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1 It was a normal brief. : 2 --nothing else that--)USC§130)(b6) : Nothing out of the ordinary. 3 (<mark>b6)</mark> : 4 SC§130)(b6) : Okay. And so, then you guys, from there, go man-up and what happens. How do ya'll normally get turned-up 5 and out of here? 6 7 3)(10USC§130)(b6) So we tend to be at the aircraft an hour prior

8 to launch, or forty-five minutes. So if we took off at, say,9 1300, we'd be out there at 1215--out at the bird.

10 (b3)(10USC\$130)(b6) : Okay.

0USC§130)(b6) We spin-up pretty quickly. And then, we'll 11 wait on deck until they let us take off because they like to 12 13 keep it on scheduled timeframes. I go up every time, generally about 15 minutes earlier than everyone else, just because I like 14 to sit up there and listen to music or relax before we go out 15 16 for the flight. That day, I went up 15 minutes early to get all my gear on because, being the SAR swimmer, it's a hassle taking 17 off your flight suit and then making sure all your gear's 18 19 together. You just want everything to be set so you're not forgetting everything when you take-off. 20

21 b3)(100SC\$150)(b6): Okay. So then, that particular day, you went 22 up, maybe, a little bit--a couple minutes before just to get 23 your stuff--make sure you're all set, ready to go?

- 24 (b3)(10USC§130)(b6) : Yeah.
- 25 (b3)(10USC§130)(b6) : Okay.

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1	(63)(100SC\$130)(66) : I got all my stuff, and then
2	(b3)(10USC\$130)(b6): Did you have all the requiredappropriate
3	gear for that day?
4	(b3)(10USC§130)(b6): I did.
5	(63)(10USC§130)(66): Okay. And you just got to keep it all
6	together, like, in a sac or in a backpack?
7	(b3)(10USC§130)(b6): Yeah, I have a SAR bag.
8	(b3)(10USC§130)(b6): A SAR bag.
9	(63)(10USC§130)(66): I didn't bring it that day because SAR bags use
10	up a lot of room in the aircraft. Soespecially with some of
11	the aircraft we have this box, which is called a ROVER, in the
12	middle of it. And the raft and your litter go right behind it.
13	And you can't place it on top, so it takes up more room. So I
14	just take a carbineer and I take all my required equipment that
15	I have to bring and I caribeen it
16	(b3)(10USC§130)(b6): Okay.
17	(63)(10USC§130)(66): And I lock it down in the cabin.
18	(b3)(10USC§130)(b6): So then, that day, anything unusual about the
19	turn-up itself. Everybody's onboard and everything like that,
20	getting ready to go?
21	(b3)(10USC§130)(b6): No; we had a normal turn-up. Everything was
22	fine. We took off on time and we were flying around for, maybe,
23	10 minutes when we got the call.
24	(b3)(10USC§130)(b6): Theso, pretty much, the take-off right out
25	starboard "D" kind of thing that day?

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1 (b3)(10USC§130)(b6) : Yeah.

b)(10USC\$130)(b): Okay. And that's pretty standard?
b)(10USC\$130)(b): Yeah. It was a hot seat. So we didn't
preflight that day. The crew in the morning preflighted because
they were already flying, so we took over for them. And then,
once we hot seated and took off, we just went to the starboard
"D".

8 b3)(100SC§130)b6 : So you--when you first get established did 9 ya'll do anything in that first little bit of flight, like, as a 10 crew. Is there any--what do ya'll to typically in those first 11 few minutes, like, hey, we're out here. We're getting 12 established. We're getting ready to settle into--

13 3)(100SC\$130)(66): The pilots are doing their in-flight checks, making sure everything's fine if it's a hot seat. They get a 14 pass-down from the prior crew making sure everything's working. 15 16 Us in the back, we're just making sure that everything is synched down where we want it to be in case anything does 17 happen. So I like to keep all my gear up front, that way if 18 19 there is an accident or rescue, we have as much room in the back as we possibly can. We'll go over the SAR curtain one more 20 time, just to make sure everything's there. And then, we'll 21 22 just sit in the back and do what we normally do in flying circles. 23

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1	(b3)(10USC\$150)(b6): And that day, obviously during that timeframe,
2	anything unusual you recall about the aircraft? Anything
3	unusual about, you know, anything?
4	(b3)(1005C§150)(b6): For our aircraft specifically?
5	(b3)(10USC§130)(b6): Yeah.
6	(b3)(10USC§130)(b6): No.
7	(b3)(10USC\$130)(b6): Okay.
8	(b3)(10USC\$130)(b6): Everything was normal.
9	(b3)(10USC§130)(b6): So you'reso now you guys aredone your
10	normal stuff of getting started. You're in the starboard "D".
11	What's your first indication that, hey, somethings different
12	today about any other day?
13	(63)(10USC\$130)(66): So, for me, when we hot seated, I had the left
14	ICS station, my radios were turned down because the swimmer
15	before me isn't a crew chief so, I mean, he must have not had
16	his radios up. I like to pay attention to everything, so it was
17	a lot quitter. And then, all of a sudden I heard a little
18	gargle through my ICS and I saw that my crew chief was starting
19	to hustle and starting to unstrap the litter. So that queued me
20	to, like, all right, clearly something happened.
21	So I went up, turned on my radios, and they said "V-22
22	hit the water." I asked my pilots up front, (b3)(10USC§130)(b6)
23	and (b3)(10USC§130)(b6) [ph], I was like, "What did they
24	just say?" Because I didn't believe it at first.
25	(b3)(10USC§130)(b6): Right.

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(100SC\$130)(b6): And they're like, a V-22 just crashed off the
 GREENBAY.

3 (b3)(10USC§130)(b6) : Okay.

So as soon as that happened, you'd like to 4 C§130)(b6) think there's a lot of time to think over what's happening, but 5 (b3)(10USC \$130)(b6) said in flight or after, once we de-briefed 6 it, everyone, kind of, went into robot-mode, where you're 7 trained to do this. So you, kind of, just stop doing 8 everything. They said, "Crew in for rescue." I said, "Roger 9 10 that. Unstrapping." By the time they said that, we had already breaken-down the litter, it was already set up. (b3)(10USC§130)(b6) 11 was setting up the litter slings in case anyone had any serious 12 13 back injuries.

At that time, I was putting on my fins. I kept my helmet on so I could keep communication throughout the flight until I actually deployed--if I was to deploy. And asked any of the pilots questions, if they could get any more questions on what happened, the reason of the mishap, so we know what to expect with injuries, and how many people were on.

We were told it was a crew of, like, five--it was two crewmen and it was--we were told, you know, there was a crew, but we don't know if it happened before or after their PAX run (63)(100SC§150)(66): Okay.

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b)(1005C\$130)(b): So it's a huger pertinent pot. And I was like,
 "Well, how many people were on that PAX run?" They said, about -like, twenty-something. There was 26 total.

So at that point, I was thinking all right, well we're 4 going to have to pull out the raft. As they crashed, they 5 didn't have any rafts in the water. So we had the raft ready. 6 7 The litter was in front. We tied down the littler. We were, about, five miles away. We got there in, about, three--I want 8 to say three to five minutes. It was pretty quick. It's not 9 10 lucky that it crashed, but luckily out of any spot it could have, it was right next to the ship. And as soon as we got 11 there, we did one overhead to see how many people we could see. 12 13 And it was just debris everywhere, flak jackets, CMUs from the crew. There were three life rafts that I remember. They're all 14 yellow MPLRs, multi-place life rafts, that we use. So it made 15 16 me think, all right, at least they got their life rafts out of the bird before it went down so people have something. 17

One of the life rafts was overturned, unusable. I saw, like, two on one life raft, like three more survivors on another. The rest were in the water. They already had a boat heading out there. So we kept doing overhead passes to make sure that everyone was confined in that area. We did on overhead pass around the ship to make sure there was no one else where no one knew. At that point, we saw the boat started

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taking people and bringing them in. That seemed that they were
 fine.

We didn't want to deploy me right away, mainly because 3 the boat's already there. So we didn't want to have that rotor 4 wash hit the boat, hit the survivors if there was anyone that we 5 didn't see and, you know, affect them. So we stationed off. We 6 had another V-22 came in the overhead pattern 500 to 1000 feet 7 above us. And they took, I believe, on scene commander at the 8 time. They eventually said they didn't have a lot of SA because 9 10 they were pretty high up, they don't have a flare or anything to Which, at that point, I'm pretty sure that we said, you 11 see. know, we'll take on scene commander. The Greenbay came over and 12 13 said, No, it's okay. We're going to be on scene commander.

The Greenbay was on scene commander. At that point, I 14 wanted (b3)(10USC§130)(b6) to get in contact with the smaller 15 boats, if they could, to see if they have any major/serious 16 injuries that we should take them in a litter to higher level 17 care. Because we are, compared to those boats, our swimmers are 18 19 trained more medically wise than theirs. And it's better if you have, like, a back injury, instead of going from the water to a 20 boat, to a bigger boat, just to be MEDEVAC'd to the BHR, because 21 22 we have a better medical facility, just to take it with us.

23 Unfortunately, the *Greenbay* did not have communication24 with their boats that were on the scene.

25 (b3)(10USC§130)(b6): The tower didn't?

o3)(10USC§130)(b6)

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1

(100SC§130)(66): The tower didn't, correct.

So, at that point, we still--we stayed off and we're waiting for the boat to pick up the survivors. After it had picked up the survivors and brought it to the *Greenbay*--I think they're being hoisted up through a hole in the side of the ship.

6 There was debate on if they wanted to make us on scene 7 commander because we have a lot of SA on the situation. Like, 8 we would ask them, you know, who's injured? How many are there? 9 Any serious injures? And they're like, we don't have SA on the 10 situation. So, to me, it didn't really make scene that they 11 were on scene commander.

At that point, the boat was clear. We made the decision to jump me away from the raft--away from the debris to go in and to get SA on the situation. We didn't know if there was anyone injured or anything about what was happening on the ground. We could just see it.

17 (b3)(10USC§130)(b6): Now, once you're deployed, how are you able to
18 communicate back with the Knight Rider aircraft?

19 by(1005cg150)(b): Normally--so I have an SCU, swimmer control 20 unit, on my vest that attaches to my M-PRIC 149 that's on my 21 vest--on my TRISAF [ph]. We don't have those on this 22 deployment. We did last deployment. I'm not sure why.

23 (b3)(10USC\$150)(b6): What's that piece of equipment called?

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1 (5)(100Sest30)(60): An SCU, swimmer control unit. It's just a
 2 piece that attaches off our main radio so that we can verbalize
 3 with the SAR aircraft.

4 (b3)(10USC§130)(b6): Got it.

6 (b3)(10USC§130)(b6): And you guys haven't had it all deployment?
6 (b3)(10USC§130)(b6): Not deployment, no.

7 So other than that, we use hand signals because once you're down there and you are on the radio, it's hard to hear 8 with the rotor wash and everything. So we jumped. I was about, 9 10 I want to say 100 meters away from the life raft. At this point, none of the boats were around. The only boat wasn't 11 around. It was by the ship still hoisting people. I swam to 12 13 the life raft after I did a 10-and-10 insertions. So 10 knots, 10 feet, jumped in, said I'm okay with my hand signal. I took 14 off. 15

Once I got there, I said, "Is there anyone have any serious injuries? The worst one off is going to come with me." Is aid, "Worst one off, one of you is going to come with me." I didn't really--wasn't very intelligent when I said it, but I was, kind of, excited. Even my heart was pumping because it was a crash.

But I looked in the raft; I counted about 10 that were one it. And they were all sitting on the upper edges of the raft. Some of them had shirts on. Some of them had uniforms on. Some of them didn't have any, like--barely any clothing on,

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which I figured if they're trying to egress, they're probably
 taking off so much clothes, whatnot, as you can.

I'm looking around; as I said that, he was, like, you know, we're fine. And they started looking around and they tapped one guy in the center. He was a (b)(6) . He was the only one sitting in the center of the raft and he was, kind of, spaced out looking. They're calling his name and tapping him and he wasn't really answering. And I said, "All right. Well, him; bring him to me."

10 So they're calling his name, calling his name, and finally he, like, looked up and looked over immediately crawled 11 to me. He had, like, wide eyes and reached out his hand like he 12 13 wanted to get the hell out of there, which I don't blame him at all. So I grabbed him, brought him into the water, got him in a 14 cross-chest buddy tow, which was hard at first because I've 15 never had someone grab my hand so tightly. He did not want to 16 let go. And he was calm for the most part, I started buddy-17 towing him away--so I got him in the water, put him in a cross-18 19 chest carry, which is just having my arm over his chest into his armpit. His hand, at the time, still did not want to let me go. 20 So I started buddy-towing him. I put my hip--as I'm 21 22 swimming, I put my head forward, I start going towards the aircraft. As I'm swimming, I told him to plain out his arms. I 23 24 told him, "You've got to let go of my hand." So I, like--it was

25 awkward. I had my face up and I'm like, "You've got to relax.

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Put out your arms," as I'm swimming. So he did, and he put out
 his arms. He was pretty calm. I had him in the cross-chest
 carry. It made it a lot easier. I kept going. He was,
 probably, about 180 pounds if I had to guess. He was pretty
 built.

As we get closer to the bird, he just--he would want 6 to go vertical. So I have him on my thigh plained out, and I 7 could tell he was getting-he was scared. So he'd go vertical 8 and he'd be like, "What's happening?" Like he didn't understand 9 10 what was going on." I said, "Hey, you've got to relax." So, again, I plained him out, kept swimming. He would do it again. 11 He's like, "What's happening? Don't leave me. Don't leave me." 12 13 He was screaming that over and over and over again. I told him, like, "I'm not going to leave you. You need to relax." So I 14 plained him out again, kept swimming. We get to the rotor wash 15 and the same thing happens. He's like, "What's going on?" He 16 gets up. He's like, "Don't leave me." You know, he's trying to 17 grab my hand again. 18

At this point, he actually plained out, so he wasn't vertical. So he's, like, face-to-face with me. And he, like, put my shoulders underwater, and then put my head underwater. Our procedure is to, you know, push him off, back up, let him calm down and go get him. At the time, we're close to the rescue hook, he's not flipping out to the point when I'm in any danger. I'm very comfortable in the water.

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1 I pushed off him. I turned him around. I grabbed him again. I'm like, "You need to relax." So we keep going and 2 he's, you know, grabbing my hand and my arm. He's like, "Please 3 don't leave me." He's like, "Please don't leave me. I don't 4 want to stay here." So I keep swimming, the strap comes down. 5 I let the strap plant in the water, I hook him up to it. He 6 doesn't know how the strap works. So, generally, with a 7 survivor, how we're trained that's non-combative you tell them, 8 "Hey, put out your arms and get the strap around you." And you, 9 10 kind of, let them know, you know, what's going to happen.

At this point, he just wants to leave, you know, he 11 doesn't want to be there anymore. He doesn't know how to do 12 13 this drop. So I put it around him, I hooked it up right away and I broke off the safety straps. So we have the main strap 14 that comes under his armpits; and the safety straps go above his 15 16 elbows as his arms are over, and then under the strap itself. And then, you attach it and synch it down so there's two points 17 of contact where they can't fall out of it. 18

As I lifted those straps off and put them under, I was looking under water to do it and he had tried to turn the floatation around to the way that he thought it was supposed to be so it was in front of him instead of coming up behind him. So I had to fix it, again, do the straps. Once I got him hooked up, I locked myself in, did my safety checks to make sure that

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we're both hooked up to our hook, that it was locked, then I
 called for the hoist signal.

We started going up. As I was finishing up my safety checks, now he's screaming, you know, "Don't leave me. Don't leave me." The same thing. I brought him up, had my left hand on his head--because when you go up, you don't want them to hit the main mount that's on the right-hand side. I had my other hand up to brace for coming up. I brought him into the cabin, shut the cabin door.

