signed The Privacy Act Statement. They also agreed
15 to voluntarily make a statement, at which point, I explained to
16 the different objectives of the two investigations, the reason
17 why procedures vary, the need to preserve the privileged nature
18 of the Aviation Mishap Safety Investigation, and the fact that
19 neither command nor administrative action may alter the
20 privileged character of the statements provided to the Aviation
21 Mishap Board, and such statements will not be available to the
22 JAGMAN Investigation from any official source.

23 Sir?

24 (b3)(10USC§130)(b6): Okay. Good evening, thank you all for
25 participating. I believe in terms of all the things that

1 (b3)(10USC§130)(b6) briefed on, you all are in the "other extenuating
2 circumstances" part of the investigation. I.e., the rescue.
3 And what you guys can help us fill in is just sort of your
4 participation in the rescue and how that kind of went so we can
5 get a better understanding of what happened in the water. What
6 I'd like to do is first off, I will ask just a couple of
7 questions, just kind of help paint the scene of how we ended up
8 in that spot; and then from there, I'll let you guys talk. If
9 you each take turns at each point, so you can describe your part
10 or anything pertinent that you might have, that way we all won't
11 talk over each other or anything like that. But if somebody has
12 something pertinent at that point or something they saw--because
13 a lot of times, only one person might have seen something.
14 Because, "I was driving." "I was reaching over to grab
15 something." "I was talking on the radio." You know what I'm
16 saying? So, if at any point something like that, especially if
17 you have something particularly pertinent, then go ahead and
18 just let us know what that is.

19 What was the name of the duty that you all were
20 performing at the time that the mishap occurred?

21 (b3)(10USC§130)(b6): And, sir, before they begin, because
22 everything is being recorded and we have multiple people, when
23 you speak, just let the recording know who you are when you're
24 talking.

1 (b3)(10USC§130)(b6): So, I'll start with you, (b3)(10USC§130)(b6) .

2 What was the name of the duty that you all were performing, the
3 crew here for this particular boat at the time? Does it have a
4 name? Like someone in the Navy would recognize you all are
5 Rescue Boat one? I mean, what are you all duty, or what are you
6 all assigned when you get called to this duty here, to perform
7 this mission?

8 (b3)(10USC§130)(b6): Aye, sir. So, (b3)(10USC§130)(b6) speaking. I
9 was the boat officer in the small boat Magnus is the name of the
10 boat that we used, the ready lifeboat, which is on the starboard
11 side.

12 (b3)(10USC§130)(b6): Okay. And then can you describe what your
13 roll is as part of this particular boat crew?

14 (b3)(10USC§130)(b6): Yes. So, the boat officer's role is,
15 essentially, as the senior member in the boat, he's in charge of
16 communications, where the boat's going to go, as far as
17 directing the boat, deploying the SAR swimmer. Those are
18 probably the primary reasons there.

19 (b3)(10USC§130)(b6): Okay. Can you describe your role as part of
20 the boat crew?

21 (b3)(10USC§130)(b6): Sir, my name is (b3)(10USC§130)(b6) . I am the search and
22 rescue swimmer, so I pretty much handle everything, like
23 survivors in the water, make sure that they are medically okay
24 in the water and be able to take them out. And then just
25 medical transportation and just rescuing their lives.

1 (b3)(10USC§130)(b6): Okay.

2 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), sir. My primary job is the coxswain,
3 which drives the boat and basically make sure that you have a
4 safe way to the survivor and the survivor has a safe route from
5 the site back to the ship.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): Good evening, sir, this is (b3)(10USC§130)(b6). My
8 role is the boat engineer, to make sure that the boat is able to
9 run. I assist the coxswain, and SAR swimmer in any roles that
10 they need as well as listen to the boat officer.

11 (b3)(10USC§130)(b6): Okay. On the day of 5 August, in the
12 afternoon, I believe it was roughly around 1600 is the time that
13 the mishap occurred. All of you were either doing something in
14 the ship or at the ship, but all of a sudden, the mishap occurs.

15 (b3)(10USC§130)(b6), can you tell me what happened at
16 that particular moment? Like, how do you all know what to do or
17 when to start doing it?

18 (b3)(10USC§130)(b6): Yes, sir. So, (b3)(10USC§130)(b6) speaking.
19 Once we heard, "Man the boat deck" over the LMC, that's when
20 everyone knows to respond immediately to man the boat deck. So,
21 the urgency in the voice over the LMC too is also kind of an
22 indication that something serious had happened.

23 (b3)(10USC§130)(b6): Okay. Do you know where were you located in
24 the ship and what were you doing at the time?

1 (b3)(10USC§130)(b6): Yes, sir, I was reading a book in my
2 stateroom.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): Sir, (b3)(10USC§130)(b6) speaking. I was in the boat
5 valley on the starboard side. Deck department was mustering up
6 and we were just watching the Osprey come in. And as the Osprey
7 was coming in, we just saw it and it hit the deck and at that
8 time, before they even said, "Man the boat deck" a couple of us
9 just started running. I went to run and go change out to get
10 into my SAR equipment and then everyone else just started
11 getting up and getting dressed. I didn't see the Osprey hit the
12 water, I just saw it hit the deck and then after that, that is
13 all I saw. Then I came back up and went to the boats.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) speaking, sir. I was in the middle of
16 the boat valley, and I was in route walking to the starboard
17 side when it occurred. I seen (b)(10USC130)(b6) as well as another, (b3)(10USC§130)(b6),
18 (b3)(10USC§130)(b6), and they were saying, "Man over board." And then at
19 that point, I went to the starboard side to retrieve my
20 lifejacket to get inside of the boat, and I seen the tail end
21 sinking, sir.

22 (b3)(10USC§130)(b6): Okay.

23 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6). I was in CCS getting ready clear
24 tags and then go eat chow, and then I heard it called. I came
25 up to the boat pocket and that is when I heard "Man overboard."

1 And when I came through to go dress out is when I saw part of
2 the Osprey hanging out of the water. And then I dressed out and
3 got ready to board.

4 (b3)(10USC§130)(b6): Okay, so, "man the boat deck" each of you all
5 knew, at that point, what your role was and what to do.

6 How long, would you say, (b3)(10USC§130)(b6), it took
7 you to get from your stateroom over to the boat deck to be ready
8 to go.

9 (b3)(10USC§130)(b6): Less than five minutes.

10 (b3)(10USC§130)(b6): It took me about three minutes to get down,
11 dress out, and then get back up to the boat.

12 (b3)(10USC§130)(b6): It took me about maybe a minute, if that to get
13 to the side of the boat valley and get in the boat, sir.

14 (b3)(10USC§130)(b6): It took me about two minutes to get from CCS
15 to dressed down.

16 (b3)(10USC§130)(b6): Okay, so roughly by within five minutes, I
17 have a qualified boat crew that's there ready to go. Did you
18 all lower the boat in the water? Who lowered the boat in the
19 water?

20 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6) was overall in charge in loading and
21 launching the RIB. And it felt like we were lowered, we were in
22 the water and casting off all lines within five minutes.

23 (b3)(10USC§130)(b6): Okay. And so, no issues lowering the boat or
24 anything like that?

25 (b3)(10USC§130)(b6): No, sir.

1 (b3)(10USC§130)(b6): So, do you all board the boat while it's still
2 up or do you wait until it is down in the water and then get
3 down in it?

4 (b3)(10USC§130)(b6): We load the boat as it's still on the ship, and
5 then there is a Davit, which is like a small crane and it cranes
6 us off the ship.

7 (b3)(10USC§130)(b6): Okay. All right, so within five minutes you
8 are all there and there is no trouble getting on the boat, you
9 all are on there and in the water. So, roughly, based on what
10 I'm hearing here, is roughly within five minutes, you all are
11 being lowered into the water to go. Was there any trouble
12 starting the boat or anything like that?

13 (b3)(10USC§130)(b6): There was no trouble starting the boat.

14 (b3)(10USC§130)(b6): Okay. And so at that point, you all have now
15 been successfully lowered into the water. At that point--do you
16 have a question?

17 (b3)(10USC§130)(b6): Yes, sir. So, where on the GREEN BAY does it
18 lower you into the water? Is it starboard side, port side, aft?

19 (b3)(10USC§130)(b6): Starboard side of the boat valley.

20 (b3)(10USC§130)(b6): Starboard side of midship.

21 (b3)(10USC§130)(b6): Oh, midship.

22 (b3)(10USC§130)(b6): Starboard side of midship. And approximately
23 how far would you say you were from the Osprey in the water at
24 that time?

25 (b3)(10USC§130)(b6): I don't even remember.

1 (b3)(10USC§130)(b6) A close approximation.

2 (b3)(10USC§130)(b6): Would you say 200 yards? 500 yards?

3 (b3)(10USC§130)(b6): I'd say 200 yards.

4 (b3)(10USC§130)(b6): Yeah, 200 or 300 yards.

5 (b3)(10USC§130)(b6): Okay, so not too far.

6 (b3)(10USC§130)(b6): It was pretty close, sir.

7 (b3)(10USC§130)(b6): So, at that point, now, (b3)(10USC§130)(b6),
8 first, the boat is lowered in the water, you have a qualified
9 crew, no problem starting up, what's the first thing that you
10 do?

11 (b3)(10USC§130)(b6): The first thing I do once the RIB is in the
12 water is we report "Ops normal."

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): So, I get on the small bridge-to-bridge radio
15 and I report on channel 72, which is our primary channel, "four
16 souls on board, Ops normal." Basically, continuing on duties
17 assigned. Normally, we would have to request permission to
18 proceed on duties assigned, but for a search and rescue mission,
19 you don't have to, you just say that you are going to do that.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): And we drove straight towards the crash site.

22 (b3)(10USC§130)(b6): Okay, so, you're in the water, you've got
23 communication. No issues with communications throughout the day
24 or anything like that?

25 (b3)(10USC§130)(b6): No, sir.

1 (b3)(10USC§130)(b6): So, constant communication back with the ship
2 itself. Any problem with any of the equipment or anything that
3 you all had on the boat or anything like that?

4 (b3)(10USC§130)(b6): Nothing, sir.

5 (b3)(10USC§130)(b6): So, you've now got in the water, good comms,
6 you told them what you're doing with the number of souls, and
7 you're driving towards the--so, what did you all do then?

8 (b3)(10USC§130)(b6): Sir, as I was driving, I just had to stay aware
9 of--to kind of paint the picture, there was a lot of gear in the
10 water, so we seen several helmets, boots, backpacks, even pieces
11 of the aircraft floating in the water. It was ourselves, which
12 is the boat, and then you had all the gear, and then kind of
13 like in the middle of the gear, like picture a circle in the
14 middle of the gear, the survivors were there. And then you seen
15 like, the two life rafts that were deploying. There was one
16 life raft that you seen people climbing into, and then there was
17 another life raft kind of far off that had drifted away.

18 So, driving, I had to be smart, because that was our
19 only means to get back to the ship. So we could only get so
20 close to them, because, like I said, the gear was kind of
21 trapping me from going in between them. So, I had to deploy
22 him, maybe 50 yards if that, away from the first survivor that
23 we had seen.

1 (b3)(10USC§130)(b6): Okay. So, how long would you say it's taken
2 now from the time that the Osprey is in the water to you all are
3 over there ready to start?

4 (b3)(10USC§130)(b6): Seconds.

5 (b3)(10USC§130)(b6): At this point, you go towards your first
6 victim. Are they--go ahead.

7 (b3)(10USC§130)(b6): So, sir, we're making our way over there, I'm
8 getting dressed down and everyone is just getting situated.
9 Counting survivors in the water, you're trying to get a number
10 for everyone, sir. And then (b3)(10USC§130)(b6) was telling me that she
11 couldn't get any closer, so (b3)(10USC§130)(b6) and I talked, and
12 we were talking about deploying me, so he asked for permission
13 over bridge-to-bridge, and then we got permission from the
14 Captain and then he deployed me.

15 (b3)(10USC§130)(b6): Okay.

16 (b3)(10USC§130)(b6): I got in the water and then I made my swim over
17 there to the first survivor. On the first approach to the
18 survivor, I got about six to eight feet away from him and then
19 stated who I was, "United States rescue swimmer; I'm here to
20 assist you. Are you okay?" First survivor wasn't okay, he
21 said. So, I told him to turn his back to me, "do it, do it
22 now." And then I grabbed him and started towing him back to the
23 boat and then just after that, I just kept going to six
24 survivors just like that.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): We pulled them out of the water.

2 (b3)(10USC§130)(b6): Were you wearing fins or anything like this to
3 assist you swimming and everything?

4 (b3)(10USC§130)(b6): Yes, sir. So, I am wearing my fins, my
5 booties, my UDTs, sort of like khaki little shorts, a dryfire
6 shirt which is fire retardant, my snorkel mask, my harness, my
7 SAR-1 search, and my LPU-28, so it's my life vest. A mask, a
8 snorkel, and then a helmet because there was debris in the
9 water.

10 (b3)(10USC§130)(b6): You said you pulled six first out of the sea?

11 (b3)(10USC§130)(b6): Yes.

12 (b3)(10USC§130)(b6): Do you recall, were they all Marines in
13 cammies or were any of them aircrew?

14 (b3)(10USC§130)(b6): All them were in cammies, sir.

15 (b3)(10USC§130)(b6): So then, you basically pull them back to the
16 boat. And then how did they get into the boat from the water?

17 (b3)(10USC§130)(b6): So, I towed them close to the boat, and then I
18 got a certain distance, I would ask the coxswain if the boat was
19 neutral, the boat was neutral. And then I would pull the
20 survivor in front of me, open his hands up like a field goal.
21 And then when I got alongside, the boat officer and then the
22 boat engineer would grab when I tell them to, with an overhand
23 grip, and with their inboard hand and then on the count of three
24 we would lift them up. So, we were like, "one, two, three," and
25 then up. And they were lifted up into the RIB, sir.

1 (b3)(10USC§130)(b6): It was the port, the port bow of the boat. So,
2 it was the portside forward of the boat.

3 (b3)(10USC§130)(b6): How long would you say it took to collect
4 these first six survivors doing that method?

5 (b3)(10USC§130)(b6): About five minutes, I believe.

6 (b3)(10USC§130)(b6): I know that's speculated because in these
7 types of situations everything is happening so fast, but maybe
8 five minutes? Okay that's fine.

9 (b3)(10USC§130)(b6): Because they were just spread out through the
10 water and everything, sir.

11 (b3)(10USC§130)(b6): Yeah. So, you were just kind of swimming to
12 one, get them, bring them back, and everything like you said.

13 Okay, so now you've got these six on board, then what
14 happened?

15 (b3)(10USC§130)(b6): So, that's when I see (b3)(10USC§130)(b6) speaking to the
16 guys at the raft and they say that they have a casualty inside,
17 a medical casualty.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): So, when we first arrived on scene, the
20 initial plan was to do a perimeter check.

21 (b3)(10USC§130)(b6): For anybody floating out there?

22 (b3)(10USC§130)(b6): Right. Because we had seen everyone on the
23 island and they seemed okay. So, we wanted to make sure any
24 people floating in the water--

1 (b3)(10USC§130)(b6): Especially, with all the debris and other
2 stuff that is just kind of there?

3 (b3)(10USC§130)(b6): Right. So, that was the complicated part for
4 the coxswain coming in through the debris and making sure (b3)(10USC§130)(b6)
5 was deployed, so that he could get those specific survivors that
6 were probably having the most trouble.

7 So, once we picked up a number of them, he was talking
8 to the people in the raft, they said they had a casualty. So
9 (b3)(10USC§130)(b6) was able to maneuver the small boat to get close enough for
10 them to give me his blood type, name, and the casualty, which
11 was all given to me and which I reported over channel 72 to the
12 USS GREEN BAY, so that way, medical would know what they needed
13 to bring.

14 (b3)(10USC§130)(b6): To be ready to treat that kind of casualty?

15 (b3)(10USC§130)(b6): Exactly. So, we were able to bring the RIB
16 close enough to where the small boat, starboard side was against
17 the life raft and we were able to move that individual. So at
18 this point, I had recovered (b3)(10USC§130)(b6).

19 Right?

20 (b3)(10USC§130)(b6): Yes, sir.

21 (b3)(10USC§130)(b6): So, we had recovered (b3)(10USC§130)(b6) back into the
22 small boat, so that way, he could step over and bring that
23 person into the RIB. Because at first, we wanted to use a
24 litter, but we called that off. So, we bring him into the small

1 boat, you could see that they had already wrapped his leg with
2 some gauze.

3 (b3)(10USC§130)(b6): Was this a Marine in cammies or a Marine in
4 flight gear?

5 (b3)(10USC§130)(b6): Flight crew.

6 (b3)(10USC§130)(b6): It was a pilot.

7 (b3)(10USC§130)(b6): It was a pilot, sir.

8 (b3)(10USC§130)(b6): It was a pilot. Okay.

9 (b3)(10USC§130)(b6): So, we bring him in. (b) (6)

10 [REDACTED]

11 [REDACTED]

12 [REDACTED] And at that

13 point is when we started communications with USS GREEN BAY to
14 say, "Can we come back? Do you want us to come back?" Because
15 they were in the middle of launching the other small boat,
16 (b3)(10USC§130)(b6), at this time to make a second run to pick up more people.

17 So, basically, we wanted to come back and offload our
18 pax and our medical casualty. So, they agreed and that's what
19 we did. So, (b3)(10USC§130)(b6) drove the boat back to USS GREEN BAY where we
20 decided to offload the passengers that we had recovered out of
21 the water that had sustained no physical injuries that we could
22 see, up the starboard pilot boarding station.

23 (b3)(10USC§130)(b6): Can I stop you at that point? Can I stop you
24 right there? Before you came back, you got that aircrew
25 casualty with the leg injury on board. So, you had six and now

1 you have that one, so, that makes seven, right? Did you take
2 any other before that? So, you basically brought seven is what
3 you're talking about, back to--?

4 (b3)(10USC§130)(b6): Sir, we recovered, from my knowledge, we
5 recovered five out of the water, we got up to the life raft and
6 they had a Navy Corpsman inside of their life raft.

7 (b3)(10USC§130)(b6): Yep.

8 (b3)(10USC§130)(b6): He got over in our boat to help assist the SAR
9 swimmer with the pilot. So, we recovered five out of the water
10 and then the greenside Corpsman, he came over, he was already
11 inside the life raft. He came over from in the life raft into
12 our RIB, and then that makes six. And then when the pilot came
13 on board, when they got him in the boat--

14 (b3)(10USC§130)(b6): That's your seven?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): That makes sense. That's just kind of helping
17 me place it. So, now, at this point, I have seven in your boat
18 and you guys have been cleared hot and you came back to GREEN
19 BAY to offload.

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): Can you talk to me about the offloading for
22 those right there?

23 (b3)(10USC§130)(b6): So just before we left, do you want to talk
24 about the treatment?

1 (b3)(10USC§130)(b6): So, as soon as we got the medical casualty on
2 the boat, (b) (6)

3
4 When we got alongside to offload the starboard pilot
5 boarding station, they offloaded while I kept speaking to the
6 survivor, make sure I covered him with a casualty blanket,
7 treated further injuries, and just make sure he just stayed
8 awake throughout the whole process.

9 (b3)(10USC§130)(b6): Do you recall beyond that, just in this case--
10 because that was one of the more heavily injured people, at
11 least from my understanding. Do you recall, did he have any
12 other injuries beyond that you could tell beyond leg injury or
13 anything at that time? Like did he have a gashed face, or a
14 broken arm, or anything like that?

15 (b3)(10USC§130)(b6): (b) (6)

16
17
18
19

20 (b3)(10USC§130)(b6): And he was wearing all his gear other than--

21 (b3)(10USC§130)(b6): Yes, sir. We loosened everything up.

22 (b3)(10USC§130)(b6): How long do you think it took? So, now you
23 have him and you get to the boat and you offload him first?

24 (b3)(10USC§130)(b6): So, once I got permission from the boat officer,
25 sir, we drove up to the boat and we decided--because going down

1 on the Davit, which is the crane that brings the boat aboard the
2 ship, you can only have four personnel going down and five going
3 up, just in case you have to recover a person in the water.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): So, we made the decision to go to the pilot
6 boarding station to take the pax. Then the survivors that were
7 in the boat that were not injured, we drove alongside, and we
8 got those up the ladder. And then after that, we got permission
9 from the ship to come alongside with the injured survivor in the
10 boat and we came up on the Davit back on the ship.

11 (b3)(10USC§130)(b6): Okay. So, all the other passengers were
12 ambulatory, no major injuries that you could tell, other than
13 cuts bruises, but nothing major. And the Davit took you all up
14 so that you all could then offload the more seriously injured?

15 (b3)(10USC§130)(b6) Right.

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): Do you recall how long that process took of
18 getting lifted by the Davit and getting them offloaded?

19 (b3)(10USC§130)(b6): A couple minutes.

20 (b3)(10USC§130)(b6): And there is no right or wrong answer; again,
21 I'm just trying to--

22 (b3)(10USC§130)(b6): Sir, five to eight minutes.

23 (b3)(10USC§130)(b6): Okay. So, at this point, how long would you
24 say the initial--from notification, launch, which sounded about

1 like five minutes, you did 'x' amount of time out and then came
2 back to drop? And then--

3 (b3)(10USC§130)(b6): I would say about 20 minutes.

4 (b3)(10USC§130)(b6): Yeah, 30 minutes.

5 (b3)(10USC§130)(b6): 20 to 30.

6 (b3)(10USC§130)(b6): So, at this point, you guys do that. So, as
7 soon as you offload him, do you all get lowered again? What
8 happens then?

9 (b3)(10USC§130)(b6): So, sir, we made up the lines hook, they
10 brought us up. The boat was put back in the skids, so where the
11 boat sits. Then once they gave the go ahead and the boat was in
12 the skids, medical came in. I helped--we offloaded the boat and
13 then we stayed in the boat until medical arrived, and then I
14 just helped them out a bit. And then after medical had control
15 of the situation, then I left and then they took over
16 everything. And then we just stood by.

17 (b3)(10USC§130)(b6): So, your boat didn't launch again then after
18 that?

19 (b3)(10USC§130)(b6): Yes, sir. It's important that the pulley
20 Davit can only lift five people. So, we had to offload those
21 pax and then we lifted up. Once that individual had been
22 removed from the small boat, we loaded back in to Magnus and
23 then launched again.

1 (b3)(10USC§130)(b6): Okay, perfect. So, then same thing, this next
2 launch after that. Any trouble with that launch or anything
3 like that?

4 (b3)(10USC§130)(b6): No, sir.

5 (b3)(10USC§130)(b6): No, sir.

6 (b3)(10USC§130)(b6): No issues.

7 (b3)(10USC§130)(b6): Okay, so now you've been lowered, you do your
8 communications again?

9 (b3)(10USC§130)(b6): Same thing, sir.

10 (b3)(10USC§130)(b6): Okay, were you given any different or separate
11 instructions from anything different than you did the last time?

12 (b3)(10USC§130)(b6): Yes, sir. This time it was--so Tolmy at this
13 point had recovered the remaining survivors and the Sarburg had
14 recovered the last person. So there was, at this point, to our
15 knowledge, no personnel in the water. So, at this point, we
16 were to search for any survivors and retrieve debris at the same
17 time.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): So, when we launched, we specifically went to
20 the starboard quarter of the ship where the gear was starting to
21 drift off and started looking for, specifically, packs, helmets,
22 and life preservers, because those are the three things that we
23 thought people might be attached to.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): And that is basically what we proceeded to
2 do. It was myself, the coxswain would drive up close to it, we
3 would each kind of point out what we could, and it was basically
4 myself and the boat engineer pulling out everything we could out
5 of the water.

6 (b3)(10USC§130)(b6): Do you recall how long you conducted that
7 search for?

8 (b3)(10USC§130)(b6): That was until 0200.

9 (b3)(10USC§130)(b6): Okay, so even after dark then, pretty much.
10 So, that's a period of, shoot, maybe six, seven hours, something
11 like that?