At that point, I assume--the way that we're trained-b3)(10USC\$130)(b6) was informing the pilots survivor's in the cabin door, going through his normal calls. I got hearing protection, eye protection for him because we're going to go to the BHR so he needs that; and, plus, inside the helicopter it's going to be loud, and then an extra piece of flotation that I put around him.

I did an initial quick assessment of him, when I got him in the water, you know, and I asked him, there was no major injuries or anything. He's just shell shocked. He's very scared. He doesn't want to be there anymore. I checked his hands. I checked his lower part of his leg to make sure if there weren't any abrasions or anything, you know, he didn't cut himself--he wasn't bleeding anywhere.

At that point, (b3)(10USC§130)(b6) opened up the right-hand cabin door, once I had the survivor strapped on the left-hand

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side, received the hook, closed the door. We're going back to
 the BHR and I'm just sitting with him and he's just scared out
 of his mind. We got--we landed, you know, we chalk and chained.

I brought the survivor out to medical. I gave them the full debrief. I said that no major injuries. He's shellshocked. He's scared of the impact--or, what I assume, from the impact of the crash most likely. He wasn't a crew member. This could have been his first time in an aircraft and it happened to crash.

10 The medical team looked at him. She was asking me what had happened because the medical team on the BHR had no SA 11 on the situation. So I was telling them, from the comms, from 12 13 the site of the rescue to the BHR we got--at first, it was 22 were found, four were missing. They said never mind, it was a 14 miscount; 23 were found, three are missing. So I told them 23 15 survivors made it out of the crash, three are unknown missing at 16 them moment. We're going to continue the search. Twenty-two of 17 them went to the Greenbay. I picked up the worst one on the 18 19 raft that I found and brought him here. She was thanking me because she had no idea. It was the (b) (6) 20 Ι 21 forget her name.

And then, I had--I believe, a (b) (6) who was also from the department asking the same question. I told them again, "23 [*sic*] missing, 33 are at the *Greenbay*, most likely they're going to be brought back over here because the

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Greenbay isn't--they're not in the position where they can have
 that many people for their medical station. It's not made for
 that many.

So I told them at some point, they're going to be coming back here. I don't know when that is. I don't have any SA on that. And then, I also told them there were two MEDEVACs at the time. One MEDEVAC was from an Australian ship, which didn't end up happening later on. The other one turned out to be the pilot. He was MEDEVAC'd from the *Greenbay* to the BHR

10 (b) (6

I told them to expect that. He's the worst condition out of all of them if he's being MEDEVAC'd here. I wish that we had comms so--and that we had got there and the boat didn't take him right away because I would have much rather have him in the aircraft to BHR hours, you know, quicker than the MEDEVAC had gotten him. But, unfortunately, that wasn't the case. That couldn't happen, but we did end up getting the worst one off that was down there.

I let them know. I grabbed a jacket. I went out. 18 We 19 spun on deck. And then, we continued--later on we continued the search for another six hours for the remaining three. Which, 20 for that time, there's a lot of debris in the water. The whales 21 22 were stirring up. So there was at least, like, 10 whales splashing the water. So I'd call, "Hey, come left for 30--clear 23 24 left and around." You know, I'd call them on three o'clock, 25 four o'clock. And it'd be like, no, it's just whales, when I

1 thought it was a person that was splashing. So it was

2 frustrating.

We had about six boats in the water with all three of 3 our aircraft were out searching. All three ships, the Ashland, 4 the Greenbay, and the BHR all had their lights on and were 5 searching. They were giving us search patterns. And we 6 completed two of them, and then the third one--the third search 7 pattern they gave us, they said it would last three hours. And 8 we got about an hour and twenty into it before we had to land 9 10 because we were completely beat. We landed; debriefed it a little bit. That was, pretty much, the end of it. 11

12 (b3)(10USC§130)(b6): Do you recall the Marine you took from the
13 life raft, had he--did he still have his LPU on? Had he
14 stripped it off?

15 (b)(100SC\$130)(b0): So all the LPUs and everything on that scene
16 were all completely stripped.

17 (b3)(10USC§130)(b6) : Okay.

So he didn't have it. We're trained, if they 18 b3)(10USC§130)(b6) 19 don't have flotation, how to buddy-tow them properly, and I did that. If he was fine, I probably would have left him. I came 20 into this job probably finding out--you got from a rescue 21 22 swimmer to a crewman, that I probably wasn't going to get a rescue anyways. But the condition that he was in, and all his 23 24 buddies, kind of, like, picked him, like, hey, here he is. So I 25 took him.

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b3)(10USC§130)(b6): Would it have been easier for you for the
 actual recovery getting him to the hoist if he had kept his LPU
 on?

4 **(b)(DOUSCALED)(100**: I'm not sure. A lot of the times, we have two 5 ways that we buddy-chest someone; either the equipment or collar 6 tow, which is by the back of their equipment, or through the 7 cross-chest carry. He was a normal PAX Marine I found out. He 8 wasn't a crew member because he still had his--what we would 9 call MWUs--

10

b3)(10USC§130)(b6): His cammies on.

0USC§130)(b6) So I assume that he had the horse collar. 11 He must have stripped it off in the crash. If he did have the 12 13 horse collar and it was inflated, I don't know if he would have been more calm or he would have tried moving around more. If 14 I'm pulling him by the inflation, I still would have done the 15 cross-chest carry. I have flotation on myself. I inflated it a 16 little bit just to give me extra buoyancy and that was 17 sufficient enough. 18

19 (b3)(10USC§130)(b6) : Did he smell like fuel when you were 20 pulling him in--or pulled him into the aircraft, did he smell 21 like fuel?

22 (100505130)(60): I wasn't really paying attention to any smells,
23 but I did notice that when I was sitting in the seat for the
24 remainder of the search, my legs were, like, slicked with I
25 believe sea-dye marker and fuel.

o3)(10USC§130)(b6)

1	(b3)(10USC§130)(b6) : Okay.
2	(b3)(10USC§130)(b6): I could just feel it slimy on my legs.
3	(b3)(10USC§130)(b6) : Did you have any injuries from the
4	rescue? Did you get a rash from the fuel, swallow any of that
5	stuff?
6	(b3)(10USC\$130)(b6) : (b) (6)
7	
8	
9	
10	(b3)(10USC§130)(b6) : Okay.
11	(63)(10USC§130)(66): Atpost-mission and everything like that, you
12	assistedhelped(b3)(10USC§130)(b6) with the SAR report and
13	everything for your particular crew and everything like that?
14	(b3)(10USC§130)(b6): Correct.
15	(b3)(10USC\$130)(b6): You were rebuilding it?
16	(b3)(10USC§130)(b6): I did.
17	(b3)(10USC\$130)(b6): We asked him for a copy of that, so he's going
18	to get a copy of that.
19	(b3)(10USC\$130)(b6): Okay.
20	(03)(10USC\$130)(00): So that'sI don't need anything like that
21	from you, per se. That's the only thing that I think will help
22	us on that part. But at this point, I've pretty much got
23	everything, if you guys are good?
24	All right. So (b) (6) , what we're going to do now is
25	I'll have you stand up and ask you to raise your right hand to

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1 swear or affirm the statement you've provided it the truth to the best of your knowledge. And then, we'll have a little bit 2 of paperwork for you to do, and then we'll be done, okay? 3 3)(10USC §130)(b6): Sounds good, sir. 4 b3)(10USC§130)(b6): Please raise your right hand. 5 [The witness did as directed.] 6 7 63)(10USC\$130)(66): Do you swear or affirm that the statement you've provided is true to the best of your knowledge, so help 8 you God? 9 10 3)(10USC§130)(b6): So help me God. Okay. 11 10USC§130)(b6) 12 (b3)(10USC§130)(b6) : (b)(6), thank you for providing a 13 statement. We're going to ask that you not discuss your statement with anybody else. We're still interviewing 14 witnesses. If people have questions, they want to know what 15 16 you've talked about or if you've spoken to us, you can direct their inquiries to the investigating office, (b3)(10USC §130)(b6). 17 Do you have any questions? 18 19 0USC§130)(b6): No, sir. (b3)(10USC§130)(b6) : All right. This interview is 20 terminated. The time on deck is 11:53. 21 22 [END OF PAGE]

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.



	PRIVACY A	ACT STR	ATEMENT
Name: (b3)(10USC§130)			
Rank/Rate: (b3)(10USC)			
MOS/Job.Title: 4671 C	ombat vid	eogia	Pher
Unit: 3154 MEU Combo	+ Camer	a 7	
DSN & Email: _(b3)(10U	JSC§130)	(b6)	

Today, 19 August, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

 Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

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n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

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t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: 3. In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

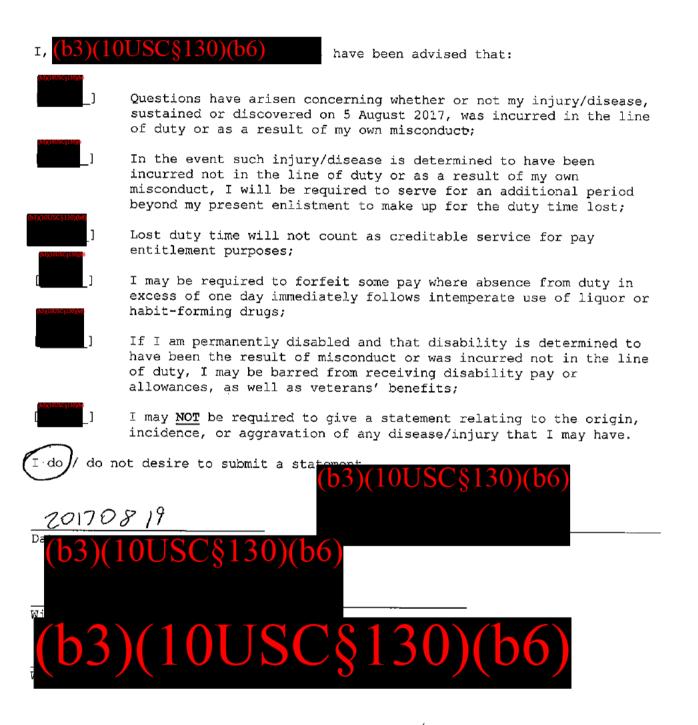
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, for authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."

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WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



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	SWC For use of this form, see AR	DRN STATEMENT 190-45; the proponent of th	is form is ODCSOPS		
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION USS BON	HOMME RICHARD	2. DATE AUG 2017	3. TIME 18:40	4. FILE NUMBER Not applicable	
5. LAST NAME, FIRST NAME	(100SC§130)(66)	6. EDIPI)(10USC§130)(66)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS COMCAM, 31st MEU CE					

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? We traveled by air in a CH-S3E Super Stallion
- 2. If Air, what type of aircraft? (Osprey, 53, etc...) CH-53E SUPER Stallion
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? No they did not.
- 4. If not, did air crew of your aircraft give you an egress/passenger brief?

No they did not

5. What was the nature of the operation at Raspberry Creek? I was to document the embassy reinforcement.

6. How rested were you at the beginning of the operation? I was well rested

- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? It was a night of so Fwas funning on about 4 hrs Of Slee I was pretty fired.
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? No \mp do No+.
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed Yes I completed both training events on May 24, 2017



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? Not Very alert, e Everyone was fired from the field op.

12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? I remember hitting the flight deck and hearing the crewchief yelling "we're going down" 60 I got ain the crash

Possition and put my rebreather in. When we hit the water I flew out of, Seat and across the cabin. I grabbed on to the cabin wall and waited for abou 20-30 Secs to let the gear and other Marines clear out Since I was in the fr. I then opened my eyrsandswam towards the light. once I felt I was a the gunners door. I deployed my LPU and Hoated to the top. I saw and Were picked up about 15 mins lates.

13. Tell us about what you remember after the initial impact?



- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? I Know Ididn't not Sure about anyone else
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? Refer to question 12

16. Did you encounter difficulties with your body armor and/or Kevlar?

No I actually Kept iton until I was out of the bird and swimming towards the life raft Which is whe I dropped my flak and Keular



17. What did you do with your gear/PPE? Dropped it as soon as I was out of the bird. It was Weighing me down.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? Yes I used the air bottle for about 30 Secs and once out of the bird I deployed my LPU.

19. How were you rescued? We Swam to a the life raft and were then picked up by a safety boat.

20. Describe any and all injuries, no matter how minor (including screpess). (b)(6)



21. Describe the quality of medical care you received once aboard Green Bay.

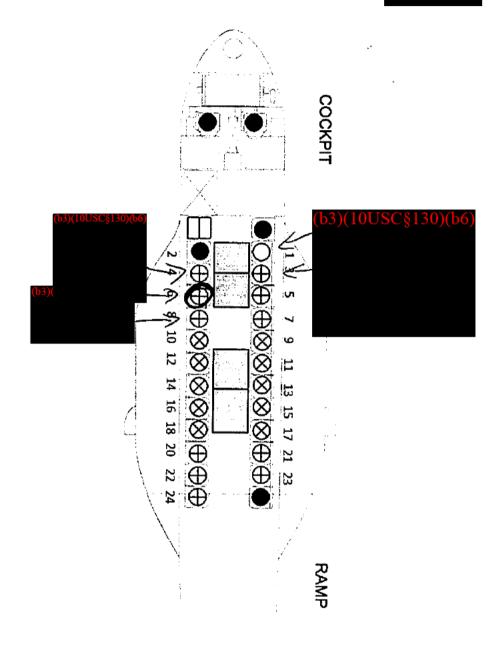
Initials

The medical care was absolutely amazing.

22. Do you have any information that would be helpful to our investigation that we have not asked you?

. . . *

S SEAT NUMBER.



AFFADAVIT

I, (03)(1005C9180)(05) HAVE READ OR HAVE HAD READ TO ME THIS STAT FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MAD CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT O INFLUENCE, OR UNLAWFUL INDUCEMENT.	TEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I BY ME, THE STATEMENT IS TRUE, I HAVE INITIALED ALL TAINING THE STATEMENT HAVE AND E THIS STATEMENT F PUN (b3)(10USC \$130)(b6)CION, UNLAWFUL
WITNESSES:	the Statement)
(b3)(10USC§130)(b0) USS BONHOMME RICHARD (ORGAN (b3)(10USC§130)(b6)	Subscribed and sworn to before me, a person authorized by law to administer caths, thisth day of August 2017. at <u>19:28</u> . (b3)(10USC§130)(b6) (Signature of Person Administering Oath)
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)
1st MAW	(Typed Name of Person Administering Oath)
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oath)
OF PERSON MAKING STATEMENT	PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name: (b3)(10USC§130)(b6)
Rank/Rate: (b3)(10USC§130)(b6)
MOS/Job Title: 0802 - FIELD ARTILLERY OFFICER
Unit: BATTERY G RLT 315
DSN & Email: (b3)(10USC§130)(b6)

Today, <u>**LSAUGUST**</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

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f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

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j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

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1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

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n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

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3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

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in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

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e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

(b3)(10USC§130)(b6) have been advised that: Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct; In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost; Lost duty time will not count as creditable service for pay entitlement purposes; I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs; If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits; I may NOT be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have. I(do)/do not desire to submit a statement.18AUG 2017 Date

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	_	WORN STATEMEN AR 190-45; the proponent of		
AUTHORITY: PRINCIPAL PURPOSE: ROUTINE USES: DISCLOSURE:	PI Title 10 USC Section 301; Title To provide commanders and la Your social security number is Disclosure of your social secur	aw enforcement officials with mused as an additional/alternate	97Dated November 22, 19 teans by which information	may be accurately recorded.
1. LOCATION USS	GREEN BAY	2. DATE <u> </u>	3. TIME 1316	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAM	IE, MIDDLE NAME 10USC§130)(b6)	6. EDIPI	Ь3)(10USC§130)(Ь6)	7. GRADE
8. ORGANIZATION OR ADD		G Bat, BLT 3/5		
		QUESTIONS		
 At the start of [what type of y 		id you get to Rasp	berry Creek tra	ining area (Air, Sea
7 If Air what the	ype of aircraft? (Os	prev 53 etc.		·
-	4-53	prey, 55, ecc)		
	3			
3. Did Green Bay (Combat Cargo give yo	u an egress/passen	nger brief befor	e boarding?
No				
AIR CRE	r crew of your aircr	EAT BELT AN	D LPU TU	
	EMB. REI		e e e	· .
				ny station e e
6. How rested were	e you at the beginni	ng of the operatio	on?	
VD ELI	- RESTED , FUL	L NIGHT SLI	EEP	
•	· ·		•	Osprey) on 5 August?
27 40	URS INTO TH	E OPERATION	WITH L	-2 HOURS OF SO
				the mishap aircraft?
200	S WERE IN	EACH SEAT.		キチナ いん ていき L h? Last date complete
201	O - HELD DUN	UKER		
FED	27,2017-	SWET		
(b3)(10USC§130)(b6)				

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10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

20

- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? VERN ALERT
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

A/C APPROACHED GBY LOW; I COULD SEE OUT THE WINDOW. WAS MOUND HIS HEAD IN AND OUT OF THE WINDOW. I FELT AN UNUSUAL OSCULATION AND THE 4/C DROPPED QUICKLY. I DROPPED MY WEAPON AND GRABBED MY BREATHING DEVICE AND BRACED.