12 (b3)(10USC§130)(b6): Well, from 1600 to 0200 is 10 hours. So, if
13 we recovered everyone in the first 30 minutes, then nine-and-a-
14 half hours.

15 (b3)(10USC§130)(b6): Yeah. Okay. Do you recall, roughly--like,
16 did somebody keep a log of how much stuff you were pulling out
17 of the water or anything like that? Or basically you're just
18 grabbing stuff and getting it out?

19 (b3)(10USC§130)(b6): Yes, sir. Just those three things were our
20 primary search. So, if it was a piece of plastic, we kind of
21 left it. But if it was a helmet or a lifejacket, we made sure
22 to check those specifically.

23 (b3)(10USC§130)(b6): This is just kind of going back and painting
24 the picture. Had you all ever had an opportunity to train for
25 something of that size before?

1 (b3)(10USC§130)(b6): We've done man overboard drills with small
2 boat and shipboard recovery. So, we've done drills exactly like
3 this where we lowered the boat and launch and recover what is
4 called an "Oscar" which is basically a dummy with chem lights on
5 it that we just throw overboard that just floats in the water.
6 But we have never done a drill where we recover multiple bodies
7 and multiple pieces of debris.

8 (b3)(10USC§130)(b6): Interesting.

9 (b3)(10USC§130)(b6): The most I've done, we have quarterly training
10 every three months obviously, in Sasebo. But the most we'll do
11 is three survivors, but on parachutes or like free floaters,
12 just basic things.

13 (b3)(10USC§130)(b6): For myself, sir, I have not done anything this
14 big. Like (b3)(10USC§130)(b6) said, sir, we do
15 train with the Oscar dummy which is just one simulated person.
16 But other than that, we don't really train for it.

17 (b3)(10USC§130)(b6): Yeah, no one usually trains for something this
18 massive. Did you learn anything during this experience that
19 your training didn't prepare you for ever? You know, something
20 that other boat crews--that may be new or different that--
21 obviously, you weren't expecting to participate in this to begin
22 with, but did you see something new or learn something new that
23 your training didn't--you were like, "Wow, no I hadn't thought
24 of that or ever heard of that before," beyond just the scope of
25 it?

1 (b3)(10USC§130)(b6): Myself, I wouldn't say I learned anything new
2 because everything that the Navy tries to prepare you for as far
3 as how to approach a survivor, and as far as driving the RIB,
4 how to approach the survivor, where to deploy your SAR swimmer,
5 where he should be recovering, and the boat should be in
6 neutral; things like that, it all came--I guess you could say
7 muscle memory. So at the time, it was like, the first time that
8 I have ever recovered a human from the water. So it was kind of
9 like, it was a lot of adrenaline. So, I wouldn't say I learned
10 anything, but it was kind of like a new experience.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): So, I think if I was to tell any other boat crew
13 that would experience this, just to remain calm. Because I
14 think once we were recovering the survivors, if you're not calm,
15 then they're not going to be calm because they are already going
16 to be in shock.

17 So, once we started recovering the survivors in the
18 boat, they would kind of send them to the back, towards me,
19 because I was the only one that could really communicate with
20 them, because the other three had to really focus on getting the
21 other two out of the water. Because he was in the water and
22 they had to focus on helping him retrieve the other personnel.
23 So, they would send them to the back and if I wasn't calm--in
24 which I was--if I wasn't calm, I could probably say that they
25 wouldn't be calm as well.

1 I think they swallowed a lot of fuel, is what they
2 said, so they were throwing up over the side. I had to remain
3 vigilant of what was around me as far as like behind me, to my
4 sides, wherever I went. And I also had to remain vigilant of
5 the personnel that was in the boat and talking to them,
6 communicating with them, just to make sure nothing happens to
7 them, while their focus is somewhere else.

8 (b3)(10USC§130)(b6): Okay.

9 (b3)(10USC§130)(b6): So, I would say, just stay aware of your
10 surroundings, 360, on the boat, off the boat, and just remain
11 calm. Because I think us being calm as a team and as a whole,
12 it made it go a lot smoother.

13 (b3)(10USC§130)(b6): How about from the SAR swimmer? Is there
14 anything different or new that you learned that might be
15 beneficial to anyone else that would be SAR swimming in this
16 kind of scenario in the future?

17 (b3)(10USC§130)(b6): No, sir. It's just rely on the training that
18 you get, that we got at the school. And since we practice it so
19 much, it is like second nature. You just know what to do. It's
20 just on a bigger scale, same thing for each person.

21 (b3)(10USC§130)(b6): Okay, anything from your perspective?

22 (b3)(10USC§130)(b6): As far as I can say, just capitalizing on what
23 she said, it was just we had to be flexible, flexible with
24 communication. Just everyone just trusting in each other and
25 make sure we stay calm, going back and forth and just taking a

1 vigilant approach to keeping focused, keeping a good scope on
2 everything. That's about it.

3 (b3)(10USC§130)(b6): Is there any gear or equipment that you wish
4 you had or in retrospect said, "Hey, man, if we had that, that
5 would have made this thing easier" or something like that, that
6 might be beneficial for people? Just something that while you
7 were doing it?

8 (b3)(10USC§130)(b6): As a coxswain, I mean, at the time when I was in
9 the RIB, I was like, "Hey, a grappling hook would work." But
10 then after looking back now, if I'm looking for somebody that
11 could possibly be a survivor, that could harm them. If you know
12 what I'm saying.

13 (b3)(10USC§130)(b6): Yeah.

14 (b3)(10USC§130)(b6): So, I think that everything that they could've
15 prepared us for, like doing the boat report every day and making
16 sure that you have your boat hook, your oars, your blankets, and
17 things of that nature. I think that we had everything that we
18 needed. Because if we couldn't reach it, we couldn't get close
19 enough, then we get the boat hook and just drag it in.

20 (b3)(10USC§130)(b6): At nighttime, were you all looking with
21 lights? Were you looking with NVGs? How were you all searching
22 after dark?

23 (b3)(10USC§130)(b6): The ship had spotlights on its bridge wings
24 and the boat crews had NVGs. So, we had two pair and Tolmy had
25 two pair of NVGs that we were using. Oh, we also had a Marine

1 embarked on our vessel that I think he had infrared; it might
2 have been NVG that he was using as well.

3 (b3)(10USC§130)(b6): And no issues with any of that gear or
4 anything like that?

5 (b3)(10USC§130)(b6): Not for us.

6 (b3)(10USC§130)(b6): Okay. Is there anything that I haven't asked
7 you this evening that you think would be beneficial for the
8 investigation? You know, something that I am not smart enough
9 to ask based off of y'all's experience or that you think would
10 be helpful?

11 (b3)(10USC§130)(b6): No, sir.

12 (b3)(10USC§130)(b6): No, sir.

13 (b3)(10USC§130)(b6): Any questions?

14 (b3)(10USC§130)(b6): Yes, sir, just a handful.

15 When you trained for your man overboard drills and
16 Oscar's in the water with his chem lights, what is the training
17 standard that you need to hit to get that boat in the water?
18 That the ship wants you to hit?

19 (b) (6) ?

20 (b3)(10USC§130)(b6): Five minutes.

21 (b3)(10USC§130)(b6): Five minutes?

22 (b3)(10USC§130)(b6): Yes, to deploy the boat within five minutes
23 and then have the man rescued within 10 minutes, 10 to 12
24 minutes.

1 (b3)(10USC§130)(b6): Do you recall approximately, (b) (6), how close
2 was the GREEN BAY to the BOHNOMME RICHARD at the time? I know
3 you were in your stateroom, so probably a tough one.

4 (b3)(10USC§130)(b6): Sorry, sir, I have no idea. I know at some
5 point, they got very close and like all the ships were right
6 there with using the recovery effort, but I have no idea how far
7 they were initially.

8 (b3)(10USC§130)(b6): Sir, for me, as driving the RIB, just looking
9 off in the horizon, making sure I couldn't see anybody, I could
10 see them. They were on the horizon, but you could tell they
11 were steaming towards us. It was both the BHR and the ASHLAND.
12 They were coming from different ways, but when I was looking on
13 the horizon during the recovery efforts, I could see them
14 literally coming. And within, I would say--by the time our boat
15 was back in the water, they were there.

16 (b3)(10USC§130)(b6): So for you guys as experienced Sailors, when
17 you see a ship on the horizon of BONHOMME RICHARD's size, could
18 you estimate? What do you think, 10 miles, 15? I know it has
19 been like glass today.

20 (b3)(10USC§130)(b6): I would say the horizon, from my point of view,
21 was like eight nautical miles, ten nautical miles. They were
22 close, sir.

23 (b3)(10USC§130)(b6): When you were doing your first retrieval of
24 survivors from the water, was the 60--the Knightrider, SH-60

1 from the BONHOMME RICHARD, had they checked on station yet?

2 Were they flying around and assisting you at that point?

3 (b3)(10USC§130)(b6): No, sir.

4 (b3)(10USC§130)(b6): So you then returned, got hoisted back up on
5 the deck with (b3)(10USC§130)(b6).

6 (b3)(10USC§130)(b6): That's when I saw it.

7 (b3)(10USC§130)(b6): That's when you saw them for the first time?

8 (b3)(10USC§130)(b6): Like, whenever we were offloading the medical
9 casualty.

10 (b3)(10USC§130)(b6): So the elapsed time, I'm trying to keep tally
11 of the times. So you would say that was about 20 to 25 minutes
12 after you initially saw Puff-02, the Osprey, go into the water?
13 Is that about right?

14 (b3)(10USC§130)(b6): Yes, sir.

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): Tolmy had been on station, so what is the size
17 of Magnus? Is it a 7-meter RIB, an 11-meter RIB?

18 (b3)(10USC§130)(b6): 7-meter.

19 (b3)(10USC§130)(b6): And then how about Tolmy?

20 (b3)(10USC§130)(b6): 7-meter.

21 (b3)(10USC§130)(b6): 7-meter.

22 (b3)(10USC§130)(b6): Also a 7-meter RIB?

23 (b3)(10USC§130)(b6): Did you have communications with the
24 rescue helicopter?

25 (b3)(10USC§130)(b6): Not as a small boat.

1 (b3)(10USC§130)(b6): Is that a piece of gear that particularly as
2 you conducted the sustained search, an ability to communicate
3 with, say (b) (3) (A), (b) (6), would that have been helpful?

4 (b3)(10USC§130)(b6): No, sir, I don't think so.

5 (b3)(10USC§130)(b6): No.

6 (b3)(10USC§130)(b6): From speaking to the other coxswain from Tolmy,
7 sir, she said that you could see them, because she was in the
8 water and they were kind of hovering. And usually, I guess,
9 when they hover around, that means that they see something. And
10 she said that looking up, someone seen them wave them off, like
11 "get out of the way" so they could deploy the SAR swimmer, so
12 they can get low.

13 So, I would say, it would help. So, let's say, they
14 weren't looking up. It's there, but they didn't know. What
15 happens if nobody seen somebody waving them? How long would it
16 have taken them to realize, "Hey, I need to get out of the way"?
17 Or if they could have went over their radio if we had means to
18 communicate with the helicopter and say, "Hey, I'm doing this,
19 stand clear."

20 (b3)(10USC§130)(b6): But you guys are pretty much up bridge-to-
21 bridge?

22 (b3)(10USC§130)(b6): We just have bridge-to-bridge.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): Which we would expect the ship to relay that.

25 (b3)(10USC§130)(b6): Yeah.

1 (b3)(10USC§130)(b6): So, it would cut out the middle man if we had
2 straight comms with the birds. But there could also be, in my
3 opinion, a lot of clutter with everyone talking to each other at
4 once I would feel obligated to listen to, just in case there was
5 something important.

6 (b3)(10USC§130)(b6): Talking with Tolmy afterwards--so when you
7 pulled back--when you left, was Tolmy already in the water?
8 When you left to go return the pilot and those five crews, was
9 Tolmy already on station, like in vicinity of the survivors?

10 (b3)(10USC§130)(b6): They had been deployed.

11 (b3)(10USC§130)(b6): They'd been deployed and were there?

12 (b3)(10USC§130)(b6): We were focused on the starboard pilot
13 boarding station. I didn't really look to see if they had
14 actually made it to the survivors. But I know, I could hear
15 over the radio, that they were being deployed, as we came along
16 for the starboard pilot boarding station.

17 (b3)(10USC§130)(b6): And then later, at some point, you heard that
18 Knightrider was deploying a SAR swimmer over the bridge-to-
19 bridge?

20 (b3)(10USC§130)(b6): Sir, we when we were coming up, we saw the 60
21 hover and then deploy a SAR swimmer and then swim up to the
22 raft.

23 (b3)(10USC§130)(b6): Same as he said. Once they cleared the boat
24 deck after we got recovered to get the medical casualty off the
25 RIB, went to the starboard side of the boat valley, and if you

1 just look off in the crash scene, you could see the helicopter
2 hovering over. And you could see the SAR swimmer do his little
3 deploy. As well as, when we were getting deployed the second
4 time, from the best of my memory, Tolmy was already in route
5 with the rest of the pax from the life raft to the ship. By the
6 time we were in the water, they were already doing their pax
7 off.

8 (b3)(10USC§130)(b6): And then at what point were you back on
9 station when the (b) (3) (A), (b) (6) aircraft did the hoist with one of
10 the passengers?

11 (b3)(10USC§130)(b6): We had been deploying from station.

12 (b3)(10USC§130)(b6): I agree with (b3)(10USC§130)(b6). We were all basically
13 watching from the ship, from the starboard side of the ship as
14 they hoisted him up and flew off.

15 (b3)(10USC§130)(b6): Do you know, was that passenger in the life
16 raft?

17 (b3)(10USC§130)(b6): Yes, sir. Everyone in the life raft, they were
18 always in the life raft. The swimmers swam to the life raft.
19 Everyone in the life raft was medically okay, did not have any
20 injuries or anything. I don't really know why they deployed a
21 SAR swimmer.

22 (b3)(10USC§130)(b6): Given your assessment of the situation, having
23 been on scene, did it make sense to hoist a passenger at that
24 point, in your opinion, (b3)(10USC§130)(b6)?

1 (b3)(10USC§130)(b6): I mean, I guess the only logical thing I
2 could possibly see is that they already had max capacity in
3 (b3)(10USC§130)(b6), as far as pax. So one more person, I don't know if I'm
4 splitting hairs or not. Is one more person in the RIB going to
5 make it too heavy? Did it make sense for the Sarburg to recover
6 the man? I'm not sure. But they were at 19 pax and you are
7 supposed to only have 18 in the RIB.

8 And they reported that. I heard it over bridge-to-
9 bridge. It was (b3)(10USC§130)(b6) saying, "We
10 were at 19 pax, we were one past max capacity, but we were
11 driving slow and safe." So, maybe they decided there on the
12 spot that maybe the 20th person was too much. I'm not sure.
13 That's the only logical thing I can think of.

14 (b3)(10USC§130)(b6): At any point, did anyone help you out with a
15 soul count? Like, "Hey, we have got this many people in the
16 water that you're looking for"?

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): When did that happen?

19 (b3)(10USC§130)(b6): So, when they called away "Man the boat deck"
20 and as soon as we got on the boat, the RCS doors were open. The
21 RCS door is a door that closes off the boat from the outside.
22 But it was open, and as soon as I got in the boat, got situated,
23 I turned around and started counting the number of survivors in
24 the water. As soon as we got in the water, then as we made our
25 way towards the scene, I kept counting survivors.

1 At that time, I only counted 18 and more probably came
2 up or there was more in the life raft. I don't recall exactly
3 when the other five came up. And then once we dropped off the
4 pax and then made our way--no we didn't drop the pax, we had
5 just made our way and then we communicated with the life raft on
6 how many they had in the life raft, and they were saying 15.
7 And then we were just trying to get an accurate number on who
8 was missing and just things like that, sir.

9 (b3)(10USC§130)(b6): Okay. Did anyone come out to you and say, "Hey,
10 we're looking for this many bodies"?

11 (b3)(10USC§130)(b6): So, I feel like, if I remember correctly,
12 when we first arrived on scene, they said they were missing
13 three people.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): But I was an unsure and there was still a lot
16 of people in the water. We deployed the second time and went
17 back--no, it was before we came back. It was just before we
18 came back. So, we were about to come back to GREEN BAY to
19 offload the original first seven when they gave us three names
20 of people that had not come up.

21 (b3)(10USC§130)(b6): Okay.

22 (b3)(10USC§130)(b6): I reported those three names over channel 72
23 to GREEN BAY.

24 (b3)(10USC§130)(b6): And that was given to you by the survivors?

25 (b3)(10USC§130)(b6): One of the people out on the raft.

1 (b3)(10USC§130)(b6): I'm not sure of his name, but I remember his
2 face.

3 (b3)(10USC§130)(b6): Okay, one of the guys. Ad he was like, "Hey,
4 we're missing three."

5 (b3)(10USC§130)(b6): And he was kind of like the head of--I don't
6 know who he was, but he was like the head of everybody, and he
7 was keeping everybody calm and counting and then he would relay
8 it to us.

9 (b3)(10USC§130)(b6): Do you recall if he was wearing cammies or
10 whether he was wearing flight gear?

11 (b3)(10USC§130)(b6): I can't remember. I want to say he had on just
12 his shirt. I want to say it was just a green shirt. Because I
13 know some of them had taken their stuff off.

14 (b3)(10USC§130)(b6): Ended up taking their stuff off?

15 (b3)(10USC§130)(b6): Yeah, taking their stuff off.

16 (b3)(10USC§130)(b6): Do you remember the three names that they told
17 you?

18 (b3)(10USC§130)(b6): It was (b3)(10USC§130)(b6)

19 (b3)(10USC§130)(b6): Like, (b3)(10USC§130)(b6), and then something with an (b3)(10USC§130)(b6)
20 like (b3)(10USC§130)(b6) or something.

21 (b3)(10USC§130)(b6): We were having trouble----

22 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6)

23 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6)?

24 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6). Those were the three names they
25 said.

1 (b3)(10USC§130)(b6): One last question. You mentioned you were
2 treating the pilot on the way back to the thing. Did you have
3 any conversation with him? And I mean, obviously you were
4 talking to him, but did he say anything about the mishap or
5 anything that you recall that he said? Anything that might be
6 helpful?

7 (b3)(10USC§130)(b6): Sir, the only things--I was just asking him
8 like basic questions. Just like, what's his name, where is he
9 from, his family, just like who he is.

10 (b3)(10USC§130)(b6): But was he able to answer those questions?

11 (b3)(10USC§130)(b6): Yes, sir, he was able. He was like very
12 responsive to us, just like you and I are speaking, sir.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): He just kept asking if everyone was okay. Was
15 everyone accounted for? He was more worried about the people,
16 the survivors that were recovered and to see if anybody was
17 missing. But I couldn't really tell him, I just told him
18 everyone was okay.

19 (b3)(10USC§130)(b6): Yeah.

20 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), as a first responder, as well as
21 someone who went in the water, a lot of fuel in the water. Did
22 you have any--afterwards, after pulling these guys, had you
23 ingested any fuel and water, itchy skin, anything from the
24 mishap?

1 (b3)(10USC§130)(b6): Yes, sir. (b) (6)

2 [REDACTED]
3 [REDACTED]
4 [REDACTED]
5 [REDACTED]

6 (b3)(10USC§130)(b6): Did you ingest any of the fuel kind of water?

7 (b3)(10USC§130)(b6): (b) (6)
8 [REDACTED]
9 [REDACTED].

10 (b3)(10USC§130)(b6): Did you receive any medical attention
11 afterwards?

12 (b3)(10USC§130)(b6): (b) (6)
13 [REDACTED]

14 (b3)(10USC§130)(b6): Sir, once we got recovered the first time to
15 offload the medical casualty, he was saying that--I knew he was
16 in the water with fuel and he said he had fuel on him. So I
17 took him over to a fresh water hose and I rinsed him off really
18 quick before we got back in the boat.

19 (b3)(10USC§130)(b6): Any other questions?

20 (b3)(10USC§130)(b6): Yeah, what does a ship typically do, for if it
21 is just general flight quarters if you are alone and unafraid by
22 yourself, if you are a helicopter operator?

23 (b3)(10USC§130)(b6): So, they will call "flight quarters away" the
24 air department does everything. But deck will muster up in the
25 boat valley, we'll have the boat engineer, medical, and the boat

1 officer come up, and along with deck and we will just make sure
2 everyone knows their positions and then once we have everyone
3 there, we would call up to the bridge, give them a "man ready"
4 report. And then depending on what time it is, if it is day or
5 night, if we'll have permissions stand down during the day and
6 then at night, we will have to obviously stay out there until we
7 secure for flight quarters.

8 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6), you were
9 actually pulling people out of the water. Did you get fuel on
10 your hands? Do either of you have rashes or any difficulties
11 afterwards with that?

12 (b3)(10USC§130)(b6): I had no problems. The only thing, they were
13 slipping from me. So, I had some gloves in my back pocket which
14 I threw on, but no rashes or anything like that.

15 (b3)(10USC§130)(b6): Yes, sir, same thing. The worst part about
16 it was just them slipping out of our hands. We just had to hold
17 on as tight as we could. But no problems with the fuel on our
18 hands.

19 (b3)(10USC§130)(b6): Were any of you involved in the aftermath on the
20 deck, walking doing fly walks, or picking up pieces of aircraft?

21 (b3)(10USC§130)(b6): No, sir.

22 (b3)(10USC§130)(b6): That's all I got.

23 (b3)(10USC§130)(b6): Yeah, that's all.

24 (b3)(10USC§130)(b6): Okay, so at this point, I'm going to ask you
25 all to stand up, we'll raise our right hands and then after that

1 (b3)(10USC§130)(b6) will talk to you about some other paperwork and
2 stuff that we may have you al do, all right?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): So, if you will raise your right hand. Do you
5 swear that the statement that you provided is the truth to the
6 best of your knowledge, so help you God?

7 (b3)(10USC§130)(b6): Yes, sir.

8 (b3)(10USC§130)(b6): Aye, sir.

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): Thank all of you for making a
12 statement. I am going to ask that you not discuss your
13 statement with anyone. Obviously except for the A&B. But if
14 anybody else asks you, "Hey, what were you doing? Did you talk
15 to the JAGMAN Investigation? Did they ask you questions?" Just
16 say that a judge advocate has advised you not to talk about your
17 testimony. If they have questions, they can direct them towards
18 the investigating officer, (b3)(10USC§130)(b6). Does anyone have any
19 questions about that?

20 (b3)(10USC§130)(b6): No, sir.

21 (b3)(10USC§130)(b6): No, sir.

22 (b3)(10USC§130)(b6): No, sir.

23 (b3)(10USC§130)(b6): NO, sir.

24 (b3)(10USC§130)(b6): Thank you. This interview is
25 terminated, time on deck is 2208.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

17 August 2017

U.S.S. GREEN BAY

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 17 August 2017 aboard the USS
2 GREEN BAY. The time on deck is 1106. My name is (b3)(10USC§130)(b6)
3 (b3)(10USC§130)(b6). I'm the Legal Advisor for the JAGMAN
4 Investigation. We are gathered here today for the interview of
5 (b3)(10USC§130)(b6), in the presence of the
6 Investigating Officer, (b3)(10USC§130)(b6); Assistant Investigators,
7 (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6).

8 Prior to coming on the record, I advised the Gunnery
9 Sergeant that his participation in the JAGMAN investigation is
10 completely voluntary. He agreed to sit down and talk with us. I
11 provided him with a privacy act statement, which he reviewed and
12 signed. And then I went over the fact that he is potentially a
13 witness for the AMB as well as the JAGMAN investigation and I
14 notified him of the different objectives of the two
15 investigations, the reason why procedures vary, the need to
16 preserve the privileged nature of the aviation mishap safety
17 investigation and the fact that neither a command or
18 administrative action may alter the privileged character of
19 statements provided to the aviation mishap board, and such
20 statements will not be available to the JAGMAN investigation
21 from any official source.

22 (b3)(10USC§130)(b6): Thank you (b3)(10USC§130)(b6) for
23 talking to us. We appreciate you helping us try to piece
24 together what happened in the mishap and everything.

1 Can you please state what your billet is currently on
2 the GREEN BAY?

3 (b3)(10USC§130)(b6) : Yes, sir. I am the Senior Combat Cargo
4 Assistant for USS GREEN BAY. So there are two of us. I am the
5 (b) (6) and there is also a (b) (6) .

6 (b3)(10USC§130)(b6) : So how long have you been assigned to the
7 ship?

8 (b3)(10USC§130)(b6) : I have been here since May of 2015.

9 (b3)(10USC§130)(b6) : So you would describe yourself as very
10 familiar with combat cargo operations on USS GREEN BAY?

11 (b3)(10USC§130)(b6) : Yes, sir, I would.

12 (b3)(10USC§130)(b6) : Perfect.

13 In this mishap, my understanding is that the Golf
14 Battery Marines that were on this ship left the deck the day
15 prior to go do, I think, an embassy reinforcement mission or
16 something.

17 (b3)(10USC§130)(b6) : Yes, sir, they did.

18 (b3)(10USC§130)(b6) : And with the intent that they were supposed to
19 return on that mishap day to the GREEN BAY?

20 (b3)(10USC§130)(b6) : Yes, sir.

21 (b3)(10USC§130)(b6) : Can you talk me through what is, on the day
22 prior, they know a group of Marines are leaving, can you walk me
23 from beginning to end of how the Marines know? Like, if they
24 are in birthing, get your crap ready to move from birthing. Can

1 you walk me through, talk me through all the standard
2 procedures?

3 (b3)(10USC§130)(b6): Yes, sir. So the landing force will
4 typically submit an ASSET, which is a request to move via
5 aircraft. They send that to the combat cargo Marines, and we
6 coordinate through whatever company or battery it is that is
7 leaving and through the team embarkation officer to assign a
8 time to have the Marines standing by. In this case, we used the
9 bridge ramp, which is on the port side of the ship that goes
10 from the flight deck down to the upper V and stage the PAX there
11 with their equipment in advance of the aircraft's expected
12 arrival time, which gives us an opportunity to account for all
13 of the Marines and the cargo that they wanted to bring on the
14 aircraft. So that is the way we did that the day that they
15 left.

16 (b3)(10USC§130)(b6): So, is there a manifest or something that is
17 given to you guys? Do you generate it? How do you know exactly
18 how many there's supposed to be--

19 (b3)(10USC§130)(b6): Yes, sir. So the landing force will
20 generate the manifest. We have serials that are assigned. We
21 don't use serials on GREEN BAY. Most of the Marines don't
22 understand it due to length of the time that they are actually
23 on the ship. By the time we get the call away serials
24 familiarized with the landing force, it's generally more hassle
25 than what it's worth, honestly. So we typically just have them

1 standing by an hour prior to the expected aircraft arrival time
2 which is what we did in that case. We had everybody there.

3 They have a manifest that lists out all of the Marines
4 that are going to be on the aircraft and then we break it up
5 into waves per aircraft. We account for them and all of their
6 equipment and then take them out to the aircraft.

7 (b3)(10USC§130)(b6): So the roster comes from the landing force to
8 you guys?

9 (b3)(10USC§130)(b6): It does, yes, sir.

10 (b3)(10USC§130)(b6): So in this case when they departed--can you
11 describe, how do they get--they have all their own personal
12 gear? How do they get LPUs? Cranials if they need them? What
13 is that process?

14 (b3)(10USC§130)(b6): When the aircraft lands, I have six
15 Marines from the combat cargo platoon that we train, we send
16 them out to the aircraft to coordinate with the crew chief for
17 the craft, then we bring out the LPUs.

18 Typically, when we do a large movement of passengers
19 for raids or whatever else we are doing, they will all have
20 their own Kevlars, hearing protection, and eye protection, so
21 the only thing we need to bring is the LPUs. So we bring those
22 down to the Marines and have them put on the LPUs and the crew
23 chief will give a brief to the Marines prior to them getting on
24 the aircraft on how to egress and use the equipment.

1 (b3)(10USC§130)(b6): On GREEN BAY, combat cargo does not give--your
2 standard practice is not to give an egress brief for you guys?

3 (b3)(10USC§130)(b6): No, sir. We do not.

4 (b3)(10USC§130)(b6): You have the aircrew that are bringing it on
5 to them.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): Okay. When issuing out the LPUs, how do we
8 know that it's a good, serviceable one?

9 (b3)(10USC§130)(b6): Whenever they issue out the gear, as
10 part of the brief that they get from the crew chief, they go
11 through and look and do a functions check for that LPU to verify
12 that the CO2 bottle is working properly and that the inflatable
13 part, whatever it's called, is serviceable. That is the steps
14 that they typically go through when they brief that.

15 (b3)(10USC§130)(b6): But combat cargo on GREEN BAY does not do that
16 serviceability check, other than maybe handing it out--

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): to the individual, does not do. Okay.

19 How common would you say it is for aircrew to come
20 down and give an egress brief or to talk to them about the
21 serviceability of the LPU equipment? Every time? Fifty
22 percent? None? Seventy-five? I mean, in your estimation based
23 off of your experience?

24 (b3)(10USC§130)(b6): For the actual crew chief to come in and
25 talk to the Marines?

1 (b3)(10USC§130)(b6): Yes.

2 (b3)(10USC§130)(b6): I would say it should be 100 percent,
3 but it's probably 90 percent. It depends. If it's only one or
4 two and the Marines have travelled back and forth and they are
5 familiar, there have been times in the past when the crew chief
6 has not come and given them a brief.

7 (b3)(10USC§130)(b6): So you would say probably most of the time?

8 (b3)(10USC§130)(b6): Almost always. Yes, sir.

9 (b3)(10USC§130)(b6): And is that regardless of type, model and
10 series? By that, I mean, 53s, do they do it better than V-22s?

11 (b3)(10USC§130)(b6): So typically the MV-22s will always
12 come. The CH-53s will always come. If it's the Hueys that are
13 flying and there's the recon guys that get on the Hueys, then
14 it's typically been they've got their own floatation stuff and
15 we walk them out to the aircraft. But almost without fail, the
16 MV-22s and the 53s, the crew chiefs come aboard. The 60s coming
17 from BHR has not always been. But, but typically when they are
18 coming in, they are frequent travelers that have been on that
19 aircraft.

20 (b3)(10USC§130)(b6): So as far as on the GREEN BAY, your impression
21 is combat cargo issues out the LPUs, but the egress brief and
22 the serviceability of the LPU is an aircrew responsibility?

23 (b3)(10USC§130)(b6): Yes, sir. The augments that I have are
24 mostly infantrymen, they are not trained in aviation related
25 stuff. I give them the how to not get hit by aircraft on the

1 flight deck training that the air department gives them, but
2 outside of that, they don't have any other training.

3 (b3)(10USC§130)(b6) : Gunnery Sergeant, what you are
4 saying is even if your men had to, they don't have the training
5 necessary for the different platforms and aircraft to give an
6 egress?

7 (b3)(10USC§130)(b6) : No, sir. Like I said, they are mostly
8 O-3 types. They are not familiar with the different aviation
9 assets.

10 (b3)(10USC§130)(b6) : Gunnery Sergeant, I'm about to pass you a
11 document. It's entitled the Standard Operating Procedures for
12 Reinforced Flight Operations for Marine Artillery Squadron 262
13 Reinforced and Marine MAEM Artillery Squadron 265 Reinforced;
14 in this case, the mishap squadron.

15 Can you read paragraph 4007, paragraph 2?

16 (b3)(10USC§130)(b6) : Yes, sir.

17 (b3)(10USC§130)(b6) : Out loud for the recorder.

18 (b3)(10USC§130)(b6) : "One ICS cranial with cord, appropriate
19 number of cranials and LPU's with IPHABD bottles shall be
20 available for all passengers/troop lifts and annotated on the
21 flight schedule. During shipboard operations, every aircraft
22 shall have a bag with a complete set of cranials, LPU's with
23 IPHABD bottles in the event of aircraft re-tasking."

24 (b3)(10USC§130)(b6) : Now if you could read paragraph 1.

25 (b3)(10USC§130)(b6) : Oh, I apologize.

1 (b3)(10USC§130)(b6): That's all right.

2 (b3)(10USC§130)(b6): "The aircraft commander shall ensure all
3 passengers are manifested and receive then emergency procedures
4 brief. During shipboard operations, the ships combat cargo
5 officer will assume this responsibility. The assault force
6 commander shall assume this responsibility during tactical troop
7 lifts."

8 (b3)(10USC§130)(b6): So what does that paragraph tell you your
9 understanding of what the squadron thinks is happening in combat
10 cargo?

11 (b3)(10USC§130)(b6): The squadron thinks that combat cargo is
12 responsible for providing the egress brief to the passengers
13 before they embark.

14 (b3)(10USC§130)(b6): Prior to VMM-265 embarking and/or in your
15 previous year working with the 31st MEU, has anyone from the
16 squadron actually discuss that with yourself or do you have a
17 chief warrant officer?

18 (b3)(10USC§130)(b6): I do, yes. So there is a (b3)(10USC§130)(b6)
19 (b3)(10USC§130)(b6) here. No, we've never been in discussion with
20 the aviation squadrons about combat cargo providing those
21 briefs. No, sir.

22 (b3)(10USC§130)(b6): So this SOP--and I don't think the verbiage
23 has changed too much from the old SOP. This SOP was signed 12
24 April 2017, so in no time in the lead up to signing this

1 document did they consult with your combat cargo or to the best
2 of your knowledge, the BHR's?

3 (b3)(10USC§130)(b6) : No, sir. Not that I'm aware of at all.

4 (b3)(10USC§130)(b6) : Gunnery Sergeant, your chain of
5 command, you don't belong to VMM-265?

6 (b3)(10USC§130)(b6) : No, sir, I do not. I work directly for
7 USS GREEN BAY.

8 (b3)(10USC§130)(b6) : And nobody's ever provided you with
9 that document or shown it to you?

10 (b3)(10USC§130)(b6) : No, sir. That's the first time of seen
11 it.

12 (b3)(10USC§130)(b6) : In your opinion, did the squadron simply write
13 this procedure unilaterally or without consulting combat cargo?

14 (b3)(10USC§130)(b6) : Yes, sir. There was no input from us at
15 all.

16 (b3)(10USC§130)(b6) : That's fairly enlightening. At this point
17 then, for when Golf Battery went ashore that day, were you
18 present physically around that time?

19 (b3)(10USC§130)(b6) : I was. Yes, sir.

20 (b3)(10USC§130)(b6) : So as far as your recollection, they basically
21 got their LPU's then went to--do you remember what type of
22 aircraft they went ashore in?

23 (b3)(10USC§130)(b6) : It was and MV-22, sir.

1 (b3)(10USC§130)(b6): Okay. So they went ashore in an MV-22. Do
2 you recall if there was an aircrew that gave them an egress
3 brief?

4 (b3)(10USC§130)(b6): There was, and he did. Yes, sir.

5 (b3)(10USC§130)(b6): You wouldn't happen to recall that Marines'
6 name?

7 (b3)(10USC§130)(b6): Unfortunately, they wear all that gear,
8 I couldn't tell. But they did walk them down to the bottom of
9 the bridge ramp and gave them a, "Hey, this is what happens if
10 the aircraft hits the water. Here's how you egress."

11 (b3)(10USC§130)(b6): So they were briefed prior to departure, not
12 by combat cargo, but by an aircrew from the MV-22 prior to going
13 ashore?

14 (b3)(10USC§130)(b6): They were. Yes, sir.

15 (b3)(10USC§130)(b6): Is there anything else that you think might be
16 pertinent that we haven't asked that might be relevant to them
17 going ashore that day?

18 (b3)(10USC§130)(b6): When they went ashore, they had a lot of
19 equipment. Some of that equipment was not in a state to be
20 loaded onto the aircraft, so much to the point to where the crew
21 chief denied the first load that I tried to put on the MV-22.
22 So they had a lot of riot gear with a baseball knee and shin
23 pads, the facemask, and they also had concertina wire to where
24 they had at least 10 strands of broken up strands of C-wire that
25 they were trying to walk onto the aircraft. The crew chief came

1 back and said, "The pilot doesn't want to fly this. If
2 something were to happen, it would cut everybody up in the back
3 of the aircraft." So much so that we had to pull all of that
4 stuff back off of the aircraft and re-palletized it and smooshed
5 it between two pallets and sent it on the second aircraft that
6 took them ashore. And they did take it on the second time, but
7 they did have a lot of equipment that they sent with them to go
8 to Freshwater Beach, I think, is where they landed.

9 (b3)(10USC§130)(b6): So the Marines themselves fully kitted out,
10 like helmets, FLAK jackets. Did they have a day pack? Did they
11 have their full big pack, do you recall?

12 (b3)(10USC§130)(b6): They had daypacks or what was not their
13 main pack, but they were equipped for multiple days. But they
14 also had engineer stakes and the driving equipment and they had
15 a bunch of Pelican cases and other stuff with--I think there
16 were--I would have to look at the actual ASSET, but I think it
17 was 18 or 20 on each aircraft along with all of their equipment
18 to where it was a very tight load for all the equipment that
19 they were sending ashore.

20 (b3)(10USC§130)(b6): One final question from me. As far as OPTEMPO
21 on GREEN BAY since the BLTs embarked here, Golf Battery BLT, how
22 often are these guys flying? Once a month?

23 (b3)(10USC§130)(b6): For the Golf Battery, sir?

24 (b3)(10USC§130)(b6): If you can talk about them specifically, that
25 would be great, but if not--

1 (b3)(10USC§130)(b6): I can tell you when we are with the ARG,
2 the flight deck is flying almost every day. I would say once
3 every couple weeks they have a maintenance day where there is no
4 flying, but as long as all three are together, the Cobras and
5 the Hueys fly as much as they can. And then we usually have at
6 least a few PMCs for transfer between ship or ship to shore. So
7 the MV-22s, I would say every other day, sir.

8 (b3)(10USC§130)(b6): How often would you say Golf Battery Marines
9 flying?

10 (b3)(10USC§130)(b6): I had not seen them fly ashore before,
11 so I honestly don't know. I just know for a fact that it was
12 Golf Battery because I know their staff NCOs, and they were the
13 ones tasked with doing the embassy reinforcement. But,
14 sometimes they are mixed with Lima Company guys as well. But
15 they have flown from this patrol, I want to say one or two times
16 before as a group that they've gone places.

17 (b3)(10USC§130)(b6): Would you describe them as frequent flyers?
18 Infrequent flyers? Average?

19 (b3)(10USC§130)(b6): I would say because so many flew, it was
20 not frequent. I would say it is infrequent, especially for some
21 of the younger guys that hadn't been anywhere before.

22 (b3)(10USC§130)(b6): Along that line, one last. People have
23 mentioned frequent flyers, infrequent flyers. Is there
24 something specific that states how that determination--who makes

1 that determination? Is it a feeling? I don't know if there was
2 something--who determines whether someone is a frequent flyer?

3 (b3)(10USC§130)(b6): I don't think there is a doctrinal or a
4 written-down determination, sir, it's just a matter of you are
5 out there every day, I see the same people flying around. For
6 example--

7 (b3)(10USC§130)(b6): But there is nothing in combat cargo that
8 says: If you plan to fly more than five times on this
9 deployment, you are considered a frequent flyer, hence you must
10 do something else?

11 (b3)(10USC§130)(b6): No, sir. I don't think that there is an
12 exception.

13 (b3)(10USC§130)(b6): So in speculating, would you say that it's
14 incumbent upon the unit that's sending these people out to
15 determine whether or not someone is a frequent or infrequent
16 flyer? Because there is no metric that you know of.

17 (b3)(10USC§130)(b6): There is no metric that I have. No,
18 sir.

19 (b3)(10USC§130)(b6): That helps me understand. Sometimes when
20 people say "frequent flyer," I wonder if there is a number
21 associated or anything like that. Or, hey, that person is an
22 infrequent flyer. I'm like, Okay.

23 (b3)(10USC§130)(b6): Yes, sir. The only reason I use the
24 vernacular is because it is used. I recognize people because I

1 see them fly back and forth multiple times and they kind of know
2 the drill. You see guys that don't fly often--

3 (b3)(10USC§130)(b6): That's kind of what I mean, over time.

4 Everybody speaks about frequent flyers or infrequent flyers, but
5 I don't know where it is really stated what one is.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): Myself, right now, I'm trying to figure that
8 part out, but that's interesting to know.

9 Any further questions?

10 (b3)(10USC§130)(b6): Nothing, sir.

11 (b3)(10USC§130)(b6): No, sir.

12 (b3)(10USC§130)(b6): I don't have any further questions for you. I
13 appreciate your time today. Thanks for letting us have a chance
14 to talk to you. What I'm going to do now is we will stand up in
15 a second, and I will basically ask you to swear or affirm the
16 statement you provided is the truth to the best to your
17 knowledge and then we will be done.

18 [(b3)(10USC§130)(b6)] was sworn.]

19 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), now that you have
20 provided us with a statement, I'm going to ask that you not talk
21 about your statement with anybody else. If people come up to
22 you and want to know if you talked with us or what we talked
23 about, you can tell them you have been advised by a judge
24 advocate not to discuss your statement. They can direct all
25 their questions to the investigating officer, (b3)(10USC§130)(b6).

1 Saying that, you can absolutely talk with the AMB or any other
2 investigation, Naval Safety, things like that, okay?

3 (b3)(10USC§130)(b6) : Yes, sir.

4 (b3)(10USC§130)(b6) : Do you have any questions about
5 that?

6 (b3)(10USC§130)(b6) : I do not.

7 (b3)(10USC§130)(b6) : All right. This interview is
8 terminated. The time on deck is 1124.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

Date of interview: No provided

Location: Not provided

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6): The time on deck is 0842. This is the
2 interview of (b3)(10USC§130)(b6) in the presence of
3 the investigating officer, (b3)(10USC§130)(b6); assistant
4 investigating officers, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6).

5 Prior to coming onto the record, I advised (b3)(10USC§130)(b6)
6 (b3)(10USC§130)(b6) of the purposes of the two investigations, the reasons why
7 procedures vary, the need to preserve the privileged nature of
8 the Aviation Mishap Safety Investigation, and that his
9 statements to the AMB cannot be provided to the JAGMAN
10 investigation. (b3)(10USC§130)(b6) understood. At which point, I
11 gave him a warning advisement about statements regarding origin
12 of disease or injury with regards to line of duty
13 determinations. He read over the warning advisement, signed and
14 he does desire to make a statement. I then advised him on the
15 Privacy Act and he agreed and allows us access to his records
16 and to disclose those records to the appropriate authorities.

17 (b3)(10USC§130)(b6): Good morning, (b3)(10USC§130)(b6). Hey, thanks for
18 coming.

19 (b3)(10USC§130)(b6): No problem, sir.

20 (b3)(10USC§130)(b6): One of the things that we're very interested
21 in obviously is you being one of the senior passengers onboard.
22 It kind of will help us to better understand what kind of
23 happened for the passengers. We are obviously going to be able
24 to talk to aircrew and be able to talk to everybody else, but as
25 far as the passengers themselves. If you could, if you give us

1 a brief synopsis of what you were doing the day of the mishap
2 and then sort of kind of up to the aircraft flight itself.

3 (b3)(10USC§130)(b6): So we were out at Raspberry Creek for embassy
4 reinforcement waiting in our sticks to leave for the birds.
5 Three Osprey showed up. I was the stick commander for my bird
6 so I lead my 21 guys out to the bird. I first went to the bird,
7 stepped off to the side, got my counts. Then after I got my
8 counts, entered the aircraft. If you're looking in to the
9 aircraft, I was the second to last seat on the right side.
10 There was nobody to my left and there was nobody in the last
11 seat across from me. I believe they were the two seats for the
12 aircrew who were in their gunner harnesses in the back. Just my
13 assumption on that one.

14 (b3)(10USC§130)(b6): The second to last seat on the right side, is
15 that as you're entering the aircraft?

16 (b3)(10USC§130)(b6): Looking in.

17 (b3)(10USC§130)(b6): So entering the ramp, you're going to the
18 right side?

19 (b3)(10USC§130)(b6): Yes, sir.

20 (b3)(10USC§130)(b6): Okay.

21 (b3)(10USC§130)(b6): So from there, you know, we got our LBUs [sic]
22 on inside the bird. I did my ops check and stuff like that.
23 Most of the guys had already been seated since we were, you
24 know, we were loading gear as well. We weren't exactly light on
25 gear. Loading all of our gear, guys are getting situated--

1 (b3)(10USC§130)(b6): When you say "loading all our gear," were you
2 wearing like body armor?

3 (b3)(10USC§130)(b6): Flak, Kevlar, and my rifle--obviously, my rifle
4 went muzzle down in between my legs and the deck and gas mask as
5 well.

6 (b3)(10USC§130)(b6): Okay.

7 (b3)(10USC§130)(b6): When you say getting all of your gear ready
8 and op checking, what do you mean--you mean for the LPU?

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): So what do you do for that?

11 (b3)(10USC§130)(b6): So what I did--I can't speak for everybody, but
12 me and the people around me, who I had eyes on, obviously get
13 our LBUs [sic], throw it on the right way, make sure I can pull
14 it in between my gas mask, my flak and clip it and tighten it
15 and turn my air on, check my air level, get my respirator one or
16 two clicks, let myself know that I have air.

17 (b3)(10USC§130)(b6): Were these the tan horse colored ones?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): Okay.

20 (b3)(10USC§130)(b6): From there, I leave my LBU [sic] up a little
21 bit, pull my respirator through and then I tightened my LBU
22 [sic] all the way. So I keep my respirator here and then I
23 buckle myself in. Then I--I always get a feel, a right hand
24 pull, at least for that bird. So from there--

1 (b3)(10USC§130)(b6): Prior to getting on the aircraft, did the crew
2 or anybody give you an egress brief or had your unit gotten that
3 in the past for the MV-22?

4 (b3)(10USC§130)(b6): Not this pursuit. I've gotten previous times
5 I've flown around.

6 (b3)(10USC§130)(b6): Do you remember approximately when the last
7 time you had an egress brief was?

8 (b3)(10USC§130)(b6): 2015 maybe.

9 (b3)(10USC§130)(b6): A couple of years ago?

10 (b3)(10USC§130)(b6): Check.

11 (b3)(10USC§130)(b6): Did y'all do dunker training before you came
12 out on the flight?

13 (b3)(10USC§130)(b6): I've done it--my situation is a little bit
14 different. I got on the deployment two weeks prior to actually
15 leaving, but I had done like the Helo dunker two or three times,
16 sweat chair and like mine was still good until--it's still good
17 until September of this year.

18 (b3)(10USC§130)(b6): Okay. How about the rest of the guys?

19 (b3)(10USC§130)(b6): So the battery went fairly early in their pre-
20 deployment training and obviously they still didn't have
21 finalized numbers and stuff like that. So when they got to Oki,
22 they had all--they had their go and no-go for that or their
23 trained, untrained and the battery staff did their best to get
24 every single person there. They tried to do it in Pendleton
25 before we got to Oki. Obviously, they didn't want to do it in

1 Oki. It got canceled on them due to the not renewing--the
2 Marine Corps not renewing the contract with whoever it was out
3 at Pendleton that ran it, which is why they had to wait until
4 Oki. So that was--so yes, I know myself was trained. (b3)(10USC§130)(b6)
5 (b3)(10USC§130)(b6), I made sure that he went. He's my Marine. He's a (b3)(10USC§130)(b6),
6 but he needs to go to that. So I pretty much blocked off
7 anything that he had to do that day to make sure that he got
8 there.

9 So load the bird, did all of my ops checks. You know,
10 the aircrew did a good job of making sure like--even though we
11 had a lot gear, like it was situated you know. It wasn't just
12 tossed and piled up. It was as organized as it could be kind of
13 thing. So I had my rifle in between my legs, muzzle down. I
14 had riot shield at my feet kind of facing up. Standing up, I
15 had five water jugs to my left and my day pack was on my lap.