13. Tell us about what you remember after the initial impact?

I was immediatly THROWN ACROSS THE CABIN AS THE A/C TIPPED LEFT AN IMPACTED THE FLIGHT DECK. I HIT THE WALL OUTSIDE THE COCUPIT HEAD FIRST. I WAS DAZZED, THEN INSTANTLY WATER RUSHED IN AND FLIPPED ME AROUND. I RE-INSERTED MY BREATHER, AND FLIPPED ME AROUND. I RE-INSERTED MY BREATHER, AGAIN THEN LOOKED AROUND. IT WAS PITCH BLACK FOR ABOUT 10-20 SECONDS. FINALLY, I FELT WATER STOP SWAM TOWARD THE LIGHT (M3 FEET AWAY), ONTED A/C AND SWAM ABOUT ANOTHER N3 FEET TO THE SORFACE 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

NO; I WAS ESECTED FROM MY SEAT. I MAY HAVE HAD MY HAND ON THE SEAT BECT. 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

I BELIEVE I EXITED FROM THE FRONT CREW CHIEF DOOR WHICH WAS DIRECTLY TO MY RIGHT. I' USED OXYGEN FOR APPY I MINUTE

16. Did you encounter difficulties with your body armor and/or Kevlar?

I WAS UNABLE TO LOCATE MY QUICH RELEASE IN THE WATER. ONCE RECOVERED I FOUND OUT MY P.C. WAS SIDEWAYS AROUND MY BODY.

I BELIEVE THE REVLAR REPT ME FROM BEING RNOCKED OUT. I REMOVED IT ON THE SURFACE.

(b3)(10USC§130)(b6

17. What did you do with your gear/PPE?

REVLAR AND BOOTS WERE REMOVED IN THE WATER

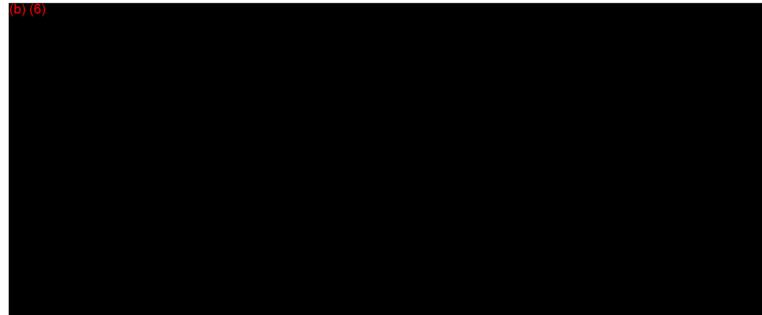
- P.C. WAS REMOVED ONCE ON THE RHIB; IFAC WAS USED TO TREAT INJURED PILOT ASSAULT DACK WAS RECOVERED FROM THE WATER.
- 18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

YES. AIR BOTTLE WAS FULL AND I USED IT. LOU INFLATED AS EXPECTED ON THE SURFACE.

19. How were you rescued?

I was pullED FROM THE WATER DIRECTLY TO THE RHIB. SAR SWIMMER ASSISTED GETTING ME INTO THE BOAT, PULLED ALONGSIDE THE GBY AND CLIMBED THE LADDER.

20. Describe any and all injuries, no matter how minor (including soreness).



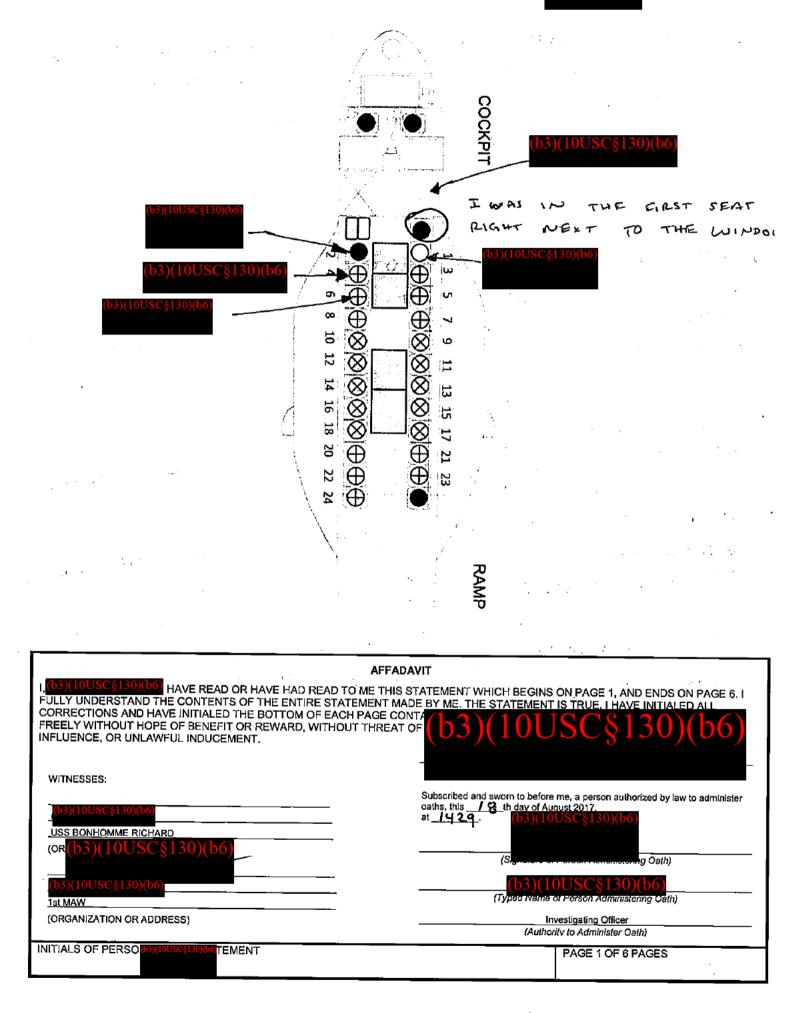
21. Describe the quality of medical care you received once aboard Green Bay.



- 22. Do you have any information that would be helpful to our investigation that we have not asked you?
 - AND RELAND.
- · I WAS A FREQUENT FLYER. FLEW G TOTAL TIMES

THE MARINES FROM THE BATTERY ON THE GREENBAL (HEAD QUARTERS AND CANNON PLATDONS) ARE NOT FREQUENT PLYERS. PRIMARY INSERT PLATFORM IS SURFACE WITH HOWITZERS. PER THE MEL SOP THE BATTERY IS CONTRERS. PER THE MEL EMB REIN. ALTERNATE SURFACE OPTION FOR





		PRIVACY ACT	STATEMENT	
	o3)(10USC§			
	te: (b3)(10USC§1			
MOS/Job	Title: 3531	MOTOR T-	OPERATI	ورز
Unit: 💈	LIII GOLE (CATTERN	•	~ <u> </u>
DSN & EI	mail: (b3)(10)USC§130)(b6)	

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a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

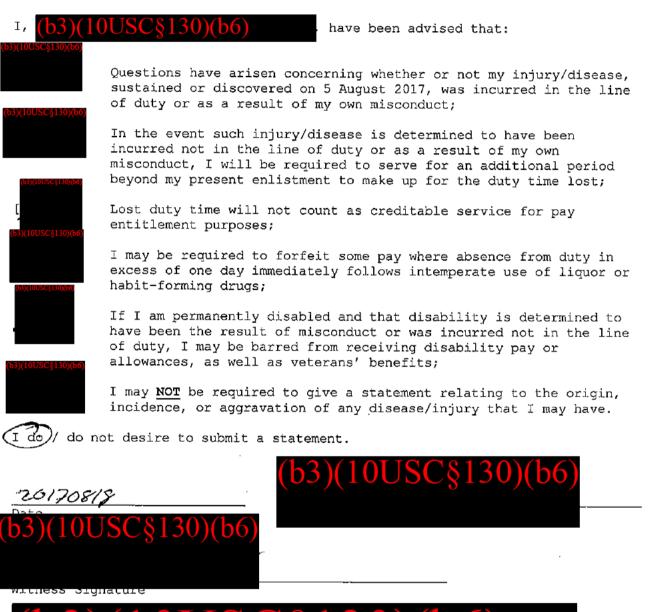
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, fr authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



(b3)(10USC§130)(b6)

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	SWC For use of this form, see AR		TATEMEN ne proponent of t	-	>
AUTHORITY: PRINCIPAL PURPOSE: ROUTINE USES: DISCLOSURE:	PRIV Title 10 USC Section 301; Title 5 U To provide commanders and law en Your social security number is used Disclosure of your social security n	SC Section forcement as an ad	t officials with m ditional/alternate	97Dated November 22 eans by which informa	ation may be accurately recorded.
1. LOCATION	GREEN BAY	2. DATE	_ AUG 2017	3. TIMË 10.54	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST	(100SC§130)(88)		BLT 3/5	33)(10USC§130)(66)	7. GRADE/STATUS

QUESTIONS

 At the start of the mission, how did you get to Raspberry Creek training area (AT), Sea [what type of vessel])?

Ain-Helicopter

2. If Air, what type of aircraft? (Osprey, 🕄) etc...)

CH-S3

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

No, Con NO, I did not get a brief from combat 4. If not, did air crew of your aircraft give you an egress/passenger brief? (ang), Yes, just & minor brief telling us to bear eyens an

CANAD. 5. What was the nature of the operation at Raspberry Creek?

NON-Lethal training With Embassy reinforcements.

6. How rested were you at the beginning of the operation?

Well rested, The night Alor I SIEPE 6 hours.

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?

The hight prior I stept 4 hours, but I filt Wh risted I was wish awake and aware hour top prior 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? NO, I do not rumember getting any brief by the M. CNOW. 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date complete

YES, I have completed SWET training only. Last de completed Was 20170227.



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

SWET TRAINING.

11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I Was alert because I have already houre that OSPREY face a little odd which flying. Other Passengers 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? I remember the alreadth hit Once, then is hit again and I flew to prove of the aircraft because I couldn't Put my scatbelt on because one of the buckles bouldn't move. After that I DUST remember bitting the Water.

13. Tell us about what you remember after the initial impact?

I flew to the bont of the archatt billinge my Scatbult has The openative. Then the gen fell on top of other people and me. Then I fett the britter, So I begen to KICK theres around, but it was too that I was antward Under where,



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

WO. I did not see anyone do shart.

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? I COULDN/H See it has dave I hidn't vulnized in lifes were closed. I opened my eyes I still see dave since I has failing the pose of the airCraft. I felt Ropph moving abound me and kicking. I two around and I See light I start swimming towards I athur get out, I will the brails of UPU and SUMPOUL of the air craft.

16. Did you encounter difficulties with your body armor and/or Kevlar?

45, mile I has in the water I couldness the presse colde I don't know If I while break ON it some how got stuck.

17. What did you do with your gear/PPE?

I took it of when I was in the Wash' and Some just got lost during the Whole thing

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

Yes, I did, the beads with the LPO Work fine When I Milled them the 17the Vest influted, but While I has in the batter it inflaved again, I don't Know it it did that because it didn't inflate Property the first time. Mill all that Was below one word I attempted it attempted to use the I didn't set any air. I how were you rescued? By the Marry on a Small boat, one of the State griss Parce closer to the boat then they folled white the boat.

20. Describe any and all injuries, no matter how minor (including soreness).

21. Describe the quality of medical care you received once aboard Green Bay.

I was satisfied they all seets attentive and very to help with Whatever are necessid.

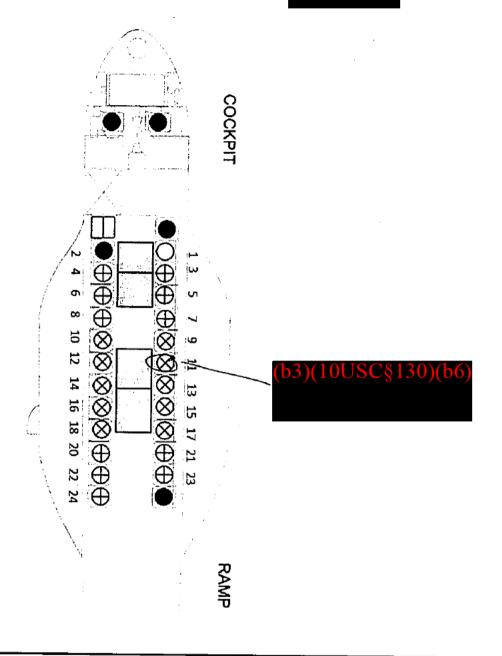
22. Do you have any information that would be helpful to our investigation that we have not asked you? T (1), (1,), (1,

asked you? I fult that the air one was rishing US, to Sit down and Rit our surberts on

(b3)(10USC§130)(b6)

23. SEE DIAGRAM: CIRCLE YOUR SEAT NUMBER. DRAW AN ARROW TOWARD

SEAT NUMBER.



AFFADAVIT

00, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT, I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT. AND WITHOUT COERCION LINLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this_ at_//_37 18 th day of August 2017. 3)(10USC§130)(b6 USS BONHOMME RICHARD (ORG) NIZATION (Signature of Person Administering Oath) b3)(10USC§) l30)(b6 (Typed Name of Person Administering Oath) 1st MAW (ORGANIZATION OR ADDRESS) Investigating Officer (Authority to Administer Oath) ERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name: (b3)(10USC§130)(b6)	
Rank/Rate: (b3)(10USC§130)(b6)	- /
MOS/Job.Title; (b3)(10USC§130)(b6)	
Unit: 2/11 GBAT BLT 3/5	
DSN & Email: (b3)(10USC§130)(b6)	

Today, <u>18 AUG</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

31

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 781-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

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b. Determinations on disciplinary or punitive action.

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d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

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h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

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b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

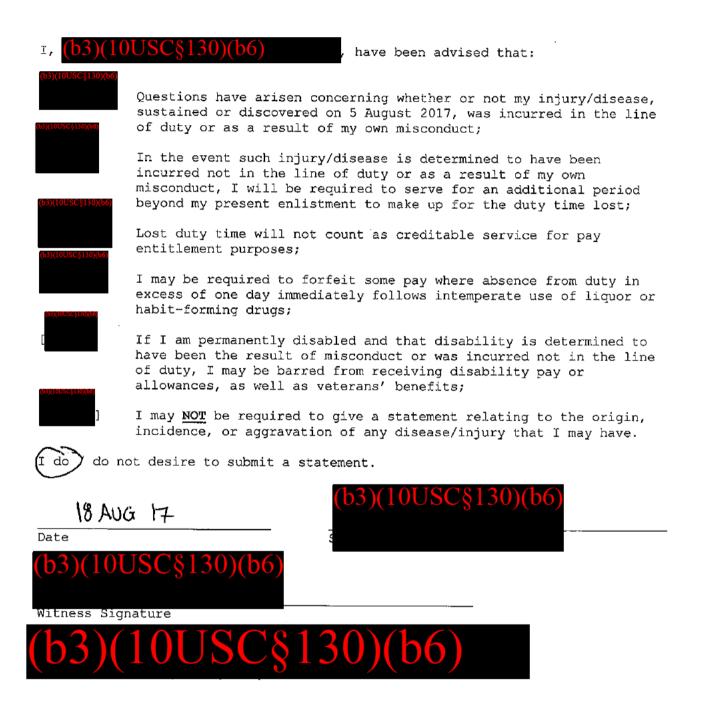
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e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."

(b3)(10USC§130)(b6)

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



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	For use of this form, see Al	ORN STATEMEN R 190-45; the proponent of	-	3
AUTHORITY: PRINCIPAL PURPOSE: ROUTINE USES: DISCLOSURE:	PRIV Title 10 USC Section 301; Title 5 I To provide commanders and law Your social security number is use Disclosure of your social security	enforcement officials with me ad as an additional/alternate	97Dated November 22 neans by which information	ation may be accurately recorded.
1. LOCATION USS GREEN BAY		2. DATE <u>10</u> AUG 2017 ()957		4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NA	(10USC§130)(b6)	6. EDIPI	53)(10USC§130)(56)	7. GRADE/STATUS
8. ORGANIZATION OR AD	DRESS	G Bat, BLT 3/5		1

1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? Air Via , CH-53

If Air, what type of aircraft? (Osprey, 53, etc...)

CH-53

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? \mathcal{NO}

4. If not, did air crew of your aircraft give you an egress/passenger brief? NO

5. What was the nature of the operation at Raspberry Creek?

Non-lethal Embassy reenforcment

6. How rested were you at the beginning of the operation?

Very Well rested (8+ hours of sleep)

- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? Fairly rested (41+ hours of Sikep With a 30 min nap Prior to being picked UP)
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date complete \dot{NO}



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

NO

- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? Awake & alert. Most other passengers were awake for the madority of the flight from what I witnessed.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? We began our decent twords the USS Greenby in a side-side Swaying motion. There was a loud mechanical Whring sound above its that got louder as we came close to the flight deck. Suddenly there was a crash and the MV-22 SPUN from the flight deck and crashed into the water. I would like to note that the sound emited from the MV-2 directly before the crash seemed abnormal to both myself a other members of the Crew as I noticed various marines beco

13. Tell us about what you remember after the initial impact?

Upon impacting in the water, I dumped from my Seat and began attempting to remove PPE & gear from my person. I was only successful in removin my keviar as I was immedietly hit by a blast from the left & then thrown forward into the water. I struggle to Push twords the rear but was crushed beneath the excess gear we were carrying from the days OR. While underwater I managed to Free my arm LPU proved to be empty and I continued attempting I swarm to Crew cheifs window and exited my-22. 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely

settled in the water? I was never buckled correctly as most of my seat belt was burried beneath our gear. I saw multiple Mari to include our co, esected from their seats.

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

To be Frank, once, we began to sink I was trapped beneath our gear/Pallets and assumed I was to die. Knable to move & with my LPU out of oxygen, I made peace with my god as the ocean got colder and darher around me. As we sank further, the shouts and screams of my comrades Faded away leaving nothing but silence. Trapped and alone I sat for What felt like a lifetime gulping in seawater and fule while trying to hold off the inevitable. Finally, as the bird sank further it rolled and I was freed. Once released I recoiled from the wall of gear and pullets the cocpit. A piercing shaft of light overcame me the crew-cheifs door and I crawled through it into the sea

16. Did you encounter difficulties with your body armor and/or Kevlar?

No



17. What did you do with your gear/PPE? Discarded it upon surfacing.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

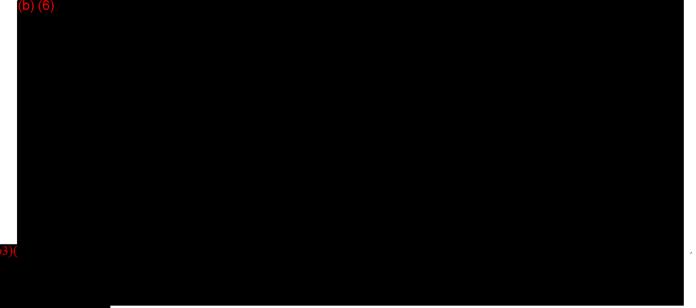
" My LPU inflated with the assistance of another marine.

My Air Bottle was empty and I noticed this during the flight.

19. How were you rescued?

Myself and three other marines inflated our LPUs and linked arms once we surfaced. As we hicked twords the USS Greenbay, One of the rescue boats Picked us up and we instructed them to go to the life rafks and retrive casualties.

20. Describe any and all injuries, no matter how minor (including soreness).



21. Describe the quality of medical care you received once aboard Green Bay.

The quality of medical care was outstanding.

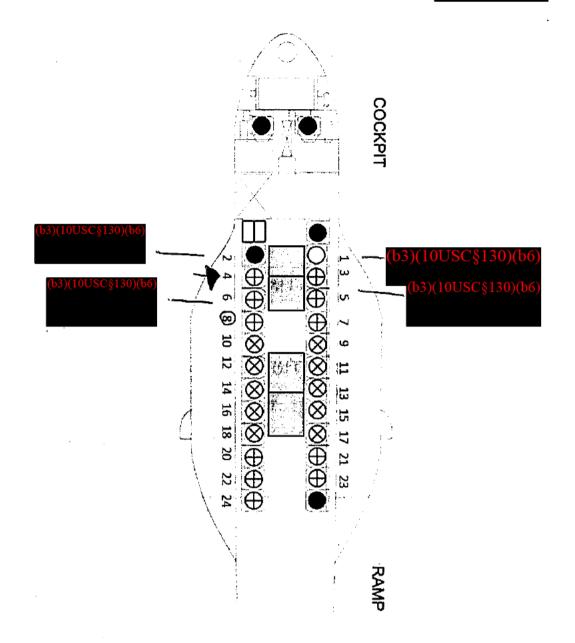
22. Do you have any information that would be helpful to our investigation that we have not asked you?

When treating the pillot who was induce during the Crash, he was unable to instruct me to properly remove his harness or remove it himself. This may have been due to shock, and I do not wish to speculate on what traning he may or may not have received but this did Strike me as odd.

I would definetly reccomend including Strap cutters with any future LPU Packages.



23. SEE DIAGRAM: CIRCLE YOUR SEAT NUMBER. DRAW AN ARROW TOWARD (03)(1005C\$130)(06) SEAT NUMBER.



AFFADAVIT

30)(66) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6.1 FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE, I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT 0USC81INFLUENCE, OR UNLAWFUL INDUCEMENT. Statement) WITNESSES: Subscribed and swom to before me, a person authorized by law to administer oaths, this to the day of August 2017. at 1035 th day of August 2017. 10US3010 USS BONHOMME RICHARD 30)(b6 15 hUSMC USMC (Typed Name of Person Administering Oath) 1st MAW Investigating Officer (ORGANIZATION OR ADDRESS) (Authority to Administer Oath) INITIALS OF PERSON MAKING STATEME PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT Name: Rank/Rate: MOS/Job. Title: N control Marine ine. GT Bty Unit: DSN & Email:

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.p. Admiralty claims. 10 U.S.C. § 7622-7623.

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y. Public Vessels Act. 46 U.S.C. §§ 381-790.

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g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the з. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

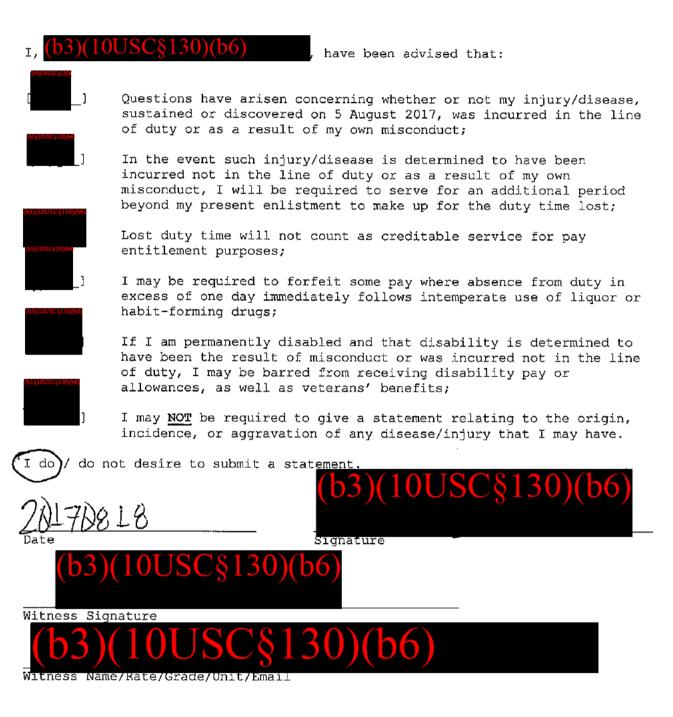
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER USS GREEN BAY 19 AUG 2017 10 2017 Not applicable					
5. LAST NAME, FIRST NA	ME, MIDDLE NAME (10USC§130)(b6)	6. EDIPI	USC§130)(66)	7. GRADE/STATUS	
8. ORGANIZATION OR AD	DRE\$\$	G Bat BLT 3/5			

QUESTIONS

 At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])?

Air

2. If Air, what type of aircraft? (Osprey, 53, etc...)

CH-53

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

4. If not, did air crew of your aircraft give you an egress/passenger brief?

5. What was the nature of the operation at Raspberry Creek?

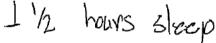
Embassy Reinforcement training for AIT

6. How rested were you at the beginning of the operation?

7 hours of skep

Nn

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?



8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date complete:

Yes, SWET



- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? Low, SOME passengers were as askep
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

The Ospirey made its approach to the flight deck and I felt a bump when it first made contact with the deck, The aircraft then we began to tilt and Upside down when we hit the water.

13. Tell us about what you remember after the initial impact?

I did not have my harness on so I was thrown from my scat when we hit the water. I began climbing toward the primary exit, but was struck by something and fell.



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

15. What happened to you once the Osprey was in the water (how you got out, what you did in Doce in the water I began climbing toward the the ocean)? primary exit, but was struck by something and fell to when the water had risen. (1) (6) activated the portside emergines a life vaft and got in. I helped treat the injured pilot and whited for the rescue waft to come,

16. Did you encounter difficulties with your body armor and/or Kevlar? I could not find my seat harness because My plate carrier obstructed my vision and limited my ability to move. When attempti to exit my gas mask got caught on the exit and I had to be pushe through. When I tried to remove my plate carrier it got tongled with my Ipu and gas mask.



17. What did you do with your gear/PPE? I versued all my spor in the ocean.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

I used my LEV and air bottle, yes

19. How were you rescued?

I was resourd by a rib craft.

20. Describe any and all injuries, no matter how minor (including soreness)



Initials

21. Describe the quality of medical care you received once aboard Green Bay. Cursory inspection immediately after boarding. Thourough inspection ofter in Mcd Bay, Checks every 30 minutes for 2 hours, held wotil next maring.

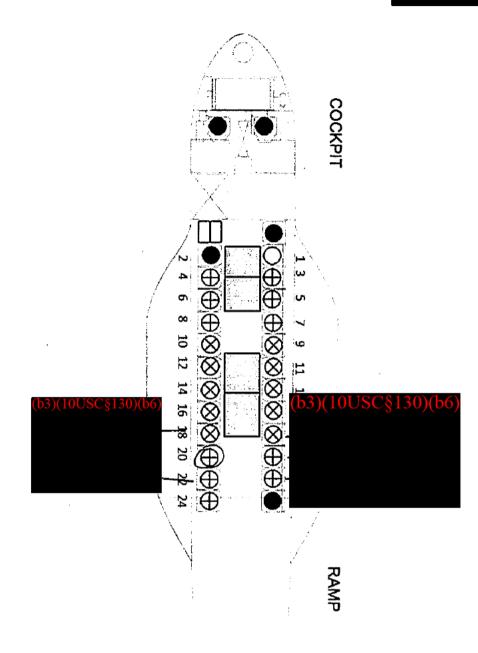
22. Do you have any information that would be helpful to our investigation that we have not asked you?

flights: 2



23. SEE DIAGRAM: CIRCLE YOUR SEAT NUMBER. DRAW AN ARROW TOWARD

SEAT NUMBER.



AFFADAVIT

FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. (Signature of Person Making the Statement) WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this $\underline{18}$ th day of August 2017. at $\underline{1738}$ (b3)(10USC§130)(b6) 3)(10USC§130)(b6 USS BONHOMME RICHARD 130)(b6 USC 13 ammistering Oath) (Typed Name of Person Administering Oath) 1st MAW Investigating Officer (ORGANIZATION OR ADDRESS) (Authority to Administer Oath) N MAKING STATEMENT INITIA PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name: (b3)(10USC\$130)(b6)	
Rank/Rate:	
MOS/Job Title: 08//	
Unit: 3/5	
DSN & Email: (b3)(10USC§130)(b6)	

Today, $\partial \hat{x} / / 7$, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$\$ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and The records are also furnished to agencies of the systems. Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, for authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."

(b3)(10USC \$130)(b6)

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

have been advised that: 0USC8130)(b6 Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct; In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost; Lost duty time will not count as creditable service for pay entitlement purposes; I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs; If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits; I may NOT be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have. / do not desire to submit a statement. 70170816 Signature Date Witness Signature

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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER USS GREEN BAY 17 AUG 2017 1841 Not applicable					
5. LAST NAME, FIRST NAME, MIDDLE NAME (03)(10USC§130)(06)		6. EDIP! (63)(10USC§130)(66)		7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5					

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? Air,
- If Air, what type of aircraft? (Osprey, 53, etc...)
 53
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? Combat Largo gave a filef on the felfenthes
- 4. If not, did air crew of your aircraft give you an egress/passenger brief? $N\mathcal{J}$
- 5. What was the nature of the operation at Raspberry Creek? fmbassy reinform on f
- 6. How rested were you at the beginning of the operation? I was well rested
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? T had 2 hours of Sleep.
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? NO
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completec SWET JUNC 16,2016



- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training? NO
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I way wide awake, some prosent were Sterring.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? All I remember was looking out the last back.

13. Tell us about what you remember after the initial impact? I tememics bags Flying, and then I cooked out

the back



- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? NO
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

I remember taking My Kevin off, and locking up and sceing the lack exit. Then I they to get out but my less where stack with all the gers. Then when I was unles water I open my eyes and It was pitch black. Then I taked to find my releather but I could not find it. I started to drink the water tunning out of breath. I was still stuck. I then see some light and some how managed to get my self thee and swim My way out three the back. The Tail of the fleto was still above water I then sumper into the ocean, I then was also to infinite my vest and started swiming when I saw also to infinite my vest and started swiming when I saw isolows, he seemed to be in sock so me and isolows.

16. Did you encounter difficulties with your body armor and/or Kevlar? My pinte Rolling would get cash on sea 2004.



17. What did you do with your gear/PPE? I + ork i + off

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? NO I contain find the hole

19. How were you rescued?

By a lost, rook is lack to the ship

20. Describe any and all injuries, no matter how minor (including soreness). The

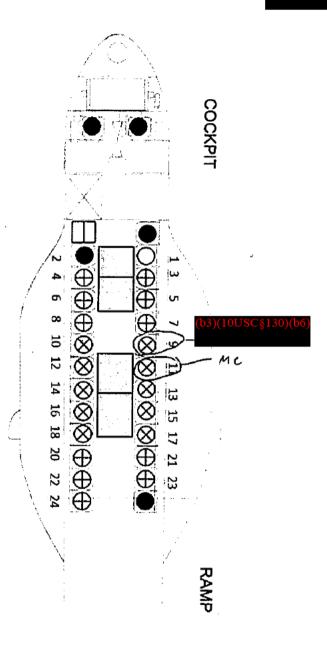


21. Describe the quality of medical care you received once aboard Green Bay. I was examined then took a showed; they then took 2 OX-Fixes of My Chest, and Checked my Vitle every hand.