16 We took off. I didn't feel anything out of the
17 ordinary. Just usual Osprey stuff. It wasn't until we tilted
18 the rooters back up to come in for landing that I felt uneasy.
19 I mean, I normally kind of feel uneasy on Ospreys. It's just
20 the nature of them. But it was almost like, when we tilted the
21 rooters up, it was like somebody had pushed the brakes on the
22 car and you're kind of doing that. You're like, "Okay, I'm kind
23 of use to that. No big deal."

24 And then, at that time, (b3)(10USC§130)(b6), who is
25 sitting right across from me, like semi-jokingly grabbed his

1 respirator and gave me that look like, "Here we go." And so I
2 put my hand on mine, pushed my day pack off my lap, put my hand
3 on my belt to make sure the Marine next to me knew where his
4 belt was and he had access to it because there was an uneasy
5 feeling that we knew. I can't explain it, but we knew.

6 (b3)(10USC§130)(b6): Do you recall seeing (b3)(10USC§130)(b6) in the
7 tunnel or one of the crew chiefs right next to you?

8 (b3)(10USC§130)(b6): So I saw both of my--I saw (b3)(10USC§130)(b6) and
9 I forgot the other corporal's name. (b3)(10USC§130)(b6) was all the
10 way in the front. I never really had eyes on him.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): I know other Marines did, but I did not. When
13 we were coming in, they were laying down in the back looking
14 over the edge and I would image--I don't know. I'm just
15 speculating. I don't know what they were doing, but they were
16 obviously looking out the back at the ship and stuff like that
17 as were coming in.

18 As we were coming into our final approach, basically,
19 it felt like two maybe three good like jolts left and right and
20 then what I saw from out the back was the deck and obviously
21 violently shaking or whatever. And we scrapped across the deck
22 and then it sounded like--it almost sounded like someone slammed
23 on the gas. Again, I don't know what happened but all you heard
24 were the engines roar and that was when we came back up. All I
25 saw was the sky and then saw the side of the ship and then hit

1 the water. It felt like--if this was the water, we kind of came
2 in--we definitely hit the water nose first. It was almost like
3 at a little bit of an angle, but the front flooded almost
4 instantly. Probably the front quarter, just under half, flooded
5 almost instantly.

6 The only thing I don't remember from the crash is,
7 after we hit the water, I ended up on the opposite side of the
8 aircraft and I was already holding on to a seat because we were
9 tipping up. So me and (b3)(10USC§130)(b6) were over there. He was
10 like on the seat grabbing the seat below me. I was on the seat--
11 -I just kept yelling, "Calm down. Calm down. Blow the window
12 out," because the water is rising. Obviously, you gentlemen
13 know just as well as I do, you can't blow those windows once the
14 water gets up there.

15 So (b3)(10USC§130)(b6) gave it a pull like that. Nothing.
16 And then he cranked on it real hard and blew the window out and
17 that's where a lot of guys got out was out of the side window.
18 That was--talking with--if you're looking at the aircraft,
19 that's the left side. It was that middle window.

20 There's mixed reports on if--with just talking with my
21 buddies if a second window got blown out or not. I just know
22 for a fact that that one window got blown out.

23 (b3)(10USC§130)(b6): So, if you're looking up the ramp--

24 (b3)(10USC§130)(b6): Left-side window.

25 (b3)(10USC§130)(b6): --left-side window?

1 (b3)(10USC§130)(b6): Left-side middle?

2 (b3)(10USC§130)(b6): Check.

3 (b3)(10USC§130)(b6): Now, that was open to the air still, right?

4 (b3)(10USC§130)(b6): So, after he blew it, water was about halfway
5 up that window. Because that's when me and (b3)(10USC§130)(b6) looked down
6 and we were like, "Get out."

7 (b3)(10USC§130)(b6): Okay. And then (b3)(10USC§130)(b6) blew it?

8 (b3)(10USC§130)(b6): Negative, (b3)(10USC§130)(b6).

9 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6). All right, cool.

10 (b3)(10USC§130)(b6): So he blew that window. He was the first one
11 out and then hung at the window and was pulling guys out. Me
12 and (b3)(10USC§130)(b6) were just waiting for the bird to fill up so we
13 could get out of the back because we looked down and there was
14 no way we were going to get out of that window. Our day packs
15 were already floating on top of the water that had came up.

16 (b3)(10USC§130)(b6): [Indiscernible.]

17 (b3)(10USC§130)(b6): Right. And there's cases of water jugs and we
18 seen guys scooting out of the window and we were like they're
19 all right so we'll just wait.

20 So it kept tipping up and up and then eventually it
21 kind of--once it hit apex almost, it toppled over so it was top
22 down. And that's when (b3)(10USC§130)(b6) fell and that I kind of like
23 dropped down/fell like almost on top of him. So now, we're on
24 the bottom and we start scurrying up towards the back, back
25 hatch, back gate, whatever you want to call it and I got caught

1 up in (b3)(10USC§130)(b6) com cable because, while I was hanging
2 there, I obviously wasn't able to drop my flak. So it was
3 caught between my flak and my Camelback pouch, and I didn't know
4 at the time so I am just sitting there trying to get it off and
5 (b3)(10USC§130)(b6) came up behind me and popped the cable loose.
6 At that time, I heard (b3)(10USC§130)(b6) say, "Unhook me. Unhook
7 me," because he is still hooked in his gunner's harness and he
8 is still standing on the tail at this point. And (b3)(10USC§130)(b6)
9 (b3)(10USC§130)(b6) [ph]--because I turned around to look where I had to
10 unhook him from and (b3)(10USC§130)(b6) was right behind me.
11 He unhooked (b3)(10USC§130)(b6).

12 Then, once I got to the tail, I think I helped like
13 one guy, helped pull him up. And that's when I saw (b3)(10USC§130)(b6)
14 (b3)(10USC§130)(b6) going under because he was panicking and sucking in fuel
15 and whatever else was floating around in the water. So he went
16 under. So I jumped in. Me and (b3)(10USC§130)(b6) got there almost about the
17 same time. We pulled him up--pulled his life jacket, pushed him
18 off with (b3)(10USC§130)(b6) and I went back to the bird to try to--with--

19 (b3)(10USC§130)(b6): You didn't have any trouble pulling his--

20 (b3)(10USC§130)(b6): This was an LPU?

21 (b3)(10USC§130)(b6): Yes, I just gave it one good tug and it worked
22 just fine.

23 (b3)(10USC§130)(b6): Okay.

24 (b3)(10USC§130)(b6): He was just panicking. Like I said, he sucked
25 in a lot of stuff and yeah.

1 (b3)(10USC§130)(b6): But it inflated at that point fine?

2 (b3)(10USC§130)(b6): Yes, sir. I was only able to pull--I was still
3 holding him up and I only pulled his left side with my right
4 hand and everything inflated just fine.

5 (b3)(10USC§130)(b6): Okay.

6 (b3)(10USC§130)(b6): So I went back to the bird because me, (b3)(10USC§130)(b6),
7 and (b3)(10USC§130)(b6) were trying to get head counts. We were
8 trying to get accountability. We needed if anyone was still
9 left in there.

10 (b3)(10USC§130)(b6): Yeah.

11 (b3)(10USC§130)(b6): Because there was not much time--

12 (b3)(10USC§130)(b6): Right.

13 (b3)(10USC§130)(b6): --if we were going to make a move. Those two
14 were still on the tail, you know, their count, but people's LBUs
15 [sic] had fell off and so you know you have extra. And the
16 aircrew was throwing shit in the water so it was really hard to
17 get a head count because at this point we had drifted maybe
18 almost 200 meters from the ship. When we hit, we were right
19 next to the ship. So stuff is just scattered. It was really
20 hard to get an accurate count.

21 At this point, it's at the back end and (b3)(10USC§130)(b6) looked
22 at me and said, "We've got to go. We can't be hanging around
23 this bird when it goes down." So they got off. We started, you
24 know, get guys buddied up and get to the life raft.

1 At this point, I'm like in robot mode. So I grabbed
2 one of my (b) (6) who--wasn't banged up bad, but stuff falling
3 on him so he was scrapped up a little bit. Nothing crazy. So I
4 grabbed him and took him with me to the life raft.

5 As soon as I got to the life raft, dropped my flak,
6 cut open--that's when I saw the (b) (6). I forgot his name, but
7 the (b) (6) was sitting there and you could see on his left leg

8 (b) (6)

9

10

11 wrapped it with the ACE bandage. And then about that time, not
12 too long after, was when the first boat showed up which had
13 already picked up some of our stragglers that had drifted like
14 our CO and our corpsman, (b3)(10USC§130)(b6), (b3)(10USC§130)(b6). They had
15 pushed way out. They had picked them up, came back to the life
16 raft. They grabbed the major and they grabbed (b3)(10USC§130)(b6)
17 because he was throwing up and stuff like that. So we sent
18 those guys first. The rest of us were just banged up, but we
19 were all right. So they took them and brought them back to the
20 ship and then they came and picked us up.

21 The one thing that I did forget to add was, when we
22 actually hit the water, the two aircrew guys in the back flew
23 almost--I don't remember if it was past or like at us, but they
24 flew down towards the nose and got caught by the gunner's

1 harnesses and then I just remember like out of my peripheral
2 seeing like everything that way.

3 (b3)(10USC§130)(b6): Yeah.

4 (b3)(10USC§130)(b6): As you can imagine.

5 (b3)(10USC§130)(b6): Aside from (b3)(10USC§130)(b6) gunner belt and
6 him being unable to hook, do you have any other PPE or personal
7 protective equipment that you saw malfunction or anybody else
8 struggling with LPUs?

9 (b3)(10USC§130)(b6): Other than just--I know that (b3)(10USC§130)(b6)
10 said that when--as soon as like we hit, his LPU came off. Now,
11 we were pretty much all having issues. The biggest thing that I
12 would have to say is that the zippers don't stay up. At least
13 for a majority of ours. The one that I had coming over here
14 yesterday it was kind of newer so it stayed up pretty well, but
15 like the zippers don't stay up. I'm not going to speculate but
16 you know.

17 (b3)(10USC§130)(b6): So almost everyone recovered by RIB. Do you
18 remember when the first 60--the SH-60s from BHR showed up
19 approximately?

20 (b3)(10USC§130)(b6): So I'm sorry but timelines--someone told me we
21 were in the water for 30 minutes and somebody told me we were in
22 the water for an hour and a half and I believe both so. My
23 timelines are off, but what I do remember is that it felt pretty
24 quick.

1 (b3)(10USC§130)(b6): We've heard that (b3)(10USC§130)(b6)

2 potentially got hoisted out of the water.

3 (b3)(10USC§130)(b6): He did.

4 (b3)(10USC§130)(b6): Do you know what the reasoning was for that or
5 what was going on?

6 (b3)(10USC§130)(b6): The rescue swimmer jumped in the water. We
7 were all in the raft. They said, "Give me one," and we were
8 trying to get our troops out first so (b3)(10USC§130)(b6) said, "I'll go,"
9 and we were like, "Okay," and then they hoisted him.

10 (b3)(10USC§130)(b6): Okay. Was a RIB nearby?

11 (b3)(10USC§130)(b6): I mean, they were making trips.

12 (b3)(10USC§130)(b6): Making the trips back and forth.

13 (b3)(10USC§130)(b6): Two and half minutes to get the first RIB in
14 the water so they were moving.

15 (b3)(10USC§130)(b6): And the lastly, did you have any personal
16 injuries, fuel inhalation or anything like that for yourself?

17 (b3)(10USC§130)(b6): (b) (6)

18 (b) (6)

19 (b) (6)

20 (b) (6)

21 (b3)(10USC§130)(b6): (b) (6)

22 (b3)(10USC§130)(b6): (b) (6)

23 (b3)(10USC§130)(b6): (b) (6)

24 (b3)(10USC§130)(b6): (b) (6)

25 (b) (6)

1 (b3)(10USC§130)(b6): Any fuel ingestion?

2 (b3)(10USC§130)(b6): (b) (6)

3 [REDACTED]

4 (b3)(10USC§130)(b6): It's hard to tell obviously.

5 (b3)(10USC§130)(b6): Some got sicker than others. We all felt a
6 little queasy, but if it wasn't the fuel, it was the impact.
7 Not really trying to speculate too much, sir.

8 (b3)(10USC§130)(b6): Roger that.

9 (b3)(10USC§130)(b6): I know there were--like inside the life raft, I
10 mean, if I remember correctly, all of the green in the water
11 should have been the coolant I think, right?

12 (b3)(10USC§130)(b6): That's probably your sea-dye marker honestly.

13 (b3)(10USC§130)(b6): Oh, okay.

14 (b3)(10USC§130)(b6): It's to let helicopters see where you are.

15 (b3)(10USC§130)(b6): Got you. Then it was just that plus the smell.
16 Okay. I know there was a lot of--we were trying to get it out
17 of the life raft because there was a pool of water in the life
18 raft and it was--

19 (b3)(10USC§130)(b6): Turning green?

20 (b3)(10USC§130)(b6): Yeah.

21 (b3)(10USC§130)(b6): And you don't know what it is.

22 (b3)(10USC§130)(b6): Yeah. And it was starting to burn. I'm not
23 saying it was the dye that was burning our skin but we--

24 (b3)(10USC§130)(b6): No, it was probably the fuel--

25 (b3)(10USC§130)(b6): --had light rashes and--

1 (b3)(10USC§130)(b6): --that was mixed in, but you see the green so.

2 (b3)(10USC§130)(b6): Yeah.

3 (b3)(10USC§130)(b6): When you impacted, you said everything was going
4 forward. Did you see--it sounds like there's a lot of gear
5 there. Did you see any of that gear impede anyone's egress? Or
6 did that mostly slide?

7 (b3)(10USC§130)(b6): I'll say that I didn't see it, but I know it
8 did. There's--I can give you names of Marines that you would
9 really want to talk about that.

10 (b3)(10USC§130)(b6): Okay. But from your vantage point, in the back?

11 (b3)(10USC§130)(b6): I don't remember ever looking up front. I
12 remember--I just remember watching it all happen out the back
13 and then I was hanging and looking up and then just like peaked
14 down and then there was gear on top of the water.

15 (b3)(10USC§130)(b6): Yeah.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): I can tell--pretty much list off most of the
18 stuff we had. I mean, we all had day packs. We all had
19 personal weapon, and I think we had about seven shotguns. We
20 had at least one green Pelican case with lights for perimeter
21 and extension cables and stuff like that. We had five water
22 jugs, four riot shields, and then some other minor stuff.
23 That's the big stuff though.

24 (b3)(10USC§130)(b6) Okay.

1 (b3)(10USC§130)(b6): And one of my Marines had like 600 rounds of
2 ammo on him. But the guys up front like (b3)(10USC§130)(b6), (b3)(10USC§130)(b6)
3 (b3)(10USC§130)(b6) [ph], (b3)(10USC§130)(b6) [ph], the CO got rocked pretty hard
4 so he--he's probably not the best guy to talk to for that, but
5 those three guys will be able to give you some pretty good
6 inside of what they went through up at the front where the water
7 hit just about instantly.

8 (b3)(10USC§130)(b6): Do you know where (b3)(10USC§130)(b6) [ph] was
9 sitting? Could you see him from where you were sitting?

10 (b3)(10USC§130)(b6): So I know (b3)(10USC§130)(b6) knows exactly where
11 he was sitting. I couldn't see from where--

12 (b3)(10USC§130)(b6): So somewhere closer to the front?

13 (b3)(10USC§130)(b6): I know that for a fact, because he was probably
14 the second, third at the most on the bird when I was doing my
15 counts.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): I remember that. I can't say definitively
18 exactly where he was sitting because obviously once you get on
19 the bird--

20 (b3)(10USC§130)(b6): No, it is pretty common that usually see about
21 the six people around you, but you know what is down at the far
22 end of the aircraft--

23 (b3)(10USC§130)(b6): Yes, sir. (b3)(10USC§130)(b6) knows exactly where
24 he was sitting.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): I just know he was in the front. I guess the
2 only other thing was manifest--I don't know if that's like a
3 pretty key thing. I had a manifest and my XO had a manifest
4 because it got put together before we punched out. We just
5 broke the sticks up in 3, 6, 21. So it wasn't until I'd finally
6 gotten to the life raft and we had got the (b) (6) off that we
7 were able to definitively say exactly who was missing.

8 Again timeline, I don't know what that looks like and
9 any timeline I gave you would be speculation. But basically, I
10 just pulled my water log green notebook out of my cargo pocket
11 and we went down names like who saw who, who saw who. And
12 (b3)(10USC§130)(b6), once I hit (b3)(10USC§130)(b6), you kind of knew. And with
13 everything that went on and me knowing where he was sitting, we
14 knew. And then that was when (b3)(10USC§130)(b6) said, "I haven't
15 seen (b3)(10USC§130)(b6) or (b3)(10USC§130)(b6)."

16 And the RIB came up to us, radioed up to the ship and
17 then they went to search--because we told them, "We're good.
18 We're okay. We're fine in here." So they went to go search all
19 of the gear that was floating around to see if they were still
20 floating around somewhere.

21 (b3)(10USC§130)(b6): Thank you very much.

22 (b3)(10USC§130)(b6): Yes, sir.

23 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), I just want to say, first off,
24 thank you for your leadership. Times like that that is--it
25 sounds like truly what you were doing was small-unit leadership

1 the kind that every Marine hopes to have and you never know when
2 this situation will arise, but from the sounds of the stuff that
3 you went through and what you did, I want you to know that I
4 appreciate it and thank you for being that small-unit leader.

5 (b3)(10USC§130)(b6): Yes, sir. I appreciate it. Every single
6 Marine on that bird did pretty much exactly what they are
7 supposed to. I would say that the training that you get prior
8 to entering Helo is good for gear familiarization. There's
9 nothing that can really prepare you to go through it. Any of
10 the Marines who didn't know what to do, the minute that you told
11 them, "Do this," it was just--everybody just did what they were
12 supposed to do. I appreciate it though.

13 (b3)(10USC§130)(b6): Absolutely. Tell you what. Now, I'm going to
14 have you stand up and raise your right hand and then--
15 (b3)(10USC§130)(b6) did as directed.]

16 (b3)(10USC§130)(b6): Do you swear or affirm that the statement you
17 provided is the truth to the best of your knowledge so help you
18 God?

19 (b3)(10USC§130)(b6): I do.

20 (b3)(10USC§130)(b6): Thanks, (b3)(10USC§130)(b6). I appreciate your
21 time today.

22 (b3)(10USC§130)(b6): Just a couple of things, now that the
23 interview is complete, I ask you not to discuss what you've
24 talked about with anybody else except for the AMB. If people
25 have questions about what you talked about or how things went,

1 they can direct their questions up the chain of command and over
2 to us.

3 (b3)(10USC§130)(b6): Okay.

4 (b3)(10USC§130)(b6): But please don't discuss what you've talked
5 about with anybody else.

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): Do you understand that?

8 (b3)(10USC§130)(b6): Yes, sir.

9 (b3)(10USC§130)(b6): Thank you.

10 [END OF PAGE]

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

20 August 2017

U.S.S. BONHOMME RICHARD

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USN

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 20 August 2017, aboard the USS
2 BONHOMME RICHARD. The time on deck is 1124. My name is (b3)(10USC§130)(b6)

3 (b3)(10USC§130)(b6) The legal advisor for the JAGMAN Investigation. We
4 are here this morning for an interview of (b3)(10USC§130)(b6)
5 (b3)(10USC§130)(b6); in the presence of the Investigating Officer, (b3)(10USC§130)(b6)
6 (b3)(10USC§130)(b6), Assistant Investigating Officer, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6)

7 (b3)(10USC§130)(b6)
8 Prior to coming on the record, I discussed the
9 completely voluntary nature of participation in the JAGMAN
10 Investigation. (b3)(10USC§130)(b6) understood that and he has decided
11 to sit down and speak with us. I provided him a Privacy Act
12 Statement, which he reviewed and signed. I then notified him
13 that he's, potentially, a witness in both the Aviation Mishap
14 Safety Investigation, as well as the JAGMAN Investigation. We
15 went over the different objectives of the two investigations.
16 The reason why procedures vary. The need to preserve the
17 privileged nature of the Aviation Mishap Safety Investigation.
18 And the fact that neither command, nor administrative action,
19 may alter the privileged character statement provided to the
20 aviation mishap board, and such statements will not be available
21 to the JAGMAN Investigation from any official source.

22 Sir?

23 (b3)(10USC§130)(b6): All right. (b3)(10USC§130)(b6), hey, thanks for
24 taking the time to come talk to us. I realize, you know, when
25 you got--when people ask you to come talk, you're like, great,

1 I've got to go spend time with them. So just realize that, hey,
2 we're just here trying to figure out the best we can what
3 happened to Aircraft 13 on that day, on the 5th of August, and
4 everything like that.

5 Obviously, you weren't involved in the mishap flight
6 itself, at least in terms of being on that particular aircraft.

7 But, what I want to do first is, basically, kind of
8 establish, sort of, who you are. And then, we'll ask you a few
9 questions about the, sort of, what you might have done on the
10 D&T on that day and prior.

11 Does that make sense?

12 (b3)(10USC§130)(b6): Yes, sir.

13 (b3)(10USC§130)(b6): All right. So how long have you been in the
14 Marine Corps?

15 (b3)(10USC§130)(b6): Three years and some change.

16 (b3)(10USC§130)(b6): Three years. All right. And how long have you
17 been in 265?

18 (b3)(10USC§130)(b6): Almost two years, December.

19 (b3)(10USC§130)(b6): Okay. And then, what's your MOS?

20 (b3)(10USC§130)(b6): 6176.

21 (b3)(10USC§130)(b6): Okay. And can you talk to me about some of
22 your maintenance quals, experience, things like that?

23 (b3)(10USC§130)(b6): I've been a plane captain for a little over
24 eight months, now.

25 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): Which that encompasses being blayfold [ph]
2 qual'd and APU qual'd and all those other quals. And it's
3 pretty much the extent of my maintenance quals on the aircraft.

4 (b3)(10USC§130)(b6): Blayfold, APU--but that's all you need,
5 really, to be able to do a D&T and other stuff like that. So, I
6 mean, that's--

7 (b3)(10USC§130)(b6): The qualification of a plane captain; yes.

8 (b3)(10USC§130)(b6): So, I mean, you're pretty much, right in
9 there. Were you a day crew/night crew guy?

10 (b3)(10USC§130)(b6): I'm night crew, sir.

11 (b3)(10USC§130)(b6): All right. So thanks for the--sorry, in the
12 middle of your night, to come talk to us.

13 (b3)(10USC§130)(b6): That's fine, sir. I'm FCF today.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): How does that happen where you're night crew,
16 then FCF at 7:00 in the morning?

17 (b3)(10USC§130)(b6): It's happening more now than it was before
18 because we have, like, nine fliers.

19 (b3)(10USC§130)(b6): So what time did you have to go to bed last
20 night?

21 (b3)(10USC§130)(b6): I went to be 10 hours prior to my brief.

22 (b3)(10USC§130)(b6): Ten hours prior to the brief. Did you get a
23 good night's sleep, kind of?

24 (b3)(10USC§130)(b6): I slept pretty well.

25 (b3)(10USC§130)(b6): You're on night crew most of the deployment?

1 (b3)(10USC§130)(b6): The entire time.

2 (b3)(10USC§130)(b6): Okay. All right.

3 (b3)(10USC§130)(b6): You like night crew?

4 (b3)(10USC§130)(b6): I like night crew way more than day crew.

5 (b3)(10USC§130)(b6): Most people that tend to have--migrate towards
6 a crew, you know, that sort of suits them personally. Do you
7 know what I mean? Kind of, like, there's just their
8 personality. What do you like about night crew?

9 (b3)(10USC§130)(b6): It's quiet and I don't have to deal with as many
10 people.

11 (b3)(10USC§130)(b6): All right. So would you say you're a people-
12 person?

13 (b3)(10USC§130)(b6): No.