22. Do you have any information that would be helpful to our investigation that we have not asked you? NO



SEAT NUMBER.



AFFADAVIT

HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. O (Signature of Person Making the Statement) WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this_ at パロン th day of Aug 2017 USS BONHOMME RICHARD L30)(b6)(10USC§130)(b6 π 1st MAW (ORGANIZATION OR ADDRESS) Investigating Officer (Authority to Administer Oath) INITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

(b3)(10USC§130	PRIVACY ACT STATEMENT
Name: (63)(10USC§130)(66)	1515067941
Rank/Rate:	
MOS/Job.Title: 5045	SPPLY Admin
Unit: $\tau/11$ Lot	,
DSN & Email: $(b3)(100)$	JSC§130)(b6)

Today, 1 August, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

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1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

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g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

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m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

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.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 781-790.

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b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

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b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

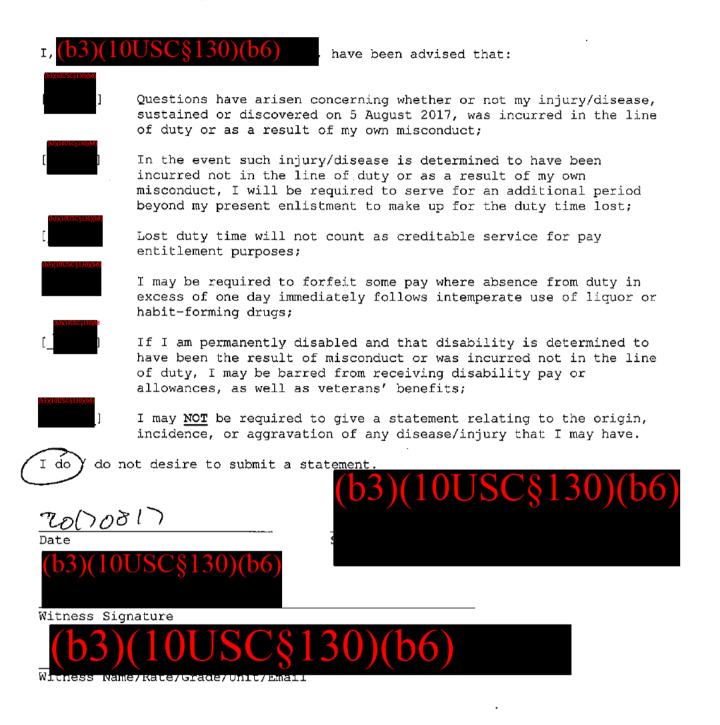
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

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WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



. . . .

SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION USS	GREEN BAY	2. DA	TE AUG 2017	3. TIME	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAME, MIDDLE, NAME (03)(10USC§130)(06)			6. EDIPI (63)(100SC§130)(65)		7. GRADE/STATUS
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5					

QUESTIONS

 At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? A;/

2. If Air, what type of aircraft? (Osprey, 53, etc...)

53

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

No

4. If not, did air crew of your aircraft give you an egress/passenger brief?

NO

5. What was the nature of the operation at Raspberry Creek? Partially Cloudy 5Lie5

6. How rested were you at the beginning of the operation?

well rested

- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? 7.-3 hors of Sleep
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?

Ŋυ

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date complete

NO



- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training? NO
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers?
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

Bird sounded sketchy

13. Tell us about what you remember after the initial impact?

was about a 2 second pause and then when everyone fait



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

I Did not

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? I exited the Side energy hatch, sham to the life raft

here people on the life raft and acclud and to the plot

16. Did you encounter difficulties with your body armor and/or Kevlar? Yes, coudn't pull encours receive on fight



17. What did you do with your gear/PPE? took At off in the ocean

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as

I did not use any scriminal equipement (Air Bottle) but I used my LPU

19. How were you rescued? rescue boat

20. Describe any and all injuries, no matter how minor (including soreness).



Initials

21. Describe the quality of medical care you received once aboard Green Bay.

22. Do you have any information that would be helpful to our investigation that we have not asked you?

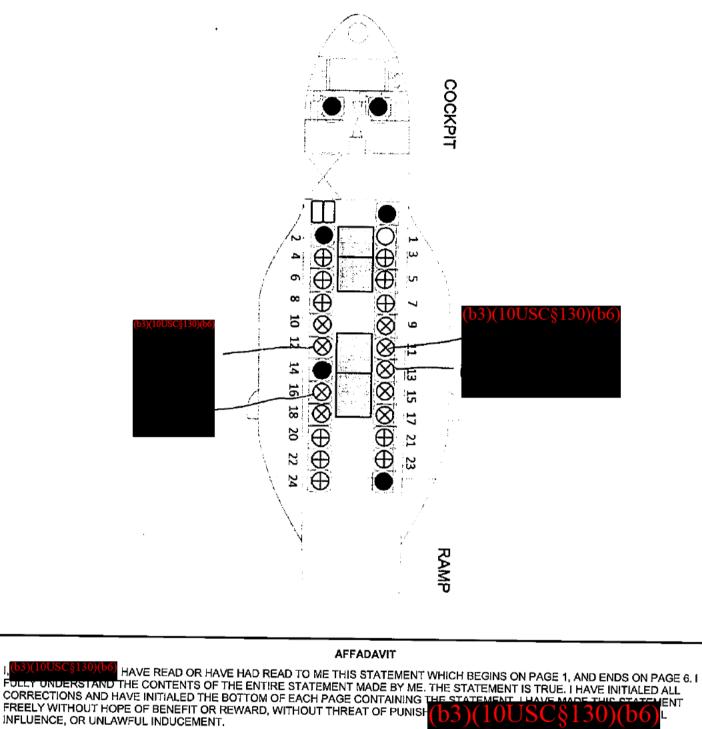
NA



Initials

)(10USC§130)(b6)

SEAT NUMBER.



(b3)(10USC§130)(b6)	
	Subscribed and sworn to before me, a person authorized by law to administer oaths, thisth day of August 2017. atth <u>(b3)(10USC§130)(b6)</u>
(ORGANIZATION OR ADDRESS)	(\$
1st MAW	(Typed Name of Person Administering Oath)
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oath)
NITIALS OF PERSON MAKING STATEME	PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name: (b3)(10U	JSC §130)(b6)		
Rank/Rate:	(C) A HOUCE AND A			
MOS/Job Title:	Obiz	tactical	Switchbaund	operator
Unit: 2/11	6			—
DSN & Email:	(b3)(10U)	SC§130)(b	6)	·
	· · —			

Today, <u>17</u> August, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

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n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

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v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

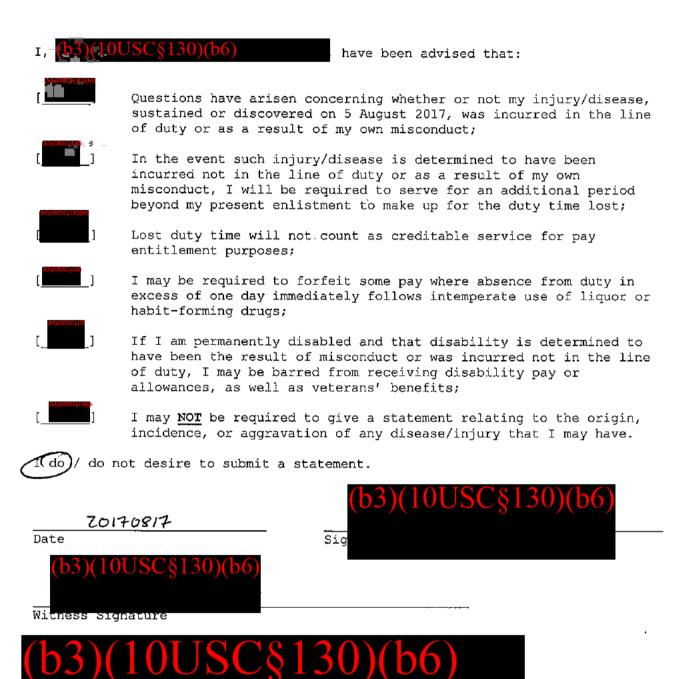
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."

(b3)(10USC§130)(b6)

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



6 . . .

SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS				
AUTHORITY: PRINCIPAL PURPOSE: ROUTINE USES: DISCLOSURE:	PRIV Title 10 USC Section 301; Title 5 U To provide commanders and law e Your social security number is use Disclosure of your social security r	nforcement officials with me d as an additional/alternate	7Dated November 22, 19 ans by which information	n may be accurately recorded.
1. LOCATION USS	GREEN BAY	2. DATE AUG 2017	3. TIME 1643	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAME, MIDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI (b3)(10USC§130)(b6) 7. GRADE/STATUS				
8. ORGANIZATION OR AD	DRESS	G Bat, BLT 3/5		

QUESTIONS

 At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])?

Air, 53

2. If Air, what type of aircraft? (Osprey, 53, etc ...)

53

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

I personally do not remember getting a brief,

4. If not, did air crew of your aircraft give you an egress/passenger brief?

As I said in question 3, I do not personally remembers

5. What was the nature of the operation at Raspberry Creek?

An Embassy reinforcement with rist control gear and how lethal capabilities

6. How rested were you at the beginning of the operation? I had around b hours of Skeep

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?

I had maybe z or 3 hours of sleep

8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?

I do not

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date complete

NO I have not



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

NLA

- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I was relatively alert because t was awake
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

I remember looking at (b3)(10USC§130)(b6), we both shook our heads, and then we hit.

13. Tell us about what you remember after the initial impact?

I remember getting thrown towards the cockpit (I was still restrained in my seatbelt), almost everyone said "what the fuck". I stared at the ground towards the cochpit experting hot to see anything, but then we hit the water, and all I saw was water.



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

I unbuckled Mine and I don't remember sceine anyone else take of theirs because I was focused an My Ju 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

as we hit the water and Ŧ Saw Alace AS. Soon Osprey filling up with water I immediately worked down at my seatbelt and attempted to take it OFF. It couldn't have been more than 5 seconds before I was completely submerged under water. When a became submerged couldn't see anything, just pitch black. I tried to get T but there was so much gear, and so many people moving around that I couldn't more myself. So I didn't try and get ur again, but insteared mored my arms back and forth like I was troubling water so I could feel what was going on around me. I didn't know where my hose was for my breathing so I just held my breath. When I felt no one else ckiril me I tried to get up again. when I tried besides mouring to get up my LPU tightered around my neck because it on something so I took offer my kevlar and was stuck took off my Litue uster I tried to get us offer that my flak got caught on something as well. I felt around My to find what it was stuck on and tried puning Aak to get it unstuck. It was around this time when I couldn't my breath any longer and I started drowning. I was hold I scanned the durkne get my flak washick and able to a way to get out. I lociked to my agreer right and for light so I swam to it and eventually surfaced. Saw

16. Did you encounter difficulties with your body armor and/or Kevlar?

Yes. My LPU got stuck on something so I tried to take it off, it got situck on my keviar so I took my keviar off and then proceeded to take my LPU OFF. Afte that my flash got stuck on something as well and I was able to get it unstuck.



17. What did you do with your gear/PPE?

I took it all OFF

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? NO, I didn't know where my hose was for my breathing device because it pitch black

19. How were you rescued?

was picked up in a boat. t

20. Describe any and all injuries, no matter how minor (including soreness).

(b) (6)			



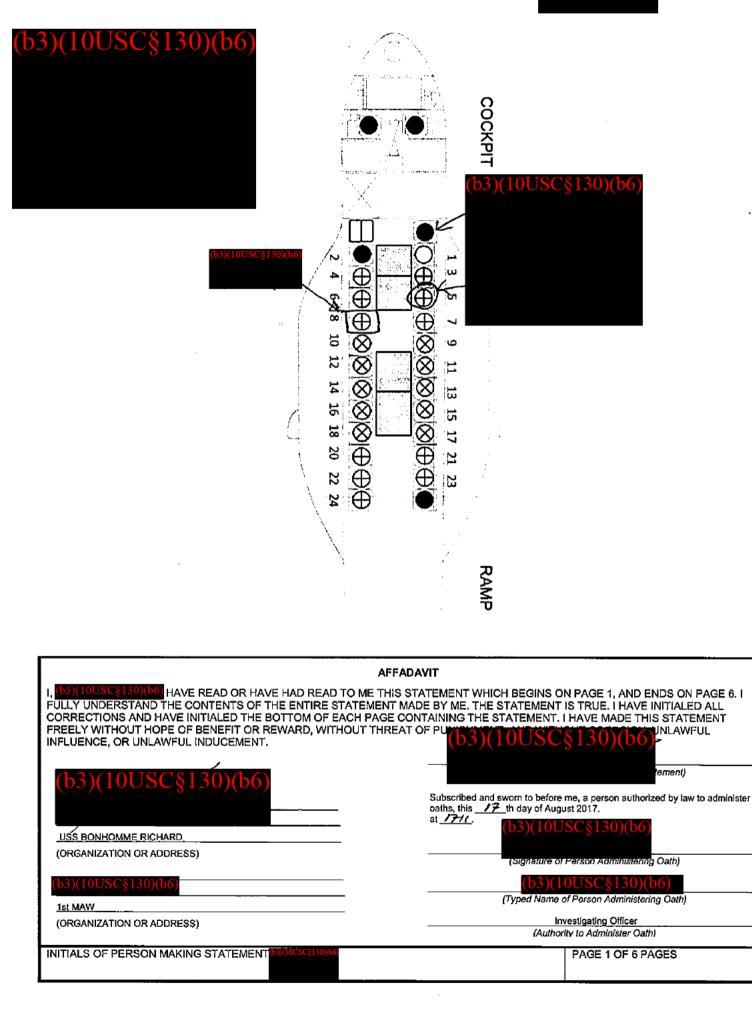
21. Describe the quality of medical care you received once aboard Green Bay.

- I wowild suy good quality, I was given dry Notles, a she multiple blankets, I dod a lot of tests, and I was given an IV because I had very high blood pressure and was very dehydrated
- 22. Do you have any information that would be helpful to our investigation that we have not asked you?
 - some peoples air bottles didn't have air
 - = some peoples breathing devices didn't even work
 - I was told that when crashes happen there's supposed to be lights that light up around the window, there so the hights didn't work because there were hone



23. SEE DIAGRAM: CIRCLE YOUR SEAT NUMBER. DRAW AN ARROW TOWARD

SEAT NUMBER.



PRIVACY ACT STATEMENT Name: Rank/Rate: MOS/Job Title: 0811 /LOCAL SECURITY CHIEF Unit: 2/11 GOLFBTRY DSN & Email: (b3)(10US(

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c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

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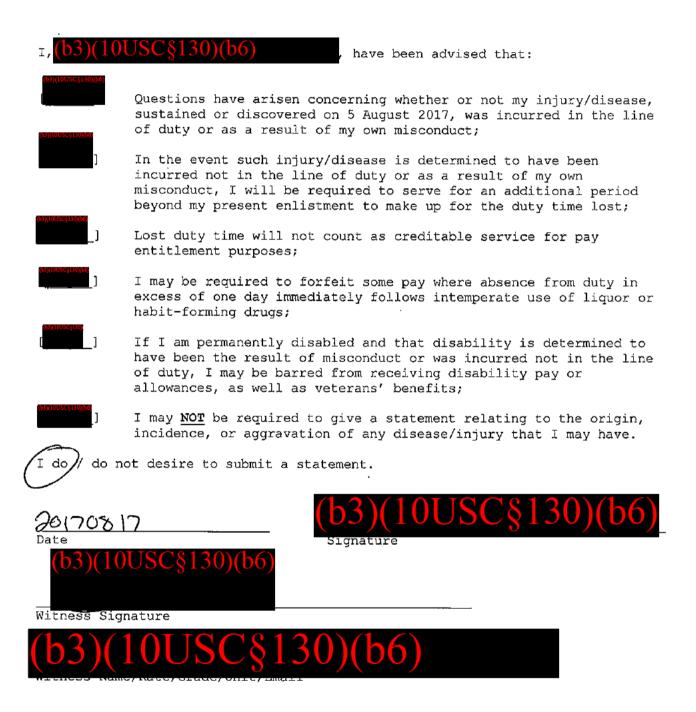
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WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



_____ _____ . . .

•	PRIVACI	ACT	STATEMENT
Name: (b3)(10USC	§130)	(b6	
Rank/Rate: '			
MOS/Job Title: OSI			
Unit: 2/11 Golf			
DSN & Email: -(b3)(1	0USC	\$11	30)(b6)

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h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, fr authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

I, (b3)(10USC§130)(b6)

, have been advised that:

Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;



In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;



Lost duty time will not count as creditable service for pay entitlement purposes;

I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs;



If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits;



I may <u>NOT</u> be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.