14 (b3)(10USC§130)(b6): Okay. So would you say you, basically,
15 tolerate people for the most part?

16 (b3)(10USC§130)(b6): That's a much closer statement; yes.

17 (b3)(10USC§130)(b6): Okay. And then--but, in terms of your work,
18 though, being a crew chief and all, do you like the hands-on
19 aspect, physical aspects of it? What are you--do you like
20 flying? What is it about that part of the job that you enjoy?

21 (b3)(10USC§130)(b6): There's not really much about my job I enjoy.

22 (b3)(10USC§130)(b6): Okay.

23 (b3)(10USC§130)(b6): I do it because it's what was assigned to me.

24 (b3)(10USC§130)(b6): Because it's the Marine Corps?

25 (b3)(10USC§130)(b6): I just do my job; yeah.

1 (b3)(10USC§130)(b6): I can dig it. All right. That makes sense to
2 me.

3 Can you talk to me about how long--how long does it
4 typically take to do a D&T on an MV-22?

5 (b3)(10USC§130)(b6): A little bit long on the boat than on land. I'd
6 say, probably, it takes--

7 (b3)(10USC§130)(b6): We'll say on land; how long does it take?

8 (b3)(10USC§130)(b6): On land it, probably, takes anywhere between an
9 hour-and-a-half to two hours.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): It varies on person and level of experience.

12 (b3)(10USC§130)(b6): And is that getting the full cooperation with
13 the ship?

14 (b3)(10USC§130)(b6): With the ship it'll still take around that time,
15 if you have everything ready. Normally, we leave open cards if
16 we're doing a daily and we can't get it pulled forward through
17 something. Then we'll sign off the part that we inspected. And
18 then, the other plane captain, he'll come look at it later when
19 they're able to pull it out and sign off the other cards.

20 (b3)(10USC§130)(b6): I believe the words that (b3)(10USC§130)(b6) [ph]
21 used was, "you look at it, you own it;" does that sound about
22 right?

23 (b3)(10USC§130)(b6): Pretty much, yeah.

24 (b3)(10USC§130)(b6): Okay.

1 (b3)(10USC§130)(b6): So, in this case, what normally gets held to
2 a--because you're on the ship, what cards usually get delayed?

3 (b3)(10USC§130)(b6): The right nacelle, the 5060, the cards involving
4 the tail because it's over water, so we can't really look at it.
5 Those are, normally, the cards that are left open.

6 (b3)(10USC§130)(b6): So the right nacelle is usually, pretty much,
7 over water, right, as well?

8 (b3)(10USC§130)(b6): Yes.

9 (b3)(10USC§130)(b6): You know, it's high-risk trying to go over
10 there and try and see it. The 5060 requires--

11 (b3)(10USC§130)(b6): --us to un-stow.

12 (b3)(10USC§130)(b6): --us to un-stow so you need a spread-spot.

13 (b3)(10USC§130)(b6): And included in that is looking at the
14 conversion areas. We can't exactly look at them if the plane is
15 stowed, so those are left open as well.

16 (b3)(10USC§130)(b6): Okay. So, basically, it has to be done--so
17 our daily turnaround is frequently completed right before the
18 aircraft's supposed to launch, once you can get the spread-spot?

19 (b3)(10USC§130)(b6): It's not normally right before they launch, but
20 there's, like, sometimes it's unavoidable.

21 (b3)(10USC§130)(b6): So in the case of Aircraft 13 hadn't flown
22 since July 23rd. Ya'll had gone on a port visit. It had been
23 sitting for a while

1 Anything in particular--I mean, a more robust D&T.
2 What's your mindset looking at a plane like that that hasn't
3 flown?

4 (b3)(10USC§130)(b6): It honestly doesn't change from a plane that
5 flies all the time. They both have their own dangers of
6 breaking and what not. But when I got out to a plane to do a
7 daily, my goal is to down the plane.

8 (b3)(10USC§130)(b6): Your goal is to down the plane.

9 (b3)(10USC§130)(b6): Because if I go out there with the intent to
10 down it, I'm going to look much, much harder at everything and
11 I'm going to try and find that discrepancy.

12 (b3)(10USC§130)(b6): So on the night of the 4th, it looks like, on
13 maintenance records, they cut the daily and turnaround at three
14 in the morning on the 4th. So that's what--you're, kind of, on
15 night crew the night before.

16 Do you start at that--on the 4th, or does it get done
17 the night of the 4th into the 5th?

18 (b3)(10USC§130)(b6): The night of the 4th into the 5th?

19 (b3)(10USC§130)(b6): Do you see what I'm saying? So I see a
20 received date--so the work was cut to doing D&T the morning of
21 the 4th at, like, 0252 in the morning. So ya'll have been--
22 would have been on shift right until 0700, as night crew?

23 (b3)(10USC§130)(b6): Yes.

24 (b3)(10USC§130)(b6): So did you start it that day, or did you do it
25 the following shift?

1 (b3)(10USC§130)(b6): When was it completed?

2 (b3)(10USC§130)(b6): It looks like it's completed the 5th of August
3 at 7:56 a.m. So 56 minutes after your shift, right?

4 (b3)(10USC§130)(b6) that would have been completed on the 4th.
5 Well, it wouldn't have been completed--the cards I signed off
6 would have been done on the morning of the 4th.

7 (b3)(10USC§130)(b6): So the morning of the 4th, so--

8 (b3)(10USC§130)(b6): When it was cut at 0200 in the morning.

9 (b3)(10USC§130)(b6): So you went right into work the morning of the
10 4th?

11 (b3)(10USC§130)(b6): Yes. So the way maintenance works, they'll pass
12 us stuff. And sometimes, because of the high workload that they
13 have, they'll--it won't be opened until we finish it or until we
14 need to sign cards off. So we'll have to be, like, Can you open
15 the daily on this? Thank you. And then, we'll work on it from
16 there.

17 (b3)(10USC§130)(b6): So--but you think you're doing most of these
18 cards for the turnaround also about the same time, like, three
19 minutes later? You're doing most of those cards the morning of
20 the 4th, not the morning of the 5th?

21 (b3)(10USC§130)(b6): That's--are--

22 (b3)(10USC§130)(b6): I know it's--we're--

23 (b3)(10USC§130)(b6): --the dates--

1 (b3)(10USC§130)(b6): --it's kind of weird with time. So 4 August
2 was the day prior to the mishap. And that's the morning they
3 cut it.

4 (b3)(10USC§130)(b6): That's the day I did it.

5 (b3)(10USC§130)(b6): So you started--you did those cards--

6 (b3)(10USC§130)(b6): On the 4th.

7 (b3)(10USC§130)(b6): --and then, 24 hours later, they pull it back
8 out to spot it, and you didn't touch it that day?

9 (b3)(10USC§130)(b6): No, I did not.

10 (b3)(10USC§130)(b6): So it sat for 24 hours-ish, with the cards you
11 had completed, signed off?

12 (b3)(10USC§130)(b6): When does it say the turnaround time? Because
13 the turnaround's only good for--

14 (b3)(10USC§130)(b6): 24 hours, right?

15 (b3)(10USC§130)(b6): Yeah.

16 (b3)(10USC§130)(b6): So I see a completion date of--0756 is when it
17 gets signed off. But you had done all these cards--

18 (b3)(10USC§130)(b6): --on the turnaround.

19 (b3)(10USC§130)(b6): --on the turnaround, right?

20 (b3)(10USC§130)(b6): Yes.

21 (b3)(10USC§130)(b6): So talk me through that. Did you do the
22 turnaround the morning of the 4th and again on the 5th, or did
23 you just do it the 4th?

24 (b3)(10USC§130)(b6): I would have done it all at the same time.

1 (b3)(10USC§130)(b6): You would have done it--but he didn't go back
2 out, right?

3 (b3)(10USC§130)(b6): No. I would have done it the morning of the
4 5th.

5 (b3)(10USC§130)(b6): So the turnaround and daily were done the
6 morning of the 5th? And this has just sat--was caught a day
7 early is your recollection?

8 (b3)(10USC§130)(b6): Yes. I probably would--the way maintenance was
9 going, it probably wasn't a pry, so--

10 (b3)(10USC§130)(b6): So do you recall--was anybody working on a
11 plane while you did the D&T or was it slashed?

12 (b3)(10USC§130)(b6): From--when I went out there to look at the
13 plane, it was slashed.

14 (b3)(10USC§130)(b6): It was completely slashed; okay.

15 (b3)(10USC§130)(b6): Yes.

16 (b3)(10USC§130)(b6): So nobody was working on it?

17 (b3)(10USC§130)(b6): I didn't see anybody working on it, now.

18 (b3)(10USC§130)(b6): The whole--and how long did--and you were out
19 there, maybe, what hours do you think?

20 (b3)(10USC§130)(b6): I honestly wouldn't be able to tell you.

21 (b3)(10USC§130)(b6): But you say a D&T takes a couple hours, so
22 maybe if it started around that time, you know, it went until, I
23 don't know, this--a couple hours later, maybe, from--does that
24 make sense?

25 (b3)(10USC§130)(b6): Yeah, something like that.

1 (b3)(10USC§130)(b6): Yeah. All right.

2 (b3)(10USC§130)(b6): So when you did your inspection, the spinner
3 dome was on, everything was good, right? Like, everything's--a
4 normal plane slashed?

5 (b3)(10USC§130)(b6): Yes.

6 (b3)(10USC§130)(b6): Okay. So based on interviews and maintenance
7 records, the entire, basically, afternoon shift on the 4th
8 through the night of the 5th, AVI was out there putting a new
9 CDD on Aircraft 13.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): So I'm just asking you again, based on that
12 knowledge, do you think it was the morning of the 4th that you
13 did the turnaround and daily or the morning of the 5th?

14 (b3)(10USC§130)(b6): Based on that knowledge, the work that I did on
15 13, it was slashed. And I've done a couple dailies where there
16 were people working on, like, the hub stuff, but I left those
17 cards open.

18 (b3)(10USC§130)(b6): Okay.

19 (b3)(10USC§130)(b6): So--because I wasn't going to sign off something
20 where maintenance was going on it.

21 (b3)(10USC§130)(b6): So what are the left hub--what are the left
22 hub cards on a daily and turnaround?

23 (b3)(10USC§130)(b6): The left hub was--

24 (b3)(10USC§130)(b6): Because you wouldn't sign off a daily and
25 turnaround with the freaking spinner dome off, right?

1 (b3)(10USC§130)(b6): No, I would not.

2 (b3)(10USC§130)(b6): So those cards--if you recall from memory?

3 (b3)(10USC§130)(b6): It would have been--12 is the right nacelle.

4 And then, 13's the left.

5 (b3)(10USC§130)(b6): So 13 on the daily. So that makes total sense
6 to me, man. I see you signing off all this stuff. We get to
7 card 12--all the card 12 steps. (b3)(10USC§130)(b6), he does it the next
8 morning, when he gets out to the plane as the crew chief on it.
9 Does that jive?

10 (b3)(10USC§130)(b6): Yes.

11 (b3)(10USC§130)(b6): And then, what about card 14? What's that
12 one?

13 (b3)(10USC§130)(b6): 14 is the 5060.

14 (b3)(10USC§130)(b6): It's the 5060, okay. So he did--what makes
15 sense to me, he does--so he does the right nacelle because it
16 was over water when you were out there doing it, right?

17 (b3)(10USC§130)(b6): Yes.

18 (b3)(10USC§130)(b6): And he does the 5060. And then, you had
19 signed off the left nacelle already--all the 13 cards?

20 (b3)(10USC§130)(b6): Yes. If I signed it off, then the spinner dome
21 was on when I did it.

22 (b3)(10USC§130)(b6): So, most likely, you did it the 4th?

23 (b3)(10USC§130)(b6): Probably then.

24 (b3)(10USC§130)(b6): Because AVI is out there safety wiring shit,
25 putting a new CDD on it.

1 (b3)(10USC§130)(b6) Yeah, it was a while ago.

2 (b3)(10USC§130)(b6): I know it' a while ago--I'm not--we're not--
3 but I need to nail down, AVI wasn't out there when you did your
4 D&T and signed this thing?

5 (b3)(10USC§130)(b6) No, they were not. AVI was not out there when I
6 was doing my daily.

7 (b3)(10USC§130)(b6): So based on that, you did it the morning of
8 the 4th, right? The previous shift, most likely, in your
9 opinion?

10 (b3)(10USC§130)(b6): Yes.

11 (b3)(10USC§130)(b6): So if AVI, then--so you do your daily and sign
12 off that left nacelle as good, then you--then AVI comes out and
13 takes the spinner dome off and puts a CDD on, does that
14 invalidate what you did?

15 (b3)(10USC§130)(b6): It doesn't necessarily invalidate what I did
16 because I've signed off the card as being inspected. But if
17 they go in to work on that MA--or, that MCN, then if--and then,
18 you could refer to the MCN as the area being FOD-free and all of
19 that because it would have the in-progress inspections on that
20 MAF itself. And if that MAF is signed off, then that means
21 they've done all the IPs and signed it off, it's been CDI'd and
22 it's been FOD-free'd.

23 (b3)(10USC§130)(b6): Okay. So FOD-free'd--is that really what
24 you're looking for on that daily and turnaround when you're
25 inspecting that left hub?

1 (b3)(10USC§130)(b6): You're, basically, checking the security of
2 everything on it. You're checking for corrosion. You're
3 checking for any damage, nicks, dings, anything that could--

4 (b3)(10USC§130)(b6): Pop-flick [ph] studs?

5 (b3)(10USC§130)(b6): Yeah, pop-flick studs--anything that will
6 potentially cause the aircraft to go down or break or any broken
7 components at all on the aircraft.

8 (b3)(10USC§130)(b6): So how many plane captains are in AVI?

9 (b3)(10USC§130)(b6): Zero.

10 (b3)(10USC§130)(b6): Zero. So based on that, are they able to,
11 kind of, reassess that the daily is good?

12 (b3)(10USC§130)(b6): They're able to assess that an area is FOD-free
13 and there's nothing broken because they do have CDIs.

14 (b3)(10USC§130)(b6): And is that the same as you do on card 13 on
15 the D&T?

16 (b3)(10USC§130)(b6): Not exactly, but the responsibility of a CDI on
17 a job is after the work has been completed, they witness
18 torques, they FOD-free the area, they ensure that there's
19 nothing else broken or anything like that so they're responsible
20 for, like, the 18-inches rule. 18-inches around the entire job
21 is where you inspect and see.

22 (b3)(10USC§130)(b6): And then, everything else, in theory, is good
23 because you looked at it on card 13.

24 (b3)(10USC§130)(b6): Yes.

1 (b3)(10USC§130)(b6): Would you say it is a pretty standard practice
2 that some squadron normally does, or you don't know any?

3 (b3)(10USC§130)(b6): Honestly, the only experience I've had is with
4 265.

5 (b3)(10USC§130)(b6): Okay.

6 (b3)(10USC§130)(b6): And then, for--

7 (b3)(10USC§130)(b6): So with 265, okay.

8 (b3)(10USC§130)(b6): Yeah, probably. I'd say it's not an uncommon
9 practice.

10 (b3)(10USC§130)(b6): So let me ask you this one, so the turnaround,
11 it's good for 24 hours, right?

12 (b3)(10USC§130)(b6): Right.

13 (b3)(10USC§130)(b6): And you effectively complete all the work on
14 the turnaround a shift prior, right?

15 (b3)(10USC§130)(b6): Right.

16 (b3)(10USC§130)(b6): So best case scenario, your shift change is
17 0630 in the morning to 0700, right?

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): Would you say you had it completed well before
20 that, or did you finish it right at shift change, that D&T?

21 (b3)(10USC§130)(b6): I would have finished it well before shift
22 change.

23 (b3)(10USC§130)(b6): Like, hours before?

24 (b3)(10USC§130)(b6): Yeah.

1 (b3)(10USC§130)(b6): So you, basically, signed off all those turn
2 around cards, and then it sits for 24 hours at a minimum, right,
3 because you've had another shift come and go before this thing
4 launches. And then, maintenance control signs it off at 8:00
5 a.m. the next day.

6 Does that meet the intent of the turnaround having
7 been within 24 hours?

8 (b3)(10USC§130)(b6): Yes, as long--well--

9 (b3)(10USC§130)(b6): So you sign off all the cards and the work's
10 done. It doesn't get looked at again. AVI comes out and does
11 MAF and shit on it. And then, it doesn't get looked at the
12 night of the 5th--4th into the 5th. And then, they sign if off
13 at 8:00 a.m. and say, "it's your cards."

14 Is that--how does that make you feel as a plane
15 captain? Are they stealing an extra 24 hours off your work?

16 (b3)(10USC§130)(b6): Kind of, but--I mean, they're, basically, using
17 the PUBs in the way that--I don't want to say, like, it's dirty,
18 but it advantageous to them. So we know that a daily is good
19 for 72 hours, and a turnaround's good for 24. Then, they can,
20 basically, plan maintenance and using the applicable, like,
21 rules and PUBs. They can task-out people properly so that
22 you're not getting a ridiculous workload one day and then you
23 have nothing to do the next. They can space it out so you're
24 not getting swamped with work.

1 (b3)(10USC§130)(b6): So what--so if you did this work the night of
2 the 4th, would you--what were you tasked with the night of the--
3 the following night?

4 (b3)(10USC§130)(b6): Probably other D&Ts.

5 (b3)(10USC§130)(b6): Other D&Ts on other planes.

6 (b3)(10USC§130)(b6): Probably other D&Ts and, like, we have a seven-
7 day inspection. It's where we wash the aircraft and look for
8 corrosion. And so, I would have been doing that. I can't think
9 of anything else I was doing that night.

10 (b3)(10USC§130)(b6): Would you say this is commonplace where you
11 finished all the cards on one day, then, like, almost 28 hours
12 goes by and then they maintenance control that work so that they
13 get another 24 hours? Is that normal? Do you see that often or
14 is that the first time you're seeing it?

15 (b3)(10USC§130)(b6): I'm, kind of, confused on what you're asking.

16 (b3)(10USC§130)(b6): So you did this work the morning of the 4th.
17 It's now a completely--a 24-hour period later. You've gone
18 through a whole other shift, done D&Ts on other planes. Your
19 shift ends that day, so it's--that's 24 hours, right, at best?

20 (b3)(10USC§130)(b6): Right.

21 (b3)(10USC§130)(b6): Then it goes another two hours--so now it's 28
22 hours after you did these cards and they finally maintenance
23 control it to say the turnaround's done? Is that--does that
24 meet, really, the intent of the NAMP as you understand it?

1 (b3)(10USC§130)(b6): No. I'm not sure if the completion date's the
2 day that I signed it off or the day that maintenance control
3 finally closed it out, though. That's--

4 (b3)(10USC§130)(b6): But you had been--so the morning of the 5th at
5 7:56, that's 8:00 a.m., an hour-and-a-half after your shift,
6 right? Would you have been signing the turnaround off on that
7 post-shift?

8 (b3)(10USC§130)(b6): Not likely, but no one else knows my login. So
9 it's--

10 (b3)(10USC§130)(b6): So no one else knows your login, but these
11 cards--like, these cards, though, you're signing them off one-
12 by-one, right? You have to go in and sign them beforehand?

13 (b3)(10USC§130)(b6): Yes, you have to sign it, and then you call
14 maintenance control. Maintenance control looks at it and then
15 signs it off.

16 (b3)(10USC§130)(b6): So I'm just going to be up-front with you,
17 this is a mistake to me is what it looks like. So who's mistake
18 is it? Is it flight line's and yours, as the plane captain,
19 signing this stuff off having done the work the day prior, or is
20 it a maintenance control mistake?

21 (b3)(10USC§130)(b6): I really don't know. I mean, if I signed the
22 card off, I inspected it. That's all there really is to it for
23 me.

24 (b3)(10USC§130)(b6): But you don't recall doing it that--on that
25 shift?

1 (b3)(10USC§130)(b6): I remember seeing 13 with the hub off, but that
2 was when it was spotted and they were going to ground turn it
3 before it flew.

4 (b3)(10USC§130)(b6): And you didn't do the turnaround that day?

5 (b3)(10USC§130)(b6): No, I did not.

6 (b3)(10USC§130)(b6): All right.

7 (b3)(10USC§130)(b6): I don't think I have anything else.

8 (b3)(10USC§130)(b6): Thanks, (b3)(10USC§130)(b6). I appreciate it.

9 (b3)(10USC§130)(b6): Okay. (b3)(10USC§130)(b6), what we'll do now is
10 I'll have you stand up, raise your right hand. Basically, I'm
11 going to swear or affirm the statement you provided is the
12 truth, to the best of your knowledge. And then, at that point,
13 (b3)(10USC§130)(b6) will have a couple things for you to sign, and
14 then we're done. Cool.

15 (b3)(10USC§130)(b6): [Standing] Yes, sir.

16 (b3)(10USC§130)(b6): All right. Can you raise your right hand?
17 [The witness did as directed.]

18 (b3)(10USC§130)(b6): Do you swear and affirm that the statement
19 you've provided is true to the best of your knowledge, so help
20 you God?

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): Thank you for providing a statement.
23 I'm going to ask that you not discuss what we've talked about
24 here with anybody else. If people come up to you and ask

1 questions, they can direct their inquiries to the investigating
2 office, (b3)(10USC§130)(b6).

3 Do you have any questions about that?

4 (b3)(10USC§130)(b6): No, sir.

5 (b3)(10USC§130)(b6): All right. This interview is
6 terminated. The time on deck is 11:45.

7 [END OF PAGE.]

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)

INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

Date: Not provided

Location: Australia

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6): The time is currently 1812, Australian time.
2 This is (b3)(10USC§130)(b6), the Assistant Investigating Officer. We
3 are here with (b3)(10USC§130)(b6) from VMM-265. With me is
4 (b3)(10USC§130)(b6), the Investigating Officer, looking into the
5 Puff-02 mishap.

6 (b3)(10USC§130)(b6) has been advised of the privacy act
7 statement and does not have any questions on the privacy act
8 statement. He has also been advised on the difference between
9 the AMB and the JAGMAN investigation: The different objectives
10 involved in the two investigations; the reasons why procedures
11 vary; the need to preserve privileged information provided to
12 the AMB; and that no information provided to the AMB or
13 privileged statements will ever be provided to the JAGMAN
14 investigation.

15 (b3)(10USC§130)(b6): (b3)(10USC§130)(b6), thanks for coming to help us
16 out. We appreciate you taking the time to do that because it
17 will help us better understand what happened with Aircraft 13.

18 (b3)(10USC§130)(b6): Yes, sir.

19 (b3)(10USC§130)(b6): The way I have chosen to start this
20 investigation was we started with maintenance and the intent was
21 to show we have a safe aircraft that went out to execute the
22 mission that day. We talked to Ops; do we have quality crews
23 that were current and trained to go do the mission. We talked
24 to safety and NATOPS; were they safe, quality crews that were
25 signed off to do whatever the things they were doing. Then we

1 talked to some of the mishap aircrew of what happened and the
2 flight itself that day, and then what happened in the mishap,
3 and then how did you get out of the aircraft, and how were you
4 rescued and treated afterwards. So, basically, all of that
5 together is kind of how we came to it.

6 So going through this stuff in terms of maintenance
7 type things, one of the areas we figured you might be able to
8 help us on is the maintenance side of the aircraft.

9 (b3)(10USC§130)(b6): Yes, sir.

10 (b3)(10USC§130)(b6): My understanding is you work in avionics?

11 (b3)(10USC§130)(b6): Correct.

12 (b3)(10USC§130)(b6): When did you join the squadron?

13 (b3)(10USC§130)(b6): I joined the squadron in 2014.

14 (b3)(10USC§130)(b6): Do you remember, roughly, when?

15 (b3)(10USC§130)(b6): I think it was June 2014.

16 (b3)(10USC§130)(b6): So you've been in the squadron a little over
17 three years?

18 (b3)(10USC§130)(b6): Correct, sir. This is my first duty station.

19 (b3)(10USC§130)(b6): Can you tell me what kind of quals you have
20 right now?

21 (b3)(10USC§130)(b6): Right now I am a collateral duty inspector.

22 (b3)(10USC§130)(b6): So you are CDI?

23 (b3)(10USC§130)(b6): Yes. I picked up my collateral duty inspector
24 in January of this year.

25 (b3)(10USC§130)(b6): So you have been a CDI for about eight months?

1 (b3)(10USC§130)(b6): No, sir. It was December.

2 (b3)(10USC§130)(b6): So nine months?

3 (b3)(10USC§130)(b6): Yes.

4 (b3)(10USC§130)(b6): All right. Good. Do you have any other
5 qualifications outside of CDI?

6 (b3)(10USC§130)(b6): Aside from just maintainer quals, the APU
7 blade fold, stuff like that, CDI is all I hold.

8 (b3)(10USC§130)(b6): This is your first duty assignment, you said.
9 You came in the squadron and been here a while, so you're a
10 fairly knowledgeable guy in avionics and everything like that.
11 Can you tell me on the ship which crew you work on? Do you work
12 day crew, night crew?

13 (b3)(10USC§130)(b6): I'm night crew, sir.

14 (b3)(10USC§130)(b6): Have you been night crew the whole deployment?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): What do you like about night crew? Or, did
17 you just get assigned to it?

18 (b3)(10USC§130)(b6): No, I was assigned to night crew. I spent
19 most of my time on days. My biggest thing is--either way, I
20 love troubleshooting flights or maintenance, so I think both
21 shifts have their benefits.

22 (b3)(10USC§130)(b6): But you've been on night crew pretty much for
23 the whole deployment?

24 (b3)(10USC§130)(b6): Yes, sir.

1 (b3)(10USC§130)(b6): Can you tell me what time is normal showtime
2 for night crew?

3 (b3)(10USC§130)(b6): Normal showtime is 1830.

4 (b3)(10USC§130)(b6): 1830?

5 (b3)(10USC§130)(b6): Yes.

6 (b3)(10USC§130)(b6): And then, what time do you all typically get
7 off?

8 (b3)(10USC§130)(b6): Usually about 0720 because we have shop pass
9 down. So maintenance meeting goes, and then we do shop pass
10 down, so we disperse word.

11 (b3)(10USC§130)(b6): So usually about 0720 you are out of the shop
12 and everything like that?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): So why is the show at 1830 in the evenings?
15 Like, what do you all do?

16 (b3)(10USC§130)(b6): We have an 1830 showtime because we are
17 expected to get in ATAF and be prepped for the maintenance
18 meeting. So the desk sergeants do their--

19 (b3)(10USC§130)(b6): What time is the maintenance meeting?

20 (b3)(10USC§130)(b6): The maintenance meeting is at 1900, sir.

21 (b3)(10USC§130)(b6): So if you show at 1830, basically, you can get
22 a quick, "Hey, what's going on, we need to do ATAF," do an ATAF
23 so we can have it all ready together before the 1900 maintenance
24 meeting?

1 (b3)(10USC§130)(b6): Exactly. If provides enough time for pass
2 down and ATAF.

3 (b3)(10USC§130)(b6): Then at that point, you've done your pass down
4 and maintenance meeting, so you know what job tasks you all have
5 and then you go into work?

6 (b3)(10USC§130)(b6): Yes.

7 (b3)(10USC§130)(b6): Who typically assigns job assignments? Who in
8 the shop tells you what to go do?

9 (b3)(10USC§130)(b6): I do, sir.

10 (b3)(10USC§130)(b6): So are you like the nighttime desk sergeant?

11 (b3)(10USC§130)(b6): Yes, sir.

12 (b3)(10USC§130)(b6): Are you always the desk sergeant at night?

13 (b3)(10USC§130)(b6): Sometimes it is (b3)(10USC§130)(b6) [ph],
14 sometimes it's myself.

15 (b3)(10USC§130)(b6): But you two are basically the two that do desk
16 sergeant?

17 (b3)(10USC§130)(b6): We share the responsibility, sir.

18 (b3)(10USC§130)(b6): How is it decided which guy is the desk
19 sergeant that particular day? How do you know?

20 (b3)(10USC§130)(b6): I like running desk, sir, so usually it's me.
21 It's nothing, like, hey, if one person doesn't feel up to the
22 task that night, the other one will take over. For the most
23 part, I'm usually the one running desk, sir.

24 (b3)(10USC§130)(b6): So basically you guys work all night and then
25 what time is the morning maintenance meeting?

1 (b3)(10USC§130)(b6): The morning maintenance meeting is at 0700.

2 (b3)(10USC§130)(b6): So before the morning maintenance meeting,
3 what time does day crew show for you guys?

4 (b3)(10USC§130)(b6): Day crew shows at 0630.

5 (b3)(10USC§130)(b6): They show at 0630. Then you guys do ATAF?

6 (b3)(10USC§130)(b6): Yes, sir. That's just end of shift ATAF. So
7 we try our best to be ATAF by 0630, just in general, on night
8 crew. Then day crew comes in and then does their ATAF at 0630.

9 (b3)(10USC§130)(b6): So you guys try and do your own so you don't
10 get to 0630 and then they come in and you go...?

11 (b3)(10USC§130)(b6): Correct. Yes, sir.

12 (b3)(10USC§130)(b6): That make sense to me. Then that way at the
13 maintenance meeting, day crew can report ATAF and they go in to
14 work on their stuff?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): That all makes good sense to me. How is night
17 crew manned? Would you say there is an adequate number of
18 people? Too many people?

19 (b3)(10USC§130)(b6): We are manned with an adequate number of
20 people. Recently, we've had a lot of experience replaced with a
21 lot of schoolhouse Marines, so we are doing our best to train.
22 We have people that want to learn. We have guys that show
23 initiative and are actually trying at their job. Right now, we
24 are just in a period where there is very few quals on each
25 shift.

1 (b3)(10USC§130)(b6): You say adequate Manning, but maybe not as
2 many quals as you would once the new guys get joined in?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): Does it stay pretty consistent, like, you guys
5 don't move from day to night crew and get jerked around?

6 (b3)(10USC§130)(b6): No, it stays consistent. The only people that
7 get moved around in the shop were people that were FAP'd out.
8 So we had lance corporals go to stand ship taxes at the chow
9 hall, gym, stuff like that. They may have been day crew before
10 they left and--

11 (b3)(10USC§130)(b6): Just got to do what their FAP is.

12 (b3)(10USC§130)(b6): Exactly.

13 (b3)(10USC§130)(b6): But they are not getting jerked around from
14 day to night. If you're a night crew guy, you are a night crew
15 guy and if you are a day crew guy, you are a day crew guy?

16 (b3)(10USC§130)(b6): Yes, sir.

17 (b3)(10USC§130)(b6): So you had adequate manning. Maybe not as
18 many quals as you would like right now, but they are getting
19 better. But the people that are on their stays consistent, so
20 you know each other pretty well as a team and other stuff like
21 that?

22 (b3)(10USC§130)(b6): Correct.

23 (b3)(10USC§130)(b6): Can you describe for me then, on a typical
24 night, are you all busy the entire time? Kind of comes and
25 goes? What is your typical night?

1 (b3)(10USC§130)(b6): It comes and goes, sir. So a lot of the time
2 we are struggling with Navy pulling tail over deck, so for the
3 most part the Navy doesn't really tow until mid-rats, so around
4 11 o'clock. So at about 10 o'clock, usually the maintenance
5 that was passed at 1900, if it's a right-hand side discrepancy
6 on the aircraft, then we are not working on it until about 11
7 o'clock at night. If it's on the left-hand side, flight ops
8 dictate when we do maintenance and it just depends where
9 aircraft are landing on the flight deck. So if flight ops are
10 going during the day, then not much gets done. If flight ops
11 are going at night, then we really can't start working until
12 flight ops are over.

13 (b3)(10USC§130)(b6): Yeah, you don't want to get blown overboard
14 and all that other stuff.

15 (b3)(10USC§130)(b6): Yes, sir. Plus, it's just the Navy has strict
16 safety rules where they don't want us climbing on ladders. So
17 even if we strap the ladder down, they don't care.

18 (b3)(10USC§130)(b6): I completely understand. That makes perfect
19 sense to me. So all of that sounds reasonably normal.

20 The question I have about something you said a little
21 bit earlier is: If you typically come in about 1830, then 12
22 hours would be roughly about 0630. So then why do you typically
23 leave almost an hour later than that?

24 (b3)(10USC§130)(b6): An hour later than that?

25 (b3)(10USC§130)(b6): I think you said you leave at 0720?

1 (b3)(10USC§130)(b6): Correct. It's usually just has to do with the
2 maintenance meeting. So when it comes to 6:30 in the morning,
3 most of the time you're not working. By that time, I am already
4 in the shop finishing up my desk sergeant duties. Since right
5 now we don't have a huge manning of quals in the shop, whoever
6 is running desk is required to run desk and also supervise out
7 on the line. At 6:30, that's when you're--

8 (b3)(10USC§130)(b6): Does that strike you as unusual or different?

9 (b3)(10USC§130)(b6): It's not unusual, sir.

10 (b3)(10USC§130)(b6): Not unusual because that's become established
11 practice, kind of?

12 (b3)(10USC§130)(b6): I understand what you're trying to ask. It
13 has. So you--

14 (b3)(10USC§130)(b6): Was it like that before you all got on ship?

15 (b3)(10USC§130)(b6): Yes, sir.

16 (b3)(10USC§130)(b6): Okay.

17 (b3)(10USC§130)(b6): So really what that comes down to is the shop
18 working as a team. The person running desk has the option of
19 sitting there and not doing anything or being proactive.

20 (b3)(10USC§130)(b6): But it hurts the team if that person with
21 their quals aren't out working?

22 (b3)(10USC§130)(b6): Yes.

23 (b3)(10USC§130)(b6): Got you. What I forgot to ask earlier was:
24 Roughly how many avionics Marines are on night crew?

1 (b3)(10USC§130)(b6): I want to say 10. As of right now, I have
2 four NCOs, so four corporals and I have four lance corporals.
3 Then I have (b3)(10USC§130)(b6) as their CDQAR and I have myself as
4 the CDI.

5 (b3)(10USC§130)(b6): So four NCOs, four lance corporals and below,
6 one CDQ, and you as the desk sergeant?

7 (b3)(10USC§130)(b6): Yes, sir. I have eight workers and two quals.

8 (b3)(10USC§130)(b6): How many of those NCOs are CDIs?

9 (b3)(10USC§130)(b6): None.

10 (b3)(10USC§130)(b6): So you got one CDI, one CDQ, and then
11 everybody else's either working towards CDI or CDQ; is that
12 about right?

13 (b3)(10USC§130)(b6): Yes, sir.

14 (b3)(10USC§130)(b6): But the good news is you have adequate
15 manning. Not as many quals as you would like, but it stays
16 consistent. Then the work pattern comes and goes. So that kind
17 of helps me better understand the stuff there.

18 Can you describe the safety culture in the Dragons?

19 (b3)(10USC§130)(b6): Yes. So safety, I think we do a pretty good
20 job of being safe on the job. On the boat, of course, there is
21 extra things that you have to take into consideration, so you
22 have your harness and lanyard. A lot of the time the aircraft
23 are wet on top, so even with the harness and lanyard, the
24 working environment can be risky. But for the most part, I

1 think we do a pretty good job. We have workers with good heads
2 on a swivel and it's easy to supervise my workers.

3 (b3)(10USC§130)(b6): If you had to categorize it in the sense of
4 average, above average, outstanding, below average,
5 unsatisfactory; where on that continuum would you put it?

6 (b3)(10USC§130)(b6): Are you talking about squadron wide or just my
7 shop?

8 (b3)(10USC§130)(b6): Well, we can start with your shop.

9 (b3)(10USC§130)(b6): With my shop, I think it's above average. So
10 squadron wide I think it's average.

11 (b3)(10USC§130)(b6): Mostly maintenance department or the upstairs
12 combined?

13 (b3)(10USC§130)(b6): Also, safety, I feel like that's kind of a
14 vague question, because are you talking about safety as in
15 strapping down ladders and wearing harnesses or just doing
16 publications correctly? If it's doing publications correctly, I
17 truly think our squadron is above average, if not outstanding.
18 I think we have a lot of people that are really good
19 maintainers.

20 So when it comes to safety, I definitely think the--
21 not situation dictates, but there's sometimes when you are
22 working in a tight, cramped space where you have to take off
23 your cranial where it's not possible to strap in a harness. Or,
24 like, you're wearing a harness but sometimes you are not able to

1 actually clip it in. So, of course, not all the time you can be
2 a hundred percent safe, but it's done the right way.

3 (b3)(10USC§130)(b6): So in that case, you are saying maybe average?

4 (b3)(10USC§130)(b6): Yes, sir.

5 (b3)(10USC§130)(b6): One of the things I've heard from other people
6 and I'm not sure why, but they've mentioned to me a perceived
7 pressure to do things, like to get things done. Like, you know,
8 we've got to get it done. Multiple people have said it, so I'm
9 trying to understand. Do you feel that way or do you know if
10 you did, where that comes from? Because I just don't
11 understand.

12 (b3)(10USC§130)(b6): Myself, and I think a lot of the people in the
13 squadron understand that there is a requirement to be met for
14 aircraft that need to fly. Maintenance control passes their
15 priorities and then it's up to the desk sergeant to get it done.
16 So when it comes to a perceived pressure, there has definitely
17 been times where I've felt a perceived pressure, but now that I
18 actually understand how the squadron works and each shops'
19 responsibilities, I don't really feel a perceived pressure.

20 There are some days I want to say yes, and then at the
21 same time, no. So it's really maintenance control's
22 responsibility to make sure that the people aren't in their
23 shops sitting around. They make it very clear what they want
24 done by the end of the night. I can understand how some people
25 would take it as perceived pressure, but at least for what's

1 been going on in my shop, I haven't been feeling a perceived
2 pressure.

3 (b3)(10USC§130)(b6): And on the night crew.

4 (b3)(10USC§130)(b6): That makes sense. So as we get close to the
5 day of the mishap--the day prior, in your case, because you all
6 were the night crew the night prior. Bear with me, I'm not a V-
7 22 guy. My understanding is the BFCU-1, as I learn more about
8 the Aircraft, on 13 was found bad.

9 (b3)(10USC§130)(b6): It wasn't a BFCU, sir. So the BFCU is in
10 charge of controlling blade fold operations and it's mounted on
11 the CDD. So the BFCU communicates with your mission computers
12 through DATABUS, and the DATABUS wiring through the CDD was bad.

13 (b3)(10USC§130)(b6): Perfect. So you need to take either the CDD
14 or the BFCU with the CDD on it from 10 and put it on 13?

15 (b3)(10USC§130)(b6): So the original Aircraft 13 BFCU went back on
16 13. So when you remove a CDD, the BFCU has to come off with it.
17 So either you can remove the BFCU and then the CDD, or you can
18 remove the CDD with the BFCU mounted, and then remove it.
19 Either way it is going to come off.

20 So when we swapped CDDs from Aircraft 10 to Aircraft
21 13, Aircraft 13's BFCU stayed with Aircraft 13 on the left-hand
22 side, and Aircraft 10's left-hand BFCU stayed with Aircraft 10.

23 (b3)(10USC§130)(b6): Just the CDD came off of it from Aircraft 10?

24 (b3)(10USC§130)(b6): Correct.

25 (b3)(10USC§130)(b6): So no BFCU swap, just CDD swap from 10 to 13?

1 (b3)(10USC§130)(b6): Correct.

2 (b3)(10USC§130)(b6): So sometime during the day, they had wanted to
3 use 13 on the 4th. It didn't work. They identified it as they
4 needed to change the CDD out on it. So when you guys came in to
5 work that night, they said, "Hey, we need to take the CDD from
6 Aircraft 10 and get it transferred over to Aircraft 13."

7 (b3)(10USC§130)(b6): Correct.

8 (b3)(10USC§130)(b6): But it wasn't already in work at that point,
9 right?

10 (b3)(10USC§130)(b6): No. When I came into work, the CDD was
11 removed from Aircraft 13, so it wasn't working. So the Aircraft
12 13's bad CDD was in our shop.

13 (b3)(10USC§130)(b6): Had been taken off?

14 (b3)(10USC§130)(b6): Correct. And Aircraft 10's still had to be
15 removed.

16 (b3)(10USC§130)(b6): So then the work task that you guys ended up
17 with on the night of the 4th was, "Hey, day crew got the CDD off
18 of 13, the bad one, we need you guys to get the CDD off of
19 Aircraft 10 and put it on 13 tonight, before tomorrow morning so
20 we can use it for tomorrow morning's launch."

21 (b3)(10USC§130)(b6): Yes. Correct. That was the goal.

22 (b3)(10USC§130)(b6): So at the maintenance meeting in the evening
23 when you came on, that was probably one of the bigger tasks you
24 guys were given relative to the number of guys you have in your
25 shop. Does that seem reasonable?

1 (b3)(10USC§130)(b6): Yes.

2 (b3)(10USC§130)(b6): So then, that job, now you are the desk
3 sergeant. Can you talk me through the evening about what
4 happened?

5 (b3)(10USC§130)(b6): With just that job in general, or that night?

6 (b3)(10USC§130)(b6): No, no, that job. In this case, I'm more
7 talking more about 10 and 13 because 13 being the mishap
8 aircraft. But, if there is other things that impacted the night
9 that distracted you away from 13, like, we would have had this
10 done at 2200, but then we had to go do something.

11 Walk me through so I just understand the night of the
12 4th into that morning time. We've already talked to some day
13 crew guys about what happened after the shift change came in,
14 but I'm just trying to understand what happened before that over
15 the night shift.

16 So, basically, you guys have the maintenance meeting.
17 At this point, the CDD has been taken off 13 by day crew.

18 (b3)(10USC§130)(b6): Yes.

19 (b3)(10USC§130)(b6): Control passes--was it your number one
20 priority or do they give you priorities when you come out of the
21 meeting?

22 (b3)(10USC§130)(b6): I want to say it was either one or two. I
23 can't remember exactly what the other pri was. I think I know
24 what it is, but at the same time, I don't want to be wrong.

25 (b3)(10USC§130)(b6): That's fine.

1 (b3)(10USC§130)(b6): So I think it was Aircraft 00 for CV-1, but it
2 was just troubleshooting.

3 (b3)(10USC§130)(b6): So you gave that job to somebody else?

4 (b3)(10USC§130)(b6): No, I did that job. It was myself and
5 (b3)(10USC§130)(b6). We were out there troubleshooting trying to
6 figure it out.

7 (b3)(10USC§130)(b6): It was converter 1 on 00?

8 (b3)(10USC§130)(b6): Yes. Correct.

9 (b3)(10USC§130)(b6): Because they used 00 as one of the mission
10 airplanes that next morning too, right?

11 (b3)(10USC§130)(b6): I believe so.

12 (b3)(10USC§130)(b6): So it was like, "Hey, these are mission
13 aircraft. These are the things we need, downers to uppers that
14 we need tonight done"?

15 (b3)(10USC§130)(b6): Yes, sir. So the CDD took all night. We came
16 into work and the beginning of shift, our guys pulled it off of
17 10, and I want to say we weren't immediately able to put it on
18 13 because of flight ops. I'm pretty sure I remember that being
19 the case. I could be wrong.

20 (b3)(10USC§130)(b6): How long does it typically take to remove a
21 CDD? How long would it have taken you guys to can it off of--
22 because obviously when you can something, you want to be very
23 careful because you don't want to jack something up.

1 (b3)(10USC§130)(b6): It takes about an hour to an hour-and-a-half,
2 sir. So with workers and a supervisor, it takes about an hour
3 to an hour-and-a-half.

4 (b3)(10USC§130)(b6): So with flight ops ending at 2100 on the 4th,
5 would you say you weren't really able to get in to work on 13
6 until about what time?

7 (b3)(10USC§130)(b6): So they ended at 2100, then my guys were still
8 working on 10. Because once the CDD was removed from Aircraft
9 10, we brought it into the shop and we swapped over BFCUs.

10 (b3)(10USC§130)(b6): So the right BFCU remained on the correct
11 aircraft?

12 (b3)(10USC§130)(b6): Yes, correct.

13 (b3)(10USC§130)(b6): So 10 CDD and 13's BFCU was going to get
14 installed on 13?

15 (b3)(10USC§130)(b6): Correct.

16 (b3)(10USC§130)(b6): And at this point, where are the planes? Did
17 they pull them out and piano key them? I know left nacelles
18 over deck. Were they still in the slash or had they been
19 spotted when you started that work; do you recall?

20 (b3)(10USC§130)(b6): I'm pretty sure Aircraft 13 was tail over
21 deck. I can't remember whether or not, because we were working
22 on the left-hand side, so honestly, I don't remember if it was
23 tail overwater or tail over deck.

24 (b3)(10USC§130)(b6): Doesn't matter that much, right, because it's
25 left side?

1 (b3)(10USC§130)(b6): Yes, sir.

2 (b3)(10USC§130)(b6): So that kind of helps me understand. So they
3 removed it, now you are basically ready to do it, but you are
4 just waiting for the point where you can start commencing the
5 maintenance to install it?

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): How long does something like that typically
8 take to install?

9 (b3)(10USC§130)(b6): Probably an hour-and-a-half to two hours.

10 (b3)(10USC§130)(b6): Start to finish?

11 (b3)(10USC§130)(b6): Yeah.

12 (b3)(10USC§130)(b6): That doesn't seem like that takes that long.

13 So, pardon my ignorance. In that case, it seemed like the next
14 day we were still working on it trying to get it finished to
15 help the plane sign off for launch. Was there something
16 overnight that caused it not to be as easy of an install as it
17 might typically be?

18 (b3)(10USC§130)(b6): No. So once you have the BFCU safety barred,
19 that's probably what took the longest. They came into the shop
20 in swapping and safety wiring the BFCU has always been kind of a
21 hard task because it's a really tight area to work in. So they
22 probably took a little bit longer than usual to safety wire it.
23 I personally inspected the safety wire on the blade fold control
24 unit before it went in and the safety wire was good. So it
25 definitely took longer, but that's why it took longer because

1 they safety wired it. Nope, not good enough. Break it; do it
2 again. Not good enough; do it again. Then eventually they did
3 a good job of safety wiring the BFCU.

4 (b3)(10USC§130)(b6): Okay. So then what time do you think they
5 finished doing a good job of safety wiring it that night?

6 (b3)(10USC§130)(b6): Honestly, sir, I don't remember when the
7 safety wiring was done. Off the top of my head--

8 (b3)(10USC§130)(b6): Was it before sunrise, post sunrise?

9 (b3)(10USC§130)(b6): No, it was definitely before sunrise. So it
10 was after midnight. I don't remember the exact time, but I want
11 to say the CDD started being installed around--honestly, I can't
12 remember the exact time. I do know that when it came time for
13 shift change over, they were still safety wiring the CDD.

14 (b3)(10USC§130)(b6) Okay. I'll turn it over to you a little bit.

15 (b3)(10USC§130)(b6): So all of that work is getting done in the
16 work center, right, for the BFCU?

17 (b3)(10USC§130)(b6): Correct, sir.

18 (b3)(10USC§130)(b6): So just looking through some tool control logs
19 here. So did some research, did a deep dive. I see (b3)(10USC§130)(b6)
20 (b3)(10USC§130)(b6) sign in. It looks like a box 3-5, and a PIMA 27 out to
21 Aircraft 10 or 13 depending on whether you see a 3 and a 0 or
22 not. Is that what you are seeing as well?

23 (b3)(10USC§130)(b6): Yes, sir. Well--yes.

24 (b3)(10USC§130)(b6): Later someone signed out a headlamp for it.

1 (b3)(10USC§130)(b6): I went and looked at the MAF for 10 and this
2 is the MAF I got for 10. This says: cannibalize left-central
3 DI distributor CRB, right?

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): And I got that job getting signed out on your
6 shift by you, (b3)(10USC§130)(b6); is that right?

7 (b3)(10USC§130)(b6): Yes.

8 (b3)(10USC§130)(b6): On the CANMAF?