I do)/ do not desire to submit a statement.

<u>20170818</u> Date	(b3)(10USC	C§130)(b6)	
(b3)(10USC§130)(b6) Witness Signature			
(b3)(10USC§	130)(b6)		

Witness Name/Rate/Grade/Unit/Email

	RN STATEMENT 190-45; the proponent of the	is form is ODCSOPS		
For use of this form, see AR 190-45; the proponent of this form is ODCSOPS PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) To provide commanders and law enforcement officials with means by which information may be accurately recorded. Your social security number is used as an additional/alternate means of identification to facilitate filling and retrieval.				
DISCLOSURE: Disclosure of your social security number is voluntary. 1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER				
USS GREEN BAY				
(b3)(10USC§130)(b6)			(3)(1056330)	
8. ORGANIZATION OR ADDRESS	G Bat, BLT 3/5			
<u>QUESTIONS</u> 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea				
[what type of vessel])?	air			
2. If Air, what type of aircraft? (Ospre	y, 53, etc)			
	53			
3. Did Green Bay Combat Cargo give you a	n egress/passenç	er brief before	boarding?	
yes				
4. If not, did air crew of your aircraft give you an egress/passenger brief?				
no				
5. What was the nature of the operation at Raspberry Creek?				
non-leathal/security terms training excharge				
ů -				
6. How rested were you at the beginning	of the operation	1?		
Well restod				
7. How rested were you when you got pick	ed up by the mis $l-3$ hrs		sprey) on 5 August?	
1-2 mg areas				
8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?				
no				

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed?

SWET trainer, 201702

:



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

SWET qualifical

11. On the return flight to Green Bay, what was your general level of alertness? Other passengers?

I was asleep

- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?
 - There was a loud bump that rocked the bird, Then I saw the CO fly from his sent and all a lot of water started pouring in from The batch beside his seat. I was wearing my sent bett

13. Tell us about what you remember after the initial impact?

See number 12



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

n Ò

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

I put my rebreather in and porged it to get air, then I inbuckked my sent but + and tried to swin to the rear of the bird. Everything Was dark, I couldn't see much but I felt it roll, mainly toes I hit my head. I spent a little bit trying to find my way out inflated Then I saw light and swan towards it. Once I was out of The Poly bird I swan to the surface. I Then climsed on the botton of Surface The osprey to catch my bearing and figure out my surrounds. from There I swam to a life raft.

16. Did you encounter difficulties with your body armor and/or Kevlar?

it was extra wetget that made it hard to swin,



17. What did you do with your gear/PPE?

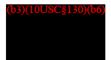
dropped it / took it off in the water

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

19. How were you rescued?

boat frontherunber picked us up.

20. Describe any and all injuries, no matter how minor (including soreness). (b)(6)



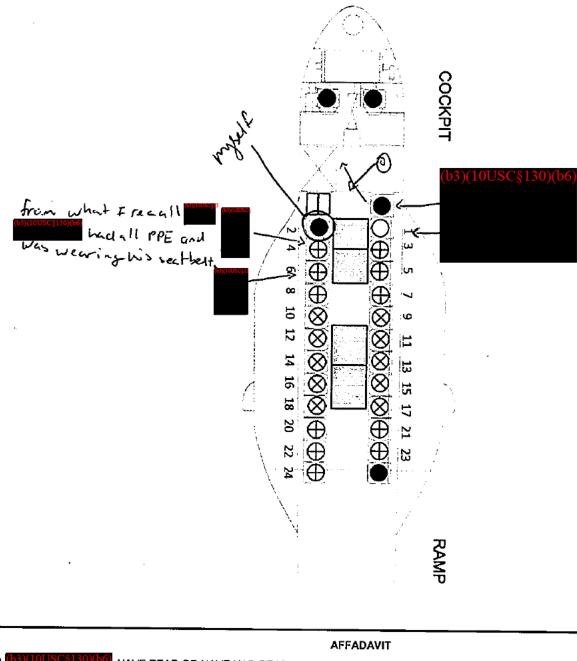
21. Describe the quality of medical care you received once aboard Green Bay.

Very word, immedity after getting abound The Green Bigue here chellen and taken to the meet bug whore we were received and allower to shower and given blackets and food.

22. Do you have any information that would be helpful to our investigation that we have not asked you?

NO

(b3)(10USC§130)(b6



HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT CON UL INFLUENCE, OR UNLAWFUL INDUCEMENT. ()WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this 18 th day of August 2017. at_0848 . USS BONHOMME RICHARD (ORGA 130 (Signature of Person Administering Oath) (b3)(10USC§130)(b6 USMC (Typed Name of Person Administering Oath) 1st MAW (ORGANIZATION OR ADDRESS) Investigating Officer (Authority to Administer Oath) NITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS				
AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.				
1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER USS GREEN BAY AUG 2017 Not applicable				
5. LAST NAME, FIRST MAME MUDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI (b3)(10USC§130)(b6) 7. GRADE/STATUS				
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5				

QUESTIONS

1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])?

2. If Air, what type of aircraft? (Osprey, 53, etc ...)

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

4. If not, did air crew of your aircraft give you an egress/passenger brief?

5. What was the nature of the operation at Raspberry Creek?

6. How rested were you at the beginning of the operation?

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?

8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed?

- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers?
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

13. Tell us about what you remember after the initial impact?

joiL.

- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

16. Did you encounter difficulties with your body armor and/or Kevlar?

17. What did you do with your gear/PPE?

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

19. How were you rescued?

20. Describe any and all injuries, no matter how minor (including soreness).

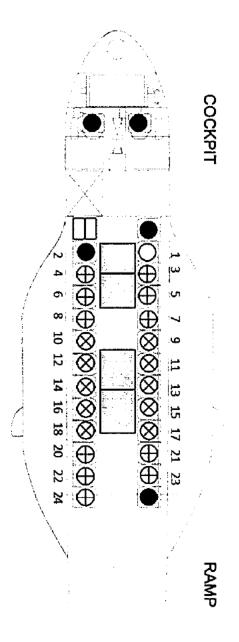
,

21. Describe the quality of medical care you received once aboard Green Bay.

.

22. Do you have any information that would be helpful to our investigation that we have not asked you?

-



AFFADAVIT

HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

WITNESSES:	(Signature of Person Making the Statement)
(b3)(10USC§130)(b6)	Subscribed and sworn to before me, a person authorized by law to administer oaths, thisth day of August 2017. at
(ORGANIZATION OR ADDRESS)	(Signature of Person Administering Oath)
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)
1st MAW	(Typed Name of Person Administering Oath)
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oeth)
INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name:	
Rank/Rate:	
MOS/Job Title:	
Unit:	
DSN & Email:	

Today, ______, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. §
1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 281-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

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3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

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c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

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(Signature and date)

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

I, (b3)(10USC§130)(b6)

have been advised that:

- [____] Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;
- [____] In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;
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- [____] I may <u>NOT</u> be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.
- I do / do not desire to submit a statement.

Date

Signature

Witness Signature

Witness Name/Rate/Grade/Unit/Email

. . . , . . .

.

Name: $(b3)(10USC \$130)(b6)$
Rank/Rate: (b3)(10USC§130)(b6)
MOS/Job Title: 0811 [Canopsed
Unit: 2/11 Golf Btoy
DSN & Email: $(b3)(10USC \S 130)(b6)$

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21

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b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

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53)(10USC§130)(b

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WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

I, (b3)(10USC§130)(b6)

have been advised that:

_] Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;



In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own . misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;



Lost duty time will not count as creditable service for pay entitlement purposes;

(63)(10USC§130)(6

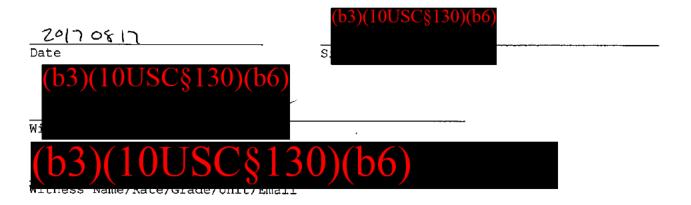
I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs;

____]

If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits;

I may **NOT** be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.

I do / do not desire to submit a statement.



•

SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS						
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.						
1. LOCATION USS GREEN BAY		2. DATE	3. TIME 2.133	4. FILE NUMBER Not applicable		
5. LAST NAME, FIRST NAM	E MIDDLE NAME IOUSC§130)(b6)	6. EDIPI (03)	(10USC§130)(b6)	7. GRADE STATUS		
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5						

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air), Sea [what type of vessel])?
- 2. If Air, what type of aircraft? (Osprey, 53, etc...) 53
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? Hes They only erplain seat belts and how to use the egress.
- 4. If not, did air crew of your aircraft give you an egress/passenger brief?
- 5. What was the nature of the operation at Raspberry Creek? $\mathcal{C} \prec \neg \downarrow \prec \checkmark$
- 6. How rested were you at the beginning of the operation?

I had about lehr of sleep the night prior

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? I had about the of rest the high prive

8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? NO

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? Yes, I completed the SWET training On 20170224



10. If previously qualified prior to 31^{st} MEU embarkation, did you receive SWET/Helo Dunker refresher training? N/Δ

11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? [Can gay | Was pretty alert, 1 was Some scared Since it was my first time flying in an ospray.

12. Tell us'about what you personally remember, not what others have told you about the last moments of the flight? What i remember about the last moments were the air shake more than itwas during the rise to the USS Greenbary should after it Sho Jotted really bad to the Oppisite Side OF where I was sitting and then it started shake alot More and after that I Just remember seeing my COming into the aircraft.

13. Tell us about what you remember after the initial impact? I don't really remember much after the initial Impact. I just remember seeing the (b3)(10USC§130)(b6) Fly off his seat Watter coming in really fast. 17. What did you do with your gear/PPE?

I took it off while in the

Water.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? Yes I did, My air bottle worke &. and so my Len more gig not more as it was suppose to Only one side was inflated,

19. How were you rescued? I was taken out of the water by a us nowal life boat. I took unlistly outor

20. Describe any and all injuries, no matter how minor (including soreness) (b) (6)

14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? NO 1 400K my seat beat off as soon as Water Started coming.

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? | remember getting shooker up pretty bad. As soon I saw water I went about taking my seat belt by that time it was full of water. Trying to take my seat belt 190+ Stuck I removed my Felver because it was almost choking m My main goal was trying to get unstuck it was dark So I really couldn't see where I was stuck. I then put on my pir line because I didn't putit on since I was Still trying to get Unstuck. As soon that happen 1 got unstuck and light started to come in the discrast and I manged to swim out/walk out of the priverant, As soon actives out I pulled my layer to my life vest and went stringert the sufface ownen 1got to the surface I saw my CO and he told my to interlock arm with him an two other marine we were with. after that we trivited swimming to the life caft but truy were really sur. A life boat enced Piking us off the Water Andinto the Ship. 16. Did you encounter difficulties with your body armor and/or Kevlar? Yes, It was difficult get to my seat and also putting on my Seatbelt. It was hard to find der to everyone have gear on them including our fifte gas mask and lalso had a. riot Sheild and Assault Pack.



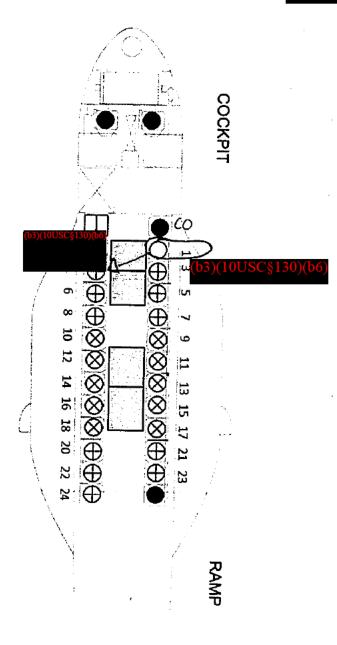
21. Describe the quality of medical care you received once aboard Green Bay.

I was very satisfied with the medical incoive.on the USS Green BACY. It was really good.

22. Do you have any information that would be helpful to our investigation that we have not asked you?
NO

03)(1005C§150)(00

SEAT NUMBER.



AFFADAVIT

HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PLINISHMEN IТ ERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. (10US)king the Statement) WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this_____ _th day of August 2017. <u>רו</u> 3)(10USC§130)(1 USS BONHOMME RICHARD (0)(b6)enng Oath) USMC. (Typed Name of Person Administering Oath) 1st MAW (ORGANIZATION OR ADDRESS) Investigating Officer (Authonity to Administer Oath) INITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

	PRIVACI ACT STATEMENT
Name: (b3)(10USC§13	0)(b6)
Rank/Rate: (63)(10USC§130)(66)	
MOS/Job.Title: 2531	Motor-T operator
Unit: 2-11 Colf	Rutteri
DSN & Email: (b3)(10U	SC§130)(b6)

DDTTZZ

Today, <u>20170617</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

0003 0000 0000

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. \$\$ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$\$ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 281-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and The records are also furnished to agencies of the svstems. Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

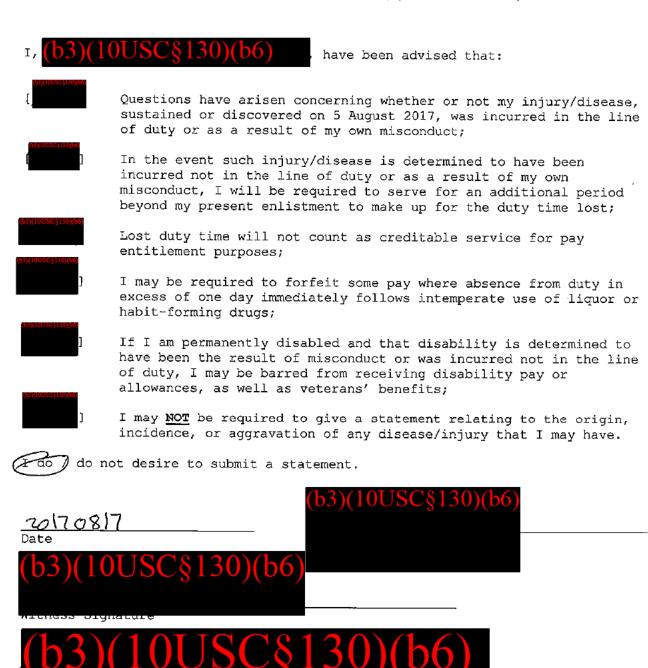
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, fr authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION USS GREEN BAY		2. DA	TE 7AUG 2017	3. TIME 2109	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST (63)(10USC§130)(66)		6. EDIPI		7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5					

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? Air
- 2. If Air, what type of aircraft? (Osprey, 53, etc...)
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?

I do not recall a brief

- 4. If not, did air crew of your aircraft give you an egress/passenger brief? I recall abrief on life vests + Air hoses but nothing else
- 5. What was the nature of the operation at Raspberry Creek? Embassy reinforcement training
- 6. How rested were you at the beginning of the operation?
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? NOT very rested at all, Mourbe 3 hours of sleep.
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? $\overline{Z} = \frac{1}{20} - 0 + \frac{1}{100} + \frac{1}{100}$
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? I have never done either.