9 (b3)(10USC§130)(b6): Those are my initials. Correct.

10 (b3)(10USC§130)(b6): So did you also do BNA shift ATAF that night?

11 (b3)(10USC§130)(b6): I want to say I did, sir. I'd have to look at
12 the master ATAF, but that looks like my handwriting right there
13 for (b) (6).

14 (b3)(10USC§130)(b6): Okay. Then also you did end of shift?

15 (b3)(10USC§130)(b6): Probably. Yes, sir.

16 (b3)(10USC§130)(b6): So, 1950 they are still working on the CANMAF.
17 So what are these tools being used for, I guess, is what I'm
18 asking now?

19 (b3)(10USC§130)(b6): From looking at that, the MCN is written out
20 for Aircraft 13.

21 (b3)(10USC§130)(b6): Well, MCN is written out for Aircraft 10, CRB.

22 (b3)(10USC§130)(b6): I see what you are saying. Yeah, so that is
23 the CANMAF for 10.

24 (b3)(10USC§130)(b6): CANMAF for 10, RODEX 10, CRB.

1 (b3)(10USC§130)(b6): Then they checked out 3-5 to CAN the CDD from
2 10.

3 (b3)(10USC§130)(b6): So your shift they were canning?

4 (b3)(10USC§130)(b6): Correct. So day crew removed the CDD from
5 Aircraft 13, and when we came into work. To continue with the
6 job, the CDD had to come off 10.

7 (b3)(10USC§130)(b6): So you guys had to take over that work and
8 finish canning it off 10?

9 (b3)(10USC§130)(b6): Correct. It's my understanding that the
10 spinner dome should have--I'm pretty sure the spinner dome was
11 removed from 10. I'm not 100 percent sure, but I know that we
12 had to fully remove the CDD from Aircraft 10.

13 (b3)(10USC§130)(b6): So I see you still have the tools out, Who
14 was the CDI overseeing the work on 10?

15 (b3)(10USC§130)(b6): It was myself.

16 (b3)(10USC§130)(b6): It was yourself?

17 (b3)(10USC§130)(b6): Yes.

18 (b3)(10USC§130)(b6): So it's the CANMAF, so it doesn't necessarily
19 get corrected by, right, because it's canned?

20 (b3)(10USC§130)(b6): No, this MAF is going to stay open until we
21 receive the new CDD.

22 (b3)(10USC§130)(b6): So we are not going to be able to see CDI
23 work. You would just IP it just saying can or something?

24 (b3)(10USC§130)(b6): Once it's removed, it should have an IP in
25 there saying that the CDD is removed.

1 (b3)(10USC§130)(b6): Okay. When I look at the back page of it,
2 that's all I see. Did you write that on there or is that
3 maintenance control?

4 (b3)(10USC§130)(b6): No, that looks like maintenance control
5 because that is not my handwriting.

6 (b3)(10USC§130)(b6): So (b3)(10USC§130)(b6) and yourself go up to 10 and finish
7 canning the CDD?

8 (b3)(10USC§130)(b6): No, on Aircraft 10 it was-- (b3)(10USC§130)(b6) was working
9 on it and I want to say the other worker was (b3)(10USC§130)(b6)
10 [ph].

11 (b3)(10USC§130)(b6): So CDI wasn't required to be up there, he just
12 has to come out and...?

13 (b3)(10USC§130)(b6): No, at the time, I wasn't present when they
14 removed the CDD from Aircraft 10.

15 (b3)(10USC§130)(b6): So they wrench that thing off, bring it down
16 to the shop, and start the BFCU transfer.

17 (b3)(10USC§130)(b6): Correct, sir.

18 (b3)(10USC§130)(b6): And that's what's taking place between
19 whenever this thing comes off and 0100-ish? After midnight?

20 (b3)(10USC§130)(b6): I can't remember exactly what time it came
21 off.

22 (b3)(10USC§130)(b6): The reason I am asking is: Did these tools
23 ever come back down in the shop, (b3)(10USC§130)(b6)? Because to me
24 it looks like it went straight from 10 to 13.

1 (b3)(10USC§130)(b6): No, I understand why you can see that just
2 because it doesn't have a time in and CDI.

3 (b3)(10USC§130)(b6) And the fact that it says 10 and 13 on there.

4 (b3)(10USC§130)(b6): The tools were ATAF'd, but obviously in the
5 log it wasn't documented.

6 (b3)(10USC§130)(b6): But you felt confident as a CDI that those
7 tools were ATAF'd leaving 10 and went to 13?

8 (b3)(10USC§130)(b6): Yes. Because the reason I know it was ATAF'd
9 because I personally ATAF'd it on 13.

10 (b3)(10USC§130)(b6): So this is just a bad paperwork glitch. In
11 your opinion, would the proper way of doing this be to log out
12 tools to 10, CDI them in, then log them back out to 13, even if
13 it's the same toolbox?

14 (b3)(10USC§130)(b6): Yes. 100 percent. What should have happened
15 was: the tools should have been signed in from 10 when the job
16 was done and starting 13. So you take your guys out of work on
17 10 and those guys should have been documented in work on
18 aircraft 13 with the tool log reflecting.

19 (b3)(10USC§130)(b6): So for me, what I am seeing, just like this
20 little snapshot in time, trying to get from 10 to 13, I see a
21 desk sergeant that's busting his ass and just a little hasty
22 with the paperwork trying to get the tools right onto 13; is
23 that accurate?

24 (b3)(10USC§130)(b6): It's poor paper documentation of the tool log.

1 (b3)(10USC§130)(b6): Not necessarily rushed maintenance, but the
2 paperwork is not keeping up with what's going on?

3 (b3)(10USC§130)(b6): With the tool log, correct.

4 (b3)(10USC§130)(b6): But stuff looks solid?

5 (b3)(10USC§130)(b6): Yes.

6 (b3)(10USC§130)(b6): So going to the next day, we got (b3)(10USC§130)(b6)

7 (b3)(10USC§130)(b6) [ph] checking on 0630-ish like you're telling us. So you
8 are still here at this point. Are you out at the plane?

9 (b3)(10USC§130)(b6): Yes, I was inspecting the safety wire on the
10 CDD.

11 (b3)(10USC§130)(b6): Still finishing up the safety wire on the CDD.

12 (b3)(10USC§130)(b6): Correct.

13 (b3)(10USC§130)(b6): So I got a chance to look at the steps you
14 provided me earlier on the maintenance procedure. There was
15 still a bunch of work to do after the safety wire, right?

16 (b3)(10USC§130)(b6): No. Once the safety wire is done, that's
17 basically the end of the task. The last thing left is the
18 sealing for the bolts.

19 (b3)(10USC§130)(b6): Now we are 0630; you've been on since 1830 the
20 previous day, right?

21 (b3)(10USC§130)(b6): I've been present at work, but I haven't been
22 working since 1830.

23 (b3)(10USC§130)(b6): What I'm saying--

24 (b3)(10USC§130)(b6): I understand what you are saying, the whole 12
25 hour--

1 (b3)(10USC§130)(b6): Maintenance SOP 12 hours from muster. So this
2 case, muster is 1830 you guys are showing up?

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): And now we are still in work over 12 hours
5 later, right?

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): Did the CO approve that, to your knowledge?

8 (b3)(10USC§130)(b6): Not that I know of, sir.

9 (b3)(10USC§130)(b6): So what I am saying: When did you actually
10 get off the plane, approximately what time?

11 (b3)(10USC§130)(b6): I want to say it was after the morning
12 maintenance meeting, because I know I wasn't present at the
13 maintenance meeting.

14 (b3)(10USC§130)(b6): So you're kind of busting that crew day by
15 half an hour, 45 minutes, maybe up to an hour, 0730?

16 (b3)(10USC§130)(b6): Probably a rough estimate, yes.

17 (b3)(10USC§130)(b6): Okay.

18 (b3)(10USC§130)(b6): Honestly, a hundred percent, I don't remember
19 how long I was out there, but I know that I was out there. I
20 inspected the safety wire. And when I looked at it, I broke
21 every safety wire that I didn't like.

22 (b3)(10USC§130)(b6): Okay. Then had to re-safety wire?

23 (b3)(10USC§130)(b6): Correct.

24 (b3)(10USC§130)(b6): So it's just taking a long time.

1 (b3)(10USC§130)(b6): By the time that the safety wire was redone,
2 day crew was already up on the flight deck, and I asked (b) (6)
3 (b) (6) to come up and do safety wire with me.

4 (b3)(10USC§130)(b6): So day crew is already there--

5 (b3)(10USC§130)(b6): Can I ask a question about the safety wire?

6 (b3)(10USC§130)(b6): Yes, sir.

7 (b3)(10USC§130)(b6): Were you also anal about the safety wire
8 because you weren't going to put the sealant on it? Or was it
9 because--

10 (b3)(10USC§130)(b6): No, sir. I've always been really anal about
11 safety wire.

12 (b3)(10USC§130)(b6): A lot of people are, but it's just a question
13 I have to ask. Because if I know we're not going to put sealant
14 on afterwards and the next step is to put sealant on, how am I
15 going to make sure that these bolts and other shit don't really
16 come out of this if one of the steps that we probably should do
17 we are not doing? I would say, "Hey, we probably really need to
18 be super sure about our safety wire."

19 (b3)(10USC§130)(b6): I understand how it looks, sir.

20 (b3)(10USC§130)(b6): No. But if you're saying it's not, that's
21 fine.

22 (b3)(10USC§130)(b6): The purpose of the sealant isn't to secure the
23 bolts. The security of the bolts, they should be run down all
24 the way and then safety wired.

1 (b3)(10USC§130)(b6): Is it possible that there is a technical
2 directive or something out there that mentioned a need for
3 sealant on the bolts at some point?

4 (b3)(10USC§130)(b6): It might have been in ERAC at some point, but
5 in the task towards the end, it says seal the bolts.

6 (b3)(10USC§130)(b6): Yeah, show us, man.

7 (b3)(10USC§130)(b6): The reason I ask is because I'm just trying to
8 see if it says there's this number of steps, then it sounds
9 like--knock on wood--you all did all of the steps to the best of
10 your ability, with the exception of the last step.

11 (b3)(10USC§130)(b6): So the purpose of the sealant is to prevent
12 water intrusion into the CDD. So by no means should sealant be
13 a secondary form of security for those bolts. So if the sealant
14 is being used as a form of security for the bolts, then I didn't
15 do my job as a CDI.

16 (b3)(10USC§130)(b6): So we'll backtrack just a little bit. I just
17 want to talk to you from a CDI perspective.

18 (b3)(10USC§130)(b6): So this task right here, the face surface seal
19 awning.

20 (b3)(10USC§130)(b6): 870B 1/2, right?

21 (b3)(10USC§130)(b6): Yes, sir.

22 (b3)(10USC§130)(b6): So normal cure time for 870B 1/2? Other
23 interviewers have told me 12 hours. Is that about right, like a
24 shift?

1 (b3)(10USC§130)(b6): Honestly, I don't remember, sir. I want to
2 say it's at least a shift.

3 (b3)(10USC§130)(b6): It's not quick, right, because it's like a
4 conductive sealant, so it's pretty high-speed stuff, right? It
5 can carry a current and everything for that BFCU?

6 (b3)(10USC§130)(b6): 870, no. So the sealant itself shouldn't be
7 conductive. So a face surface is put around--so where the CDD
8 mounts to the support brackets is where you do a face surface
9 seal. So, yes, you put sealant on top of the bolts and then
10 around the edges because that's where water can get into the
11 CDD. So water going into the CDD shorts it out and you are
12 going to have blade fold gripes and icing.

13 (b3)(10USC§130)(b6): Okay.

14 (b3)(10USC§130)(b6): But just to be clear, the BFCU does get sealed
15 as well. The bolt heads of the BFCU because, again, water can
16 get through where the BFCU is at into the CDD.

17 (b3)(10USC§130)(b6): I understand what you are saying. I guess my
18 question is: Did we stop doing maintenance at the final step or
19 did we stop doing maintenance before we got to the final step
20 for this particular maintenance action?

21 (b3)(10USC§130)(b6): Honestly, I don't understand the way you just
22 asked that question, sir. What do you mean by stop doing
23 maintenance?

24 (b3)(10USC§130)(b6): It says "steps." Did we do every step
25 associated with that particular action?

1 (b3)(10USC§130)(b6): Did we complete the entire task in accordance
2 with [indiscernible - crosstalk]?

3 (b3)(10USC§130)(b6): Yes. So everything was in accordance with
4 IETUMS. I'm pretty sure you gentlemen have my IP that I wrote.
5 So what happened was that the sealant not being on the CDD, the
6 aircraft is still safe for flight.

7 (b3)(10USC§130)(b6): Okay. And who determines that?

8 (b3)(10USC§130)(b6): So, that would be maintenance control because
9 they are the ones that safe the book.

10 (b3)(10USC§130)(b6): Okay.

11 (b3)(10USC§130)(b6): So I guess it is QA's responsibility as well.

12 (b3)(10USC§130)(b6): Do you recall somebody from QA being involved
13 in the conversation for, "Hey, this particular flight we will
14 not do sealant, we'll do it when it comes back"?

15 (b3)(10USC§130)(b6): We'll get it when it comes back in the 35
16 hour? This thing is going in with 35 hours as soon as it lands,
17 right?

18 (b3)(10USC§130)(b6): Right now, I don't remember having a
19 conversation specifically about the sealant with QA.

20 (b3)(10USC§130)(b6): Do you recall having a conversation about not
21 doing sealant with anyone inside your shop or out?

22 (b3)(10USC§130)(b6): Yes, I believe I talked it over with (b3)(10USC§130)(b6)
23 (b3)(10USC§130)(b6), and I also talked it over with (b3)(10USC§130)(b6) [ph].

24 (b3)(10USC§130)(b6): So had you done this particular maintenance
25 action before?

1 (b3)(10USC§130)(b6): Sealing?

2 (b3)(10USC§130)(b6): Yeah, had you ever done a full CDD job with
3 sealant?

4 (b3)(10USC§130)(b6): Yes. Correct.

5 (b3)(10USC§130)(b6): So when you had done that previously,
6 including the step with the sealant, do you know how many times
7 you had done that maintenance action previously?

8 (b3)(10USC§130)(b6): I want to say I've done CDD's about three or
9 four times.

10 (b3)(10USC§130)(b6): Do you recall, on average, how long it took
11 for the sealant afterwards to cure for those particular jobs?

12 (b3)(10USC§130)(b6): I don't, sir. Usually you seal it and it's
13 probably going to be dry the next shift. It depends how hot you
14 mix it.

15 (b3)(10USC§130)(b6): So, if I guess and say a next shift is roughly
16 12 hours?

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): When you guys went on shift and started this
19 job and it started to take a little bit longer than--you know
20 what I mean? It's obvious at a certain point you are not going
21 to make the launch if you do every step, including--because you
22 still have to finish it, put the sealant on, and allow time to
23 cure if you do every step.

24 (b3)(10USC§130)(b6): At what point did the call get made that we
25 are not going to do sealant?

1 (b3)(10USC§130)(b6): I want to say it was in the middle of the
2 night.

3 (b3)(10USC§130)(b6): Same folks involved: yourself, (b3)(10USC§130)(b6), and
4 (b3)(10USC§130)(b6)?

5 (b3)(10USC§130)(b6): I want to say at that point it was--honestly,
6 I don't remember who. It was--

7 (b3)(10USC§130)(b6): Before you get to that part, did you and
8 (b3)(10USC§130)(b6), at some point were you guys having a
9 conversation like we are not going to make it? You are a CDQ,
10 I'm a CDI, we've both done this job before. Just internally to
11 you guys, did you guys have a conversation, like, hey, this
12 isn't going to...?

13 (b3)(10USC§130)(b6): The way it went from what I remember is we
14 were doing the job and we knew that if we sealed the bolts, then
15 it would just be sitting CT. So to avoid CT time--and that
16 would mean the bird is not able to fly in the morning.

17 (b3)(10USC§130)(b6): Right.

18 (b3)(10USC§130)(b6): So the decision, I want to say it was my
19 decision not to seal the bolts. When I told control that I was
20 comfortable writing it up MAF, I talked it over with (b3)(10USC§130)(b6)
21 (b3)(10USC§130)(b6).

22 (b3)(10USC§130)(b6) As the QA rep at that point, CDQAR?

23 (b3)(10USC§130)(b6): Correct.

24 (b3)(10USC§130)(b6): There wasn't an AVI QA?

25 (b3)(10USC§130)(b6): He is AVI QA.

1 (b3)(10USC§130)(b6): I know he is, but there wasn't from the actual
2 QA shop there wasn't anybody?

3 (b3)(10USC§130)(b6): Off the top of my head, I can't remember
4 because for night crew it is (b3)(10USC§130)(b6) [ph] for AVI QA. I
5 remember him walking the flight deck and being out there when we
6 were installing the CDD. I can't remember having a specific
7 conversation asking for permission to writing up MAF. So he
8 might have. I can't remember if he endorsed it or not.

9 (b3)(10USC§130)(b6): You don't remember asking, though,
10 specifically?

11 (b3)(10USC§130)(b6): Correct.

12 (b3)(10USC§130)(b6): But the only part that you remember talking
13 about, specifically, was "Hey, Control, I'm comfortable writing
14 enough MAF on this with 'Hey, we'll do the cure time,'" based on
15 your belief that it is solely for water intrusion?

16 (b3)(10USC§130)(b6): It is solely for water intrusion.

17 (b3)(10USC§130)(b6): And this is the MAF you wrote--

18 (b3)(10USC§130)(b6): No, I mean--

19 (b3)(10USC§130)(b6): No, I understand, sir.

20 (b3)(10USC§130)(b6): I won't disagree with you yet. I will just
21 tell you that if it's possible that it's not just solely for
22 water intrusion, then perhaps we took a very big step that is
23 beyond probably what--

1 (b3)(10USC§130)(b6): I understand what you're trying to say, sir.
2 So if it was not just for water intrusion, then it is definitely
3 a very big step.

4 (b3)(10USC§130)(b6): Then the other part of that being, just that
5 with QA and not a CDQ--and don't get me wrong, I'm certainly not
6 belittling a CDQAR because obviously they are CDQAR. But a CDQ
7 making--no kidding QAs, we are going to deviate from a standard
8 procedure that exists in a book in order to make a launch. The
9 perception from somebody, and unfortunately in a case like this
10 we have outside people who come in, who haven't been living
11 here, aren't part of the squadron, so we don't understand, we
12 can only go by. We then go, "Hey, I have a mishap that I can't
13 explain yet, and I'm not sure, but I have a potential
14 maintenance procedure where I potentially believe we haven't
15 followed all the steps."

16 And I don't know, kind of in the maintenance
17 department, and as the CDI, you know this; we have the worker
18 bees who do things, we have collateral duty inspectors who are
19 very smart and very proficient because they have been around
20 longer than those guys and get to make certain decisions. We
21 have CDQs who have an additional level of skill and expertise.
22 Then you actually have, no kidding, your quality assurance as
23 well as your maintenance control who comprised of people in
24 their own way very, very smart. But, all of them have a part in
25 that safe-for-flight process. I would argue if everybody is

1 doing all of the procedures exactly by the book and there is
2 nothing, then it would be potentially all right to not include
3 QA in the discussion. Does that sound about right? Like, hey,
4 there is no reason to ask them because we followed all of the
5 steps, we did everything that there was to do it.

6 (b3)(10USC§130)(b6): No, at any time when you deviate from a task,
7 you should definitely involve QA.

8 (b3)(10USC§130)(b6): So my thing then would be, at that point then,
9 it would probably be worthy, at least, of a very specific
10 discussion with (b3)(10USC§130)(b6). "(b3)(10USC§130)(b6), we are
11 installing this piece right here, we have this step to complete
12 still. I don't believe this is required. I believe the
13 aircraft would be safe for flight if we do this. Can you give
14 me a thumbs up or can you check and let me know. If that is for
15 X purpose, but fact check me just to make sure"?

16 Then QA can come back and go, "Yep, absolutely. It's
17 for this particular thing," or, "Wait a minute, yeah, it's for
18 that, but there's also this other thing that it's for, we
19 probably should not do that." In which case then, we need to
20 take that aircraft--maybe finish what we are doing, but get it
21 out and give it the cure time that it needs to do this, and we
22 will spot another aircraft and have another aircraft ready.

23 (b3)(10USC§130)(b6): Yes, sir.

24 (b3)(10USC§130)(b6): Anyway, back to you.

1 (b3)(10USC§130)(b6): So in your previous CDD's, had you ever
2 omitted that step before?

3 (b3)(10USC§130)(b6): No.

4 (b3)(10USC§130)(b6): Is that something you had seen before?

5 (b3)(10USC§130)(b6): The only reason this was done is because we
6 were trying to have the bird make flight schedule.

7 (b3)(10USC§130)(b6) Now looking at the timeline piece, I see you
8 going, you are now inside, obviously, off the plane hitting sign
9 at 0759. Does that sound about right?

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): Did you pretty much go straight from finishing
12 up that safety wire to downstairs? Or, did you finish putting
13 on the spinner dome?

14 (b3)(10USC§130)(b6): No, that was after spinner dome installed and
15 everything.

16 (b3)(10USC§130)(b6): So spinner dome installed and everything?

17 (b3)(10USC§130)(b6): Yes, sir.

18 (b3)(10USC§130)(b6): Then you came downstairs and went straight and
19 signed it off?

20 (b3)(10USC§130)(b6): That's probably how it went, sir. Yes.

21 (b3)(10USC§130)(b6): Probably, like, a 10-minute walk, so leaving
22 the flight deck 0745-ish sound about right?

23 (b3)(10USC§130)(b6): Probably. Yes, sir.

24 (b3)(10USC§130)(b6): Ten, fifteen minutes later we got everything
25 signed off and (b3)(10USC§130)(b6) is trying to safe-for-flight it?

1 (b3)(10USC§130)(b6): Yes. So that's probably about right because
2 when I left, (b3)(10USC§130)(b6) was inside the cockpit. Because I know that
3 once I had the spinner dome installed, ATAF'd the tools, and
4 then headed inside.

5 (b3)(10USC§130)(b6): Okay. Was (b3)(10USC§130)(b6) up on the flight deck
6 when you are leaving, did you notice the AMO up there? He might
7 not have been

8 (b3)(10USC§130)(b6): I can't remember, sir. I remember seeing the
9 crew chiefs up there, but I don't remember seeing any pilots.

10 (b3)(10USC§130)(b6): So (b3)(10USC§130)(b6) was up there? They were starting to
11 do their D&T and finish up the 5060, and all that stuff?

12 (b3)(10USC§130)(b6): I remember seeing (b3)(10USC§130)(b6) and (b) (6)
13 on the aircraft.

14 (b3)(10USC§130)(b6): So now we are squaring away all of the
15 paperwork. We'll go back to our tool control log.

16 Now, we talked with (b3)(10USC§130)(b6) a little bit earlier, so
17 we're kind of concerned about this day crew sign out of tools,
18 because they never got signed back yet.

19 (b3)(10USC§130)(b6): I guess the question is: When they came up,
20 who did the ATAF with you on the tools that stayed out there
21 into the daytime?

22 (b3)(10USC§130)(b6): It was (b3)(10USC§130)(b6), sir.

23 (b3)(10USC§130)(b6): So he came upstairs and ATAF'd them on site so
24 that you could finish working?

1 (b3)(10USC§130)(b6): Correct. Right now that's a really common
2 thing with our squadron just because they don't want us to call
3 INPRO or in work at meetings. So if there is any type of tools
4 in work, then you get 100 percent ATAF by both shifts on that
5 job. And then, when you walk into the meeting, instead of
6 saying INPRO in work, you can say ATAF.

7 (b3)(10USC§130)(b6): You're going upstairs and ATAFing the box on
8 site. Not normal procedures or not ideal tool control
9 procedures. Ideally, you are bringing everything in the work
10 center and going through it there, right?

11 (b3)(10USC§130)(b6): For a high pri job like that, it's a situation
12 where you would go up and ATAF the tools on the flight deck
13 until it gets done.