- 10. If previously qualified prior to 31^{st} MEU embarkation, did you receive SWET/Helo Dunker refresher training? $n \odot$
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I was awake and alert, but from the looks Of others, they were all tired/asleep.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? From what I remember, It filt like a hard landing , and seeing others fly around in the back After the initial impact, I remember looking out the back and seeing us fall Further and Further From the Ship. Finally we wit the water and it was a scramble to get out
- 13. Tell us about what you remember after the initial impact?

The only thing I really recall is seeing the Seat belt failures From other People

17. What did you do with your gear/PPE?

once I got to the raft I have taken them off to get into the raft easier.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? Yes I did fame Yes they did.

19. How were you rescued? Once in the aft another rescue team came out in a boat to refrieve US.

20. Describe any and all injuries, no matter how minor (including soreness).



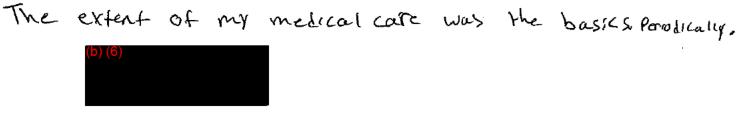
- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? ∞
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

When the osprey hit the water, I do not remember how I got out, All I remember is dangling From the Seat, then standing on the back Wing, Once I was In the water, I Proceeded to use my keviar as a puddle to get to the life raft. On my way to the life raft I had come across another marine, but his life Jacket did not in flate with air. So I grabbed him and proceeded to the raft.

16. Did you encounter difficulties with your body armor and/or Kevlar?

(b3)(10USC§130)(b6)

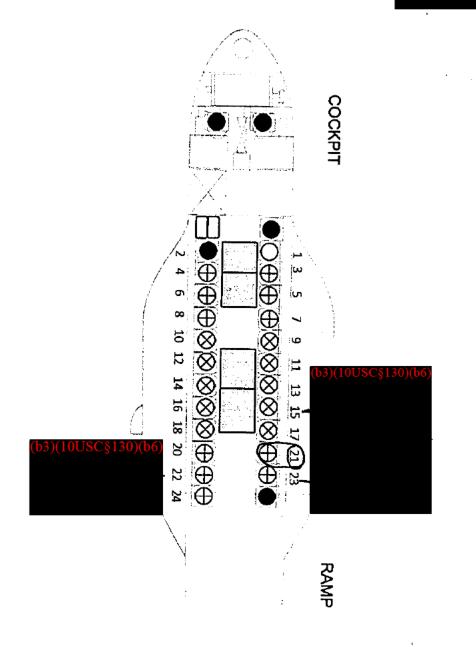
21. Describe the quality of medical care you received once aboard Green Bay.

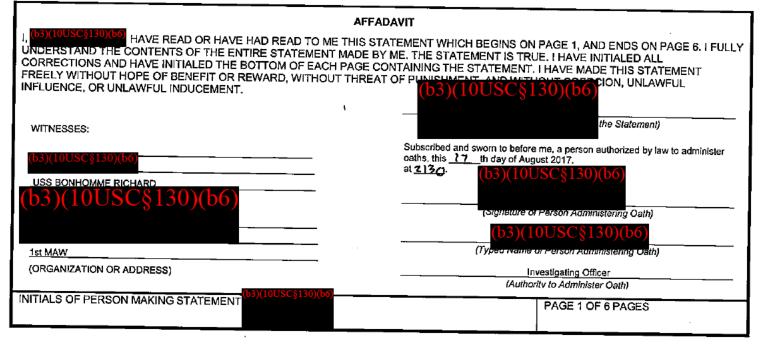


t -

22. Do you have any information that would be helpful to our investigation that we have not asked you?







· 1	PRIVACY ACT STATEMENT
Name: (b3)(10USC	(§130)(b6)
Rank/Rate:(65)(1005C(150)(66)	
MOS/Job Title: 09811	anoneer
Unit: 3/5 6 GTRY	•
DSN & Email: (b3)(10USC	C§130)(b6)

Today, <u>1710 August</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

 Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$\$ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

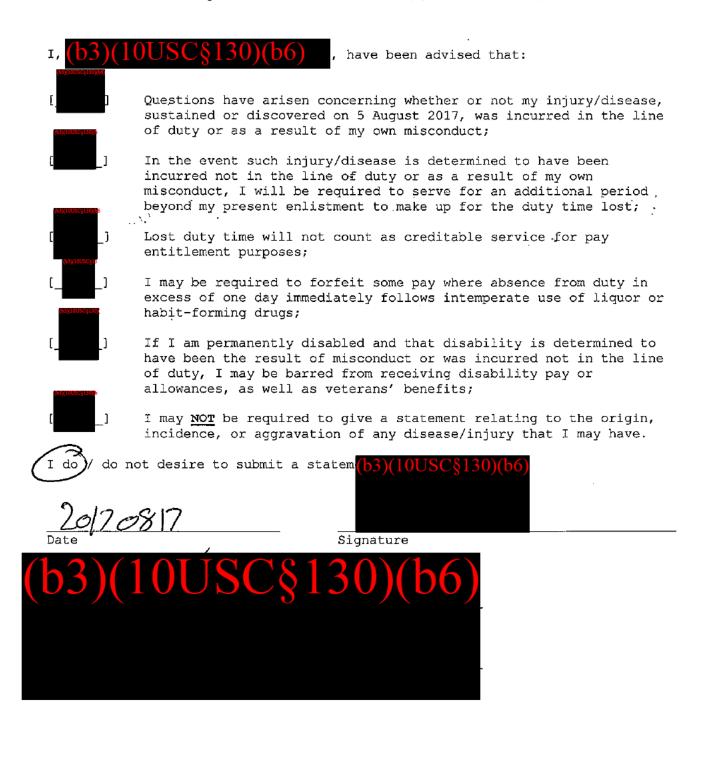
d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, fr authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION 2. D/			TE 7 AUG 2017	3. TIME 19 38	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAME, MIDDLE NAME (b3)(10USC§130)(b6)		6. EDIPI		7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5					

QUESTIONS

 At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])?

Air

2. If Air, what type of aircraft? (Osprey, 53, etc...)

63

3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? I Recieved a brief on proper LPU 1,5age

4. If not, did air crew of your aircraft give you an egress/passenger brief?

5. What was the nature of the operation at Raspberry Creek? CMbassy reenforcement

6. How rested were you at the beginning of the operation?

Very well rested

7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?

well Restric

8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?

NO

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? I completed SWET last year may a June fime Frame



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker . refresher training?

NO

ς.

11. On the return flight to Green Bay, what was your general level of alertness? Other passengers?

Very Alert, Others were relaxed/cyes closed

12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

I Remember as we were coming in for landing it was really Shaky and I had a uncase Feeling about it all and then we felt the thifter IMPact.

13. Tell us about what you remember after the initial impact?

You could tell we were spinning and Shaking like crazy I looked over and Saw the Crew Chief hit the deck very hard I Put my Mouth Piece ho and braced for Im Pact. (b3)(10USC\$130)(b6) firew across the cabin and landed on me then I Saw water rush in extremely Fast.



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

a couple but water hit me pretty fast Maybe

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)?

I was completely submerged really fast. For a Solid Minute I Strugied to Find and WClip MY Seat belt after that was off I barely Saw a feint light I a Swam to if through all of the Gear and it was a closed window. I then fell a current full me ut So I Follows it and Saw chatther blue light we it was an open window I tried to climb out and Something was. Cought on my belt Some where So I Pulled and Youked thufill it came undonce t Swam out of the window and surfaced Shortly after. During this whole time I was using MY breatmer/Air tank to breatm.

16. Did you encounter difficulties with your body armor and/or Kevlar?

Yes nostly Mobility and entanglement or Other trings



Initials

17. What did you do with your gear/PPE?

After I Surfaced I Climbed ou to a Pièce OF the OSPrey and Jropped all OF my gear SO I was less restricted to Swim.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

Yes I used MY LPU Air bottle while under water and it Saved MY life

19. How were you rescued?

there were life lafts and vests thrown off the Ship. I swan to a raft and was later Picked up by a rescue boest.

20. Describe any and all injuries, no matter how minor (including soreness).

21. Describe the quality of medical care you received once aboard Green Bay.

The Green bay did a Fanfastic dub helping me out and making sure I was ok.

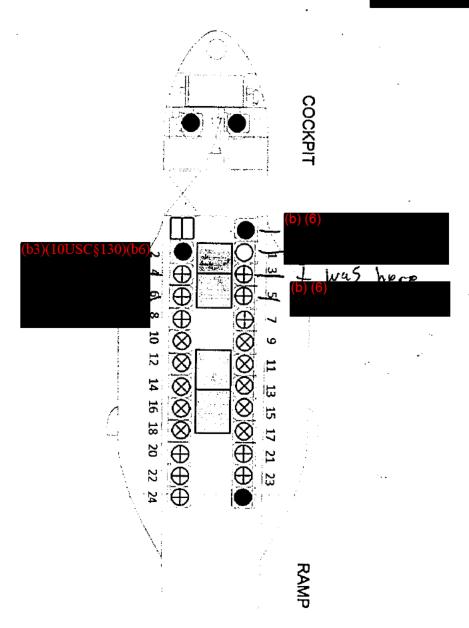
22. Do you have any information that would be helpful to our investigation that we have not asked you?

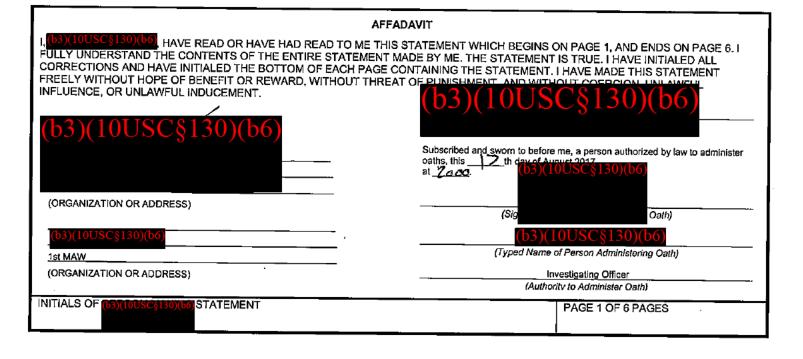
2 times in Previously Ive Flown a 53 but vever in a ospey.

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b3)(10USC§130)(b6)

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PRIVACY ACT STATEMENT

Name: Get (b3)(10USC§130)(b6)
Rank/Rate: (03)(100SC§130)(06)
MOS/Job Title: ogu
Unit: 2/11 Golf Pottery
DSN & Email: (b3)(10USC§130)(b6)

Today, <u>17 August</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

3. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, &r authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

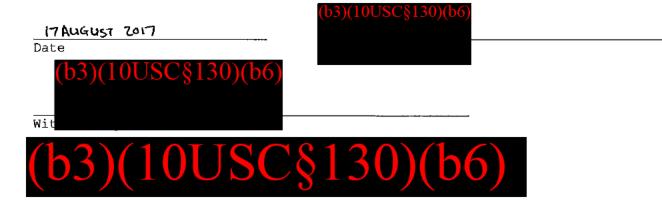
I_{\prime} (b3)(10USC§130)(b6)

have been advised that:

- _] Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;
 - In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;
 - Lost duty time will not count as creditable service for pay entitlement purposes;
 - I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs;
 - If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits;
- [____]

I may <u>NOT</u> be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.

1 do / do not desire to submit a statement.



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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS				
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.				
	GREEN BAY	2. DATE 	3. TIME 1906	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAME, MIDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI (b3)(10USC§130)(b6) 7. GRADE/STATUS				
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5				

QUESTIONS

1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])?



2. If Air, what type of aircraft? (Osprey, 53, etc ...)

- 53
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?
 No
- 4. If not, did air crew of your aircraft give you an egress/passenger brief? No, I didn't recieve any brief
- 5. What was the nature of the operation at Raspberry Creek? We went to Rasberry Creek for Embassy Reinforcement
- 6. How rested were you at the beginning of the operation?

Very well rested

- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August?
 I was not fully rested 1 abb fell as leep inside the Osprey on 5 August before the flight
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? No, I didn't remember if i was given a brief
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? SWET Training June 2016



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

Nð

- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I was falling asleep on the return flight due of lack of skep night before "Passengers were also falling asleep, some were owake.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? I was still asleep, but woke up by water sprinktes that was coming inside knowing that the Osprey was going to land on the USS Greenbay. Then I became aware that something was not tight because more sprinkles was to coming inside the asprey. Then I heard some wierd sound, from there I was fully alert.

13. Tell us about what you remember after the initial impact?

- All I remember was I heard banging sounds



17. What did you do with your gear/PPE? All my gear was already underwater,

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

- Yes, . Air Bottle worked
 - . LPU, took 3 tries to pull string

.

19. How were you rescued?

Boat

20. Describe any and all injuries, no matter how minor (including soreness).

i





- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? I don't remember
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? I looked to my left where the C.O. (D3)(100SC\$130)(D0) was sitting and saw water was coming in, I had to find a way to get out. The water kept coming in and then I was underwater for a good minute. I used the breather, and swallowed salt water. Meanwhile & grabed on to something and started climbing until I saw the emergency hatch. (D3)(100SC\$130)(D0) was also in the hatch. I grabbed him and put him to the emergency hatch and I continued to climb until I reached to the ramp where I saw

16. Did you encounter difficulties with your body armor and/or Kevlar? No, (b3)(10USC\$130)(b6) removed it for me



21. Describe the quality of medical care you received once aboard Green Bay.

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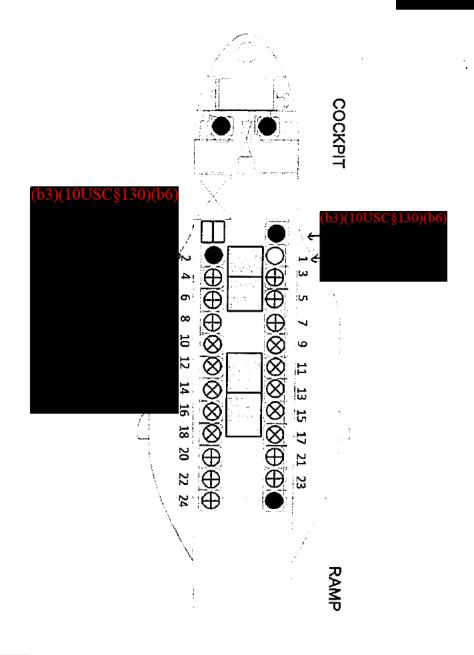
22. Do you have any information that would be helpful to our investigation that we have not asked you?

.

No



SEAT NUMBER.



AFFADAVIT

HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNIS b3)(10USC§130)(b RCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. ig the Statement) WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this 17 th day of August 2017 (100)at 1928. 10USC(b6)\b6 (Signature of Person Administering Oath) IOUSC (Typed Name of Person Administering Oath) 1st MAW (ORGANIZATION OR ADDRESS) Investigating Officer (Authority to Administer Oath) INITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

	$JSC \S 130)(b6)$
Rank/Rate:	(05)(10030§150)(00)
MOS/Job.Title:	0842 / RADAR CHEIF
Unit: <u>G BA</u>	
DSN & Email: _	(b3)(10USC§130)(b6)

Today, $\underline{!7 AUGust}$, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

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d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

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f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

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j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$\$ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 781-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

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b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

з. ROUTINE USES: In addition to being used within the Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

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in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

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e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)



have been advised that:

- _] Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;
- [____]

In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;



1

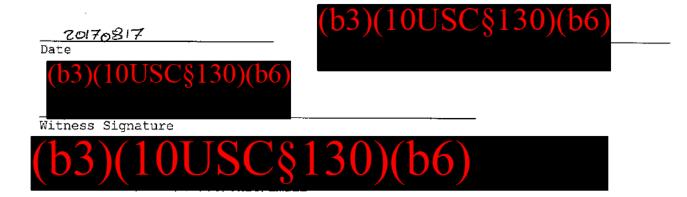
Lost duty time will not count as creditable service for pay entitlement purposes;

{_<u>___</u>_

- I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs;
- If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits;

I may <u>NOT</u> be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.