14 (b3)(10USC§130)(b6): In your mind, getting their Aircraft 13 was
15 worth the deviation from normal procedures because it was a high
16 pri job?

17 (b3)(10USC§130)(b6): I understand what you're trying to say. I
18 don't want to--

19 (b3)(10USC§130)(b6): Was that normal procedure for the ATAF?

20 (b3)(10USC§130)(b6): Yes. At least ATAFing 3-5, it was done
21 properly. So not documented properly, but both CDIs from both
22 crews looked at it.

23 (b3)(10USC§130)(b6): Okay. You are confident everything got taken
24 in? And then, last night was also--

25 (b3)(10USC§130)(b6): Correct.

1 (b3)(10USC§130)(b6): Together, you and I verified everything was
2 there a few days later.

3 (b3)(10USC§130)(b6): Yes, sir.

4 (b3)(10USC§130)(b6): So we are confident the tools aren't on 13?

5 (b3)(10USC§130)(b6): No tool from 3-5 is on 13, sir.

6 (b3)(10USC§130)(b6): Nor any of this other gear, correct?

7 (b3)(10USC§130)(b6): Correct.

8 (b3)(10USC§130)(b6): The tools that are logged there out to
9 Aircraft 13 in the morning, all of those, they were already on-
10 site, the first four sign outs. See how they are all for
11 Aircraft 13?

12 (b3)(10USC§130)(b6): Yes.

13 (b3)(10USC§130)(b6): So they were all out there. Do you ever
14 recall (b3)(10USC§130)(b6) actually working on the CDD?

15 (b3)(10USC§130)(b6): No, he wasn't. He was out there to help with
16 the Op check with (b3)(10USC§130)(b6).

17 (b3)(10USC§130)(b6): Or learn from (b3)(10USC§130)(b6) [ph] watch you
18 guys, people that are a more proficient maybe than him, what you
19 were doing, kind of getting experience?

20 (b3)(10USC§130)(b6): Yeah, (b3)(10USC§130)(b6) was handing us tools,
21 and then it was myself and (b3)(10USC§130)(b6) up on the CDD. So I
22 was going around and I was breaking safety wire and (b3)(10USC§130)(b6)
23 (b3)(10USC§130)(b6) was redoing it.

24 (b3)(10USC§130)(b6): But as far as we know, those tools--and near
25 as I can figure, they are signed out to Aircraft 10 MAF or MCN.

1 (b3)(10USC§130)(b6): C-A-R-B, that same one?

2 (b3)(10USC§130)(b6): Yeah.

3 (b3)(10USC§130)(b6): If you look at it. See CARB, CARB, CARB, this
4 the Aircraft 10 MAF?

5 (b3)(10USC§130)(b6): What I see right there, I see a worker that
6 looked at the tool log and he looked at 3-5, the job it was
7 signed out for previously, then he carried over that same MCN
8 without looking at UMA and verifying the MCN on a workload.

9 (b3)(10USC§130)(b6): You thought it was (b) (6) who did that?

10 (b3)(10USC§130)(b6): I don't know (b3)(10USC§130)(b6) handwriting. All I
11 can see is whoever wrote that on that line, they didn't verify
12 in UMA because that wouldn't be that MCN.

13 (b3)(10USC§130)(b6): Does it look like (b3)(10USC§130)(b6) handwriting? I
14 mean, you guys are in the shop together.

15 (b3)(10USC§130)(b6): I don't know a lot of people's handwriting,
16 sir.

17 (b3)(10USC§130)(b6): Don't get me wrong, I'm a (b) (6) with my wee-
18 bitty eyes and I sat all the way over here and looked at that
19 and I go, "You know what, I don't really know (b3)(10USC§130)(b6), but I
20 don't think that looks like (b3)(10USC§130)(b6) handwriting."

21 (b3)(10USC§130)(b6): Interesting.

22 (b3)(10USC§130)(b6): You know what I'm saying?

23 (b3)(10USC§130)(b6): Yeah.

24 (b3)(10USC§130)(b6): So I would tell you that I'll look at this and
25 tell you if I ask (b3)(10USC§130)(b6) how he writes his name, and I didn't

1 tell him why I wanted to know, but I asked him to write it, how
2 does it look? Does it look like that one?

3 (b3)(10USC§130)(b6): That's not his handwriting, sir.

4 (b3)(10USC§130)(b6): It is not.

5 (b3)(10USC§130)(b6): Nope.

6 (b3)(10USC§130)(b6): And you can kind of also tell. He told us
7 that he actually went and fixed it. I guess he may not like
8 being called (b3)(10USC§130)(b6) or something. He took a different pen and
9 wrote the (b3)(10USC§130)(b6). He actually signed out these tools later
10 in the day, so you can see the two different signatures.

11 (b3)(10USC§130)(b6): Yeah, the E's are different. Before you
12 showed me that signature, I was looking at that because it looks
13 like a backwards 3 and then down here it's like, meh.

14 (b3)(10USC§130)(b6): So not your shift.

15 (b3)(10USC§130)(b6): No, not your shift.

16 (b3)(10USC§130)(b6): It doesn't look good.

17 (b3)(10USC§130)(b6): No.

18 (b3)(10USC§130)(b6): So for us looking at it, it was like, did
19 (b3)(10USC§130)(b6) ever even touch any of those tools? Is that standard
20 practice the worker sign out all this shit? Because to me it
21 looks like he's the only worker who signed out anything the
22 whole day.

23 (b3)(10USC§130)(b6): Because as a former maintenance officer, when
24 I was talking to (b3)(10USC§130)(b6), I said, "Hey, if we are getting to
25 the end of our shift and say we were at home and we had gone

1 back to the barracks or whatever and we are missing a tool right
2 now, we're going to call everybody back in and everybody is
3 going to be (b) (6) and that Marine may have never even touched
4 those tools. But, everybody would be ready to kick his ass."

5 (b3)(10USC§130)(b6): Yes, sir.

6 (b3)(10USC§130)(b6): So then when you talk to a Marine--and as far
7 as I can tell, he never touched those tools. Then,
8 unfortunately, on top of not touching those tools, he couldn't
9 have done--he's not a super big guy, I don't think he could have
10 carried them all up there himself anyway. On top of that, then
11 the reason why he never went back to have them turned in was
12 because he didn't know they were out for him until way later.
13 That looks pretty interesting.

14 (b3)(10USC§130)(b6): That poses a problem.

15 (b3)(10USC§130)(b6): Yes.

16 (b3)(10USC§130)(b6): Which is something that we are working to fix
17 right now, sir.

18 (b3)(10USC§130)(b6): Absolutely. Because I went down this morning
19 and I said I'll give him 48 hours and I'll go down and do a spot
20 check and at least see if they have started to go back to the
21 way that they probably all know that they probably want to do
22 things.

23 (b3)(10USC§130)(b6): So you are fixing the problem now, but you
24 kind of know that this was an issue before the mishap, like tool
25 control and logging stuff in and out. Has it been a trend?

1 (b3)(10USC§130)(b6): Yes. We were having tool control issues in
2 our shop for the boat, basically.

3 (b3)(10USC§130)(b6): My understanding is it's not just you guys.
4 My understanding is that other shops are having their own
5 challenges. You might not know that. I get it if you can't
6 talk to that.

7 (b3)(10USC§130)(b6): But I can tell you right now my shop was
8 having tool control issues when we came to the boat. Not so
9 much--just proper documentation, just people being lazy and not
10 doing proper documentation.

11 (b3)(10USC§130)(b6): Well, it's hard as you know now. Is this your
12 first boat deployment?

13 (b3)(10USC§130)(b6): No, sir, it's not.

14 (b3)(10USC§130)(b6): Okay, so second. So then you know,
15 especially, it's hard to lug all that shit up and down the
16 stairs, back to the shop if you have to take it all the way back
17 to the shop. To do a an old-school, back-at-home kind of shift
18 turnover in the shop where you lay out the boxes, line them up,
19 everybody is dual concurrence saying they are all there;
20 ongoing, off-going, taking a look. Everybody, yep, it's all
21 there. Good, got it, sign it out. Say, "Hey, Smitty, you got
22 this one, take this to this job." Are you making sure
23 everything is signed out before they leave? "Hey, it's been two
24 hours. Hey, Smitty, where are you?" Eventually come back,
25 signed in, got it. "Hey, Smitty, take a break for 20. Come

1 back in 20 minutes and then I'm going to have you go out and do
2 this other job."

3 (b3)(10USC§130)(b6): It can get busy some nights, sir. I
4 understand what you are trying to say.

5 (b3)(10USC§130)(b6): You know, I guess you've said something that
6 is absolutely true. What I will tell you is--and you think
7 about it for a while, then maybe at some point you and I will
8 run into each other again and we can talk about it. But, in a
9 shop like yours where you tell me you have one CDQ, one CDI, and
10 a few other workers, absolutely it's going to get busy.

11 When we are in aircraft maintenance, very rarely, with
12 the exception of, I guess, at Bastion, when they overran the
13 flight line there, are maintainers ever going to have to charge
14 into the guns? Do you know what I mean? Like, no kidding, that
15 kind of crazy ass bravery. But I mean the bravery that we show
16 in the aviation side is where we do the right things at the
17 right time, even if it's hard or challenging or something else.

18 Don't need an answer on that right now, just think
19 about it for a long time. Because as a CDI, those guys have
20 nobody else to look to but to you for, "What do we do now,
21 Corporal?"

22 (b3)(10USC§130)(b6): Yes, sir. I understand what you're trying to
23 say.

24 (b3)(10USC§130)(b6): Anything else?

1 (b3)(10USC§130)(b6) : So you said your shop is having tool
2 control problems out here on the boat?

3 (b3)(10USC§130)(b6) : Yes.

4 (b3)(10USC§130)(b6) : What kind of tool control problems?

5 (b3)(10USC§130)(b6) : Documentation.

6 (b3)(10USC§130)(b6) : Has anything like this ever happened
7 before in signing out tools and that wasn't the person who
8 signed them out?

9 (b3)(10USC§130)(b6) : I don't really want to speculate, but that
10 looks like what happened here; it's probably happened before. I
11 can't pick an exact moment when it's happened.

12 (b3)(10USC§130)(b6) : I'm not asking you to speculate, but
13 if you think it's happened before, I was just asking.

14 (b3)(10USC§130)(b6) : No, what I mean by poor documentation is just
15 beginning of shift signs, end of shift ATAF, stuff like that.

16 (b3)(10USC§130)(b6) : I'll be willing to bet that probably
17 electronic NOWCOMAS [ph] probably has everything in it because
18 you sort of can't move on--you know what I mean?--you can kind
19 of get caught?

20 (b3)(10USC§130)(b6) : Correct.

21 (b3)(10USC§130)(b6) : So people are like, "It's okay because that's
22 all good," sometimes?

23 (b3)(10USC§130)(b6) : I'm not saying that at all, sir.

24 (b3)(10USC§130)(b6) : No, I'm not putting words in your mouth, I'm
25 just speaking in a generalization. But, the key being other

1 tell-tale signs that let people know how well we are really
2 doing. If we fall back to just NOWCOMA says we're good, then
3 maybe we know that we might not be as good as we potentially
4 think we are because our other tell-tale signs tell us that
5 maybe we can't do both. Some people can chew bubblegum and pat
6 their head, and some people can only do one thing at a time. So
7 if all we can do is NOWCOMAS, that's good, but there's these
8 other things there to help catch us and prevent us from making
9 mistakes.

10 (b3)(10USC§130)(b6): Yes, sir.

11 (b3)(10USC§130)(b6): Have you ever seen a desk sergeant before
12 like, "Ah, these tools never came back down, I haven't seen
13 them. I need to account for them somehow"? So they will just
14 assign them out to a worker knowing that up top (b3)(10USC§130)(b6) CDI'd it,
15 and I CDI'd it, but I don't have anyone to sign it out to. Is
16 that what you think happened here?

17 (b3)(10USC§130)(b6): Being that that is not (b3)(10USC§130)(b6)'s signature,
18 that's either what happened or someone else was just an idiot
19 and didn't put their own name. So there is a couple of things
20 that could've happened there. But what was happening as a bad
21 habit in our shop was that instead of bringing stuff in and
22 documenting everything and being thorough with all of the tool
23 logs, I know just from working on the boat and seeing how coming
24 in early on shifts and then also doing it myself, was we would
25 do our ATAF's out on the job. So periodically through work and

1 then at the end of the day instead of keeping up on the tool log
2 all day, we got in a bad habit and we would complete out the
3 tool log when we do our end-of-shift ATAF, and it's just wrong.

4 So it's something that we caught in the shop and we've
5 been working on it. I understand that looks bad. It really
6 does. I understand.

7 (b3)(10USC§130)(b6): I tell you what, (b) (6), I appreciate you
8 taking the time to come talk to us because that is what we are
9 trying to do. We are just trying to figure out, in the
10 timeframe around the Aircraft 13 mishap, we're just trying to
11 figure out what was happening before, what was after.
12 Obviously, we won't know until they recover the actual aircraft
13 and get the caybater out of it and can take it off to analyze
14 that anything associated with CDD played a part or not in the
15 mishap. It's entirely possible that maybe we dodged a bullet
16 here and it absolutely didn't.

17 But I will tell you, at a minimum, it appears to be
18 very poor maintenance practices. And that's something that
19 obviously, you are still on the boat, you're still in the game.
20 You can't necessarily go back and make sure all of that is done.
21 What's done is done, but obviously we got the big mission
22 tonight, we got things going on, we have to make sure we put the
23 absolute best aircraft out there. And I know you know that.
24 You can't fix the past, but going forward, someday when you're a

1 gunnery sergeant, you're that AVI QA, you can go, "Guys, let me
2 tell you a story."

3 Unfortunately, some of us have to learn some really
4 hard lessons and stuff before we can internalize them to take
5 action. Those are the times when you realize we are a learning
6 organization and we learn from it and get better, for what it's
7 worth.

8 (b3)(10USC§130)(b6): Definitely. Thank you for that advice, sir.

9 (b3)(10USC§130)(b6): All right. Here's what we're going to do.
10 I'm going to have you stand up a second, raise your right hand
11 and give you the oath, then I will turn you over to (b3)(10USC§130)(b6)
12 (b3)(10USC§130)(b6) here for a couple other paperwork items and that will be
13 it.

14 [(b3)(10USC§130)(b6) was sworn.]

15 (b3)(10USC§130)(b6): (b) (6), my name is (b3)(10USC§130)(b6)
16 (b3)(10USC§130)(b6), I am the legal advisor for the JAGMAN investigation.
17 Now that you have given your statement, I am going to ask that
18 you not discuss it with anybody except me and them. If anyone
19 else asks you about it or wants to talk about it, just say that
20 a judge advocate has told you that you can't talk about your
21 statement, and if they want to know anything, they can talk to
22 (b3)(10USC§130)(b6), the Investigating Officer.

23 Do you have any questions about that?

24 (b3)(10USC§130)(b6): No, sir.

1 (b3)(10USC§130)(b6) : This interview is terminated. The
2 time on deck is 1921.

CERTIFICATION OF TRANSCRIPT

I, (b3)(10USC§130)(b6), do hereby certify that the foregoing was transcribed from a digital recording not made by me, but transcribed verbatim by me or under my supervision to the best of my ability, taken at the time and place set out in the record above.

(b3)(10USC§130)(b6)



INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6)

Taken: 21 August 2017

Location: USS BONHOMME RICHARD

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC, Legal Advisor

Transcript Prepared by:

(b3)(10USC§130)(b6)

CVV Transcripts

1 (b3)(10USC§130)(b6) : It is 21 August 2017, aboard the USS
2 BONHOMME RICHARD. The time on deck is 11:22. My name is
3 (b3)(10USC§130)(b6), the legal advisor for the JAGMAN
4 Investigation. We are here this morning for an interview with
5 (b3)(10USC§130)(b6); in the presence of the Investigating Officer,
6 (b3)(10USC§130)(b6), and Assistant Investigation Officer (b3)(10USC§130)(b6)
7 (b3)(10USC§130)(b6).

8 Prior to coming on the record, I advised (b3)(10USC§130)(b6) of
9 the completely voluntary nature of participation in the JAGMAN
10 Investigation. He understood that and decided to sit down and
11 talk with us. At which point, I handed him a Privacy Act
12 Statement, which he reviewed and signed. I then notified him
13 that he's, potentially, a witness for the Aviation Mishap Safety
14 Investigation, as well as the JAGMAN Investigation. We went
15 over the different objectives of the two investigations. The
16 reason why procedures vary. The need to preserve the privileged
17 nature of the Aviation Mishap Safety Investigation. And the
18 fact that neither command, nor administrative action, may alter
19 the privileged character statement provided to the aviation
20 mishap board, and such statements will not be available to the
21 JAGMAN Investigation from any official source.

22 Sir?

23 (b3)(10USC§130)(b6): All right. (b3)(10USC§130)(b6), thanks for talking to
24 us. I appreciate you taking the time to do that.

1 First, I want to talk to you a little bit about who
2 you are; kind of, establish what you are, what you do. How long
3 have you been in the Navy?

4 (b3)(10USC§130)(b6): Almost four years.

5 (b3)(10USC§130)(b6): All right.

6 (b3)(10USC§130)(b6): About three and three-quarters; almost at my
7 four-year mark in October.

8 (b3)(10USC§130)(b6): Okay. How long have you been in HSC-5--or,
9 25, excuse me.

10 (b3)(10USC§130)(b6): HSC-25, I got there September of 2015. So
11 almost two years.

12 (b3)(10USC§130)(b6): Okay. And how long have you been with the det
13 here on BHR this time?

14 (b3)(10USC§130)(b6): We got--we left Guam in early May. I think
15 around May 5th or May 4th. We've been out on this float for
16 almost three months now. And this is my second deployment. So
17 I was out here a year prior.

18 (b3)(10USC§130)(b6): Okay. So you've been on since June sometime?

19 (b3)(10USC§130)(b6): Correct.

20 (b3)(10USC§130)(b6): Okay. Second deployment. Your--what's your
21 rate?

22 (b3)(10USC§130)(b6): (b) (6) .

23 (b3)(10USC§130)(b6): (b) (6); and, what is the (b) (6) rank? What is that?

24 (b3)(10USC§130)(b6): (b) (6) . It's what
25 they call it. We share a rate with--we're called wet crewman.

1 There's also dry crewman who work in the 53s. They're not
2 rescue simmers, though. And they don't have the same mission
3 set as we do. They do anti-mine countermeasures. We do combat
4 search and rescue, anti-surface warfare, special operation
5 forces. So deploying or training with SEAL teams, EOD teams,
6 reinforced RECON, normal Marines, anything like that--fast-
7 roping and what have you. And then, we also have VERTREP as one
8 of our main missions, and then SAR; so, search and rescue.

9 (b3)(10USC§130)(b6): You are a trained search and rescue swimmer?

10 (b3)(10USC§130)(b6): I am.

11 (b3)(10USC§130)(b6): How long have you been a SAR swimmer?

12 (b3)(10USC§130)(b6): I've been a SAR swimmer qualified since, I want
13 to say 2014 is when I finished Aviation Rescue Swimmer School.

14 (b3)(10USC§130)(b6): Okay.

15 (b3)(10USC§130)(b6): As I got to HSC-25, you start out as just a
16 swimmer. I'm not a crew chief, so I'm not a hoist operator. I
17 was just in that position as swimmer for that day. We're both
18 crew chiefs that day. It just so happened that I was a swimmer.
19 It was, like, my third time dressing out.

20 (b3)(10USC§130)(b6): Okay. What's your billet, like, in the
21 squadron? Do you have a--like, a billet, like, a day-job billet
22 that you do within the squadron--or, the det--excuse me--when
23 you're onboard?

24 (b3)(10USC§130)(b6): For the det, right now, I'm the NATOPS petty
25 officer. SO I handle our NATOPS records. I'll go through them.

1 I'll scrub them, make sure everything's up to date, make sure if
2 they're dropping any qualifications, that I bring that up to my
3 LPO so he can get those qualifications handled while out on det.
4 Back at home guard I work tactics, so routing designation for
5 level 2 and level 3 crewman; so ASUW, SOF, and PR, personnel
6 recovery.

7 (b3)(10USC§130)(b6): Okay. Cool.

8 (b3)(10USC§130)(b6): That's about it.

9 (b3)(10USC§130)(b6): I appreciate that. That, kind of,
10 establishes--you know, what--you got experience. You've been
11 trained to do the job that you're doing, kind of, why you're
12 here, thing.

13 And then, so going back to the day of August 5th,
14 which is the day the mishap occurred. You were part of
15 (b3)(10USC§130)(b6) crew. And that day, you were filling the
16 role of SAR swimmer, not crew chief, on board.

17 (b3)(10USC§130)(b6): Correct.

18 (b3)(10USC§130)(b6): Can you tell me about what time, roughly, you
19 guys got together to brief that day, you know, morning,
20 afternoon, night?

21 (b3)(10USC§130)(b6): So the way that we normally run our briefing
22 and take-off schedule, we brief, generally, two hours before our
23 first take-off. I don't know what time we took off that day.

24 (b3)(10USC§130)(b6): Looking at the airplane, you're a 1530 take-
25 off.

1 (b3)(10USC§130)(b6): If it was 1530, it was probably a 1300 brief.

2 (b3)(10USC§130)(b6): Okay.

3 (b3)(10USC§130)(b6): And we just go through general NATOPs briefs,
4 our briefs, ship port operating procedures, anything that's
5 going to affect us for that day. So we were just scheduled for
6 cyber duty. So normally, we're just flying in circles off the
7 starboard side of the ship for--up to six hours most times.

8 (b3)(10USC§130)(b6): Okay. For a mission like that, would you fly
9 for about three hours, then come in and get gas then go fly
10 again--or how do they--

11 (b3)(10USC§130)(b6): We can fly for about two hours--hour-forty-
12 five. And then, we'll come in, and then we'll get a fuel hit,
13 and then we'll launch off again. It depends, though, with the
14 scheduling of the harriers. Harriers are a huge pot on when we
15 can get gas and then, also, other flight ops on deck.

16 (b3)(10USC§130)(b6): But the Knight Rider starboard tries to keep a
17 certain minimum amount of gas in the tanks for on station time?

18 (b3)(10USC§130)(b6): Absolutely, we basically have a BINGO time, or
19 we call a "red light" time for SAR capabilities. So as soon as
20 we're coming up on that time, we give updates to the ship--to
21 tower specifically on what our fuel state is. And then, for
22 that day, we set--I forget what it was for that day--a set
23 number on when we're going to come in so they can give us fuel
24 so we can be up the entire time.

1 (b3)(10USC§130)(b6): So you've got, like, 1+30 remaining, you're
2 going to get gas, right?

3 (b3)(10USC§130)(b6): Exactly.

4 (b3)(10USC§130)(b6): Okay.

5 (b3)(10USC§130)(b6): Okay. So you mentioned all the different
6 briefs you do. That day's SAR brief, anything unusual about
7 that day's SAR brief that you recall?

8 (b3)(10USC§130)(b6): No, it was a normal SAR brief. I had the crew
9 chief at the time, (b3)(10USC§130)(b6)--we had the crew chiefs
10 actually read out the SAR brief. It was normal.

11 (b3)(10USC§130)(b6): Okay.

12 (b3)(10USC§130)(b6): So we weren't expecting anything like this to
13 happen.

14 (b3)(10USC§130)(b6): Yeah, most people don't.

15 So (b3)(10USC§130)(b6), this was part of his--and the crew, he
16 actually just reads off the SAR brief to the room?

17 (b3)(10USC§130)(b6): Correct.

18 (b3)(10USC§130)(b6): Okay. And that day's SAR brief standard,
19 anything unusual about it at all?

20 (b3)(10USC§130)(b6): No, we just go over lookout operations. So, I
21 mean, I don't know if you want to demonstrate one for you, but I
22 could if you want me to.

23 (b3)(10USC§130)(b6): I mean, if you think it's pertinent, yes; if
24 not, then don't worry about it, just--but it was a normal brief--

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