I do do not desire to submit a statement.



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SWO	RN STATEMENT	r	
For use of this form, see AR			
AUTHORITY: Title 10 USC Section 301; Title 5 US PRINCIPAL PURPOSE: To provide commanders and law en ROUTINE USES: Your social security number is used DISCLOSURE: Disclosure of your social security nu	forcement officials with me as an additional/alternate	7Dated November 22, eans by which informa	tion may be accurately recorded.
1. LOCATION USS GREEN BAY	2. DATE 17 AUG 2017	3. TIME 1515	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST MANE MIDDLE NONE	6. EDIP! 03)(10USC§130)(b6)	7. GRADE
8. ORGANIZATION OR ADDRESS			
	G Bat, BLT 3/5		
	QUESTIONS		
1. At the start of the mission, how did [what type of vessel])? AIR/HELICOPTER	you get to Raspł	berry Creek ti	caining area (Air, Sea
2. If Air, what type of aircraft? (Ospre * 53	y, 53, etc)		
3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding? NO			
4. If not, (b)(6) THEY DEFINIT OVER HOW TO PUT ON BUT NOT EGRESS PROCEDURES.	give you an eg (b) (6) A Low AND SEA	ress/passenger T BELTS wH _T	LE ON THE GREEN BAY
5. What was the nature of the operation NON-LETHAL / EMBASSY RELIF	at Raspberry Cre	eek?	
5. How rested were you at the beginning FULLY RESTED	of the operation	1?	
7. How rested were you when you got pick ONE AND A HALF HOURS	ed up by the mis	shap aircraft	(Osprey) on 5 August?
3. Do you remember getting an egress/pas NO	senger brief by	the aircrew o	of the mishap aircraft?

9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed?



10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?

N/A

- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? MY PERSONAL LEVEL WAS MEDIUM/LOW. THE OTHER PASSENGERS WAS LOW.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? I REMEBER THE SOUND/ VIBRATION OF THE PLANE CHANGING THE ANGLE OF THE ROTORS. AFTER A SHORT AMOUNT OF TIME THE DEREY BOBBLED BACK AND FORTH IN AN ALARMING WAY THEN THE LEFT SIDE OF THE AIRCRAFT MADE A SUPPEN DROP, STRIKING THE SHIP. AFTER HANGING IN THE AIR FOR WHAT FELT LIKE TEN SECONDS THE OSPREY STARTED TO ROTATE HARD RIGHT ON ITS AXIS OF APROXAMENTLY 100 DEGREES PUTTING THE RIGT WING POINTING DOWN FOR THE FALL OFF THE SHIP INTO THE WATER WITH THE NOSE OF THE AIR CRAFT ALSO FACING DOWNWARD.

13. Tell us about what you remember after the initial impact? PLEASE SEE QVESTION TWELVE



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

YES

15. What happened to you once the Osprey was in the water (how you got out, what you did in THROUGH THE CREW CHEFFS DOOR AT THE FRONT OF THE AIRCRAFT, QUICKLEY AFTER WE FIRST MADE IMPACT. UPON THE WATER HITTING ME I STARTED TO TAKE OFF MY PPE, UPON GETTING IT OFF I TRIED TO FIND MY NOZZLE TO MY OXYGEN/AIR TANK BUT COULD NOT FIND IT DUE TO ALL OF THE GEAR THAT WAS AROUND ME. I QUICKLEY GAVE UP KNOWING THAT I WAS WASRING TIME, I THEN STARTED TO TRY AND I QUICKLEY GAVE UP KNOWING THAT I WAS WASRING TIME, I THEN STARTED TO TRY AND I QUICKLEY OUT USING MY HANDS AND HEAD AS A PROBE LOOKING FOR A WAY OUT AT THIS POINT I COULD NOT FIND A WAY DUT OF THE AIRCRAFT AND BEGAN TO MAKE MY PEACE WITH WITH GOD BECAUSE I THOUGHT I WAS BECAUSE I THOUGHT I WAS GOING TO DIE AFTER A SPELL OF TIME I COULD FEEL THE OSPREY ROLL INITHE WATER SO THAT THE BOTTOM OF THE AIRCRAFT WAS FACING UP. THIS MOVEMENT FREED ME ENOUGH THAT'T WAS ABLE TO START MOVING TOWARD THE REAR OF THE AIRCRAFT WHILE I WAS STILL UNDERWATER I SOON FOUND MY WAY TO THE SURFACE WHELE STILL IN THE ATRCRAFT UPON SURFACING I FOUND MYSELF SOUROUNDED BY MARINES, FARTHER UP THE TAIL OF THE AIRCRAFT ONE OF THE FLIGHT CREW MEMBERS WAS ASKING US TO UNHOOK HIM FROM THE AIRCRAFT HE WAS QUICKLEY UNHOOKED BY THE MARINE TO MY RIGHT AND ALL EGRESSED OUT OF THE AIRCRAFT. UPON GETTING ON TO THE TAIL I PULLED MY LPU WHICH INFLATED AND JUMPED INTO THE WATER. I SOON CAME ACROSS A MARINE WHO WAS HAVING A HARD TIME SWIMMING, I GRABBED HIM AND STARTED SWIMMING FOR THE LIFE RAFT THAT WAS IN THE WATER. I SOON FOUND ANOTHER MARINE AND THE THREE OF US SWAM TOWARD THE LIFE RAFT. UPON REACHING THE LIFE RAFT WE WAITED FOR RESCUE

16. Did you encounter difficulties with your body armor and/or Kevlar?

No



17. What did you do with your gear/PPE?

LEFT IT IN THE AIRCRAFT.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? THE LPU WORKED AS EXPECTED. I COULD NEVER LOCATE THE AIR BOTTLE DURING THE CRASH.

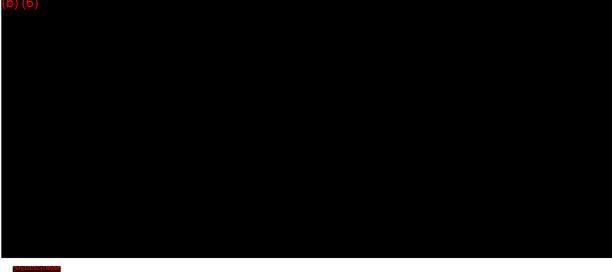
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19. How were you rescued? SMALL BOAT / SKIFF FROM THE USS GREEN BAY.

20. Describe any and all injuries, no matter how minor (including soreness).





21. Describe the quality of medical care you received once aboard Green Bay. I BELIEVE THAT I RECIEVED THE BEST CARE AVALIABLE ON THE USS GREENBAY.

22. Do you have any information that would be helpful to our investigation that we have not asked you?

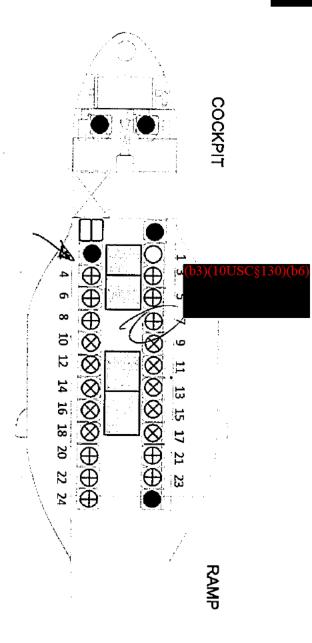
2 FLIGHTS THIS DEPLOYMENT

PPE

ONE SAFTEY POINT THAT I HAVE TO ME THE WEIGHT OF THE WE WORE WAS OUT WEIGHED BY THE LEVEL OF PROTECTION IT GAVE US. WITHOUT THE PPE I BELIVE WE WOULD HAVE SUSTAINED A LOT MORE INSURIES, I WOULD ALSO RECOMMEND STRAP OUTTERS ON THE LAUS AND

FLIGHT MEMBERS HARNESES





AFFADAVIT

i, (b3)(100SC\$130)(b9), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PLINISHMENT, AND WITHOUT COEPCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

WITNESSES:	
(b3)(10USC§130)(b6)	Subscribed and sworn to before me, a person authorized by law to administer oaths, this <u>17</u> _th day of August 2017. at <u>556</u> .
(ORGANIZATION OR ADDRESS)	(Signature of Person Administering Oath)
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)
1st MAW	(Typed Name of Person Administering Oath)
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oath)
INITIALS OF PERSON MAKING STATEMENT (03)(10USC§130)(00)	PAGE 1 OF 6 PAGES

PRIVACY ACT STATEMENT

Name: (b3)(10USC§130)(b6)	
Rank/Rate: (b3)(10USC§130)(b6)	
MOS/Job Title: 04/1/ Maintenance Management	Specialist
Unit: 2/11 holf	-pocalitor
Unit: $\frac{2l_{11}}{b_{21}}$ here DSN & Email: $(b3)(10USC\S130)(b6)$	

Today, <u>17 August</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

m. Reservists' disability and death benefits. 10 U.S.C. §
1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. \$\$ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

I_{r} (b3)(10USC§130)(b6)

have been advised that:

Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct; In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost; Lost duty time will not count as creditable service for pay entitlement purposes; I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs; If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits; I may \underline{NOT} be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have. Ίdο do not desire to submit a statement. 201708[Date s

TCHESS Mame/ Nace/ Grade/ Unit/ Mmail

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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS				
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.				
	GREEN BAY	^{2.} DATE AUG 2017	3. TIME 1515	4. FILE NUMBER Not applicable
5. LAST NAME, FIRST NAME, MIDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI 6. EDIPI 7. GRADE/STATUS 8. ORGANIZATION OR ADDRESS 6. EDIPI 6. EDIPI 6. EDIPI 6. EDIPI 6. EDIPI 6. EDIPI 7. GRADE/STATUS				

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? Air
- 2. If Air, what type of aircraft? (Osprey, 53, etc...)

ospect 53

- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?
 NO
- 4. If not, did air crew of your aircraft give you an egress/passenger brief? \mathcal{NO}
- 5. What was the nature of the operation at Raspberry Creek? Embgosy Reinforcement
- 6. How rested were you at the beginning of the operation? At the beginning of the operation I would say I was fairly well rested.
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? About 4-5 nours of sleep the night prior.
- B. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?
 No.
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? I did the SWIET training, but did not pass



- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training?
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers?
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? As the aircraft aproached the ship I felt the nircraft slow down prefty fast. As it came aboun I felt turbulance that shifted us back and forth in our seafs. The aircraft then shifted us back and forth in our seafs. The aircraft then made contact with the ship and it then felt like it took a nose dive into the water. We made another hard impact in the water that sent all passangers and gear load toward the front of the aircraft.

13. Tell us about what you remember after the initial impact? After the initial impact, I remember being tossed up from, my seaf from the force, I attempted to iterp myself stationary in seat, but fulled after the second impact in water. 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? No.

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? . Once in the water, I tried to regain focus on my surround-"I heard someone yell, "pop that window/emergency exit" • The exit was breached; when I looked out, the water was right at the level of the window. • I was the second marine to exit out of that exit, after getting the first marines leg free. (His leg got caught on the window while exiting.) . AS I Exited the aircraft, I held on to the side of it for about 15-20 seconds. I then proceeded to tread water. "It began to get difficult to stay atloat. with the taking fatigue of it all and I began to sink. • I had difficulty getting the Ipu, once in water, to work untill another marine came and pulled it for me. . Then proceeded to swim to life raft/boat.

16. Did you encounter difficulties with your body armor and/or Kevlar?
·Yes, another marine helped take off flak in water to help stay a float,
·It also made it difficult to tread water,



Initials

17. What did you do with your gear/PPE?

- stripped off everything except for gas mask that I forgot was on my leg.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected?

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-if the mouth piece would have been in my mouth it would have helped, but I lost it ones in the water

- I used the floating & device once inflated. -worked just fine.

19. How were you rescued? - a rescue boat and team helped me out of water them into boat followed by the ship.

20. Describe any and all injuries, no matter how minor (including soreness).

21. Describe the quality of medical care you received once aboard Green Bay. - I felt 10 ke they were able to do as much as they could at a well pace and efficient time.

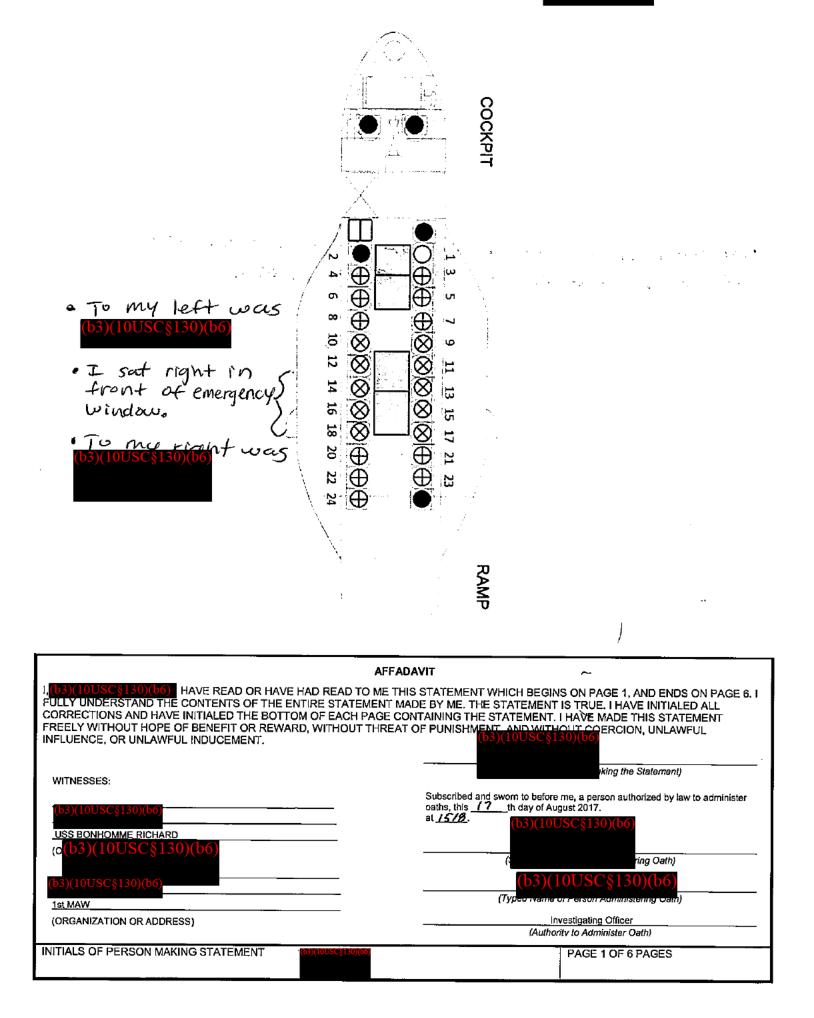
22. Do you have any information that would be helpful to our investigation that we have not asked you?

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PROVIDE EMPHASIS OF AMOUNT OF GERR ALLOWED ENTO AIRCRAFT. MAKE IT LESS FOR MORE SAFETY.

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PRIVACY ACT STATEMENT

Name: (b3)(10USC§130)(b6)	
Rank/Rate:	
MOS/Job Title: 0671 RADJO OPERATOR	
Unit: 7/11 Golf	
DSN & Email: _(b3)(10USC§130)(b6)	

Today, <u>August 17</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

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b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. §§ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

1. Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

1

m. Reservists' disability and death benefits. 10 U.S.C. § 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

·p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the 3. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, or authorize withholding of the records of your treatment in a Naval medical facilities."

e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



4

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)

I, (b3)(10USC§130)(b6)

have been advised that:

- _] Questions have arisen concerning whether or not my injury/disease, sustained or discovered on 5 August 2017, was incurred in the line of duty or as a result of my own misconduct;
- [____]

In the event such injury/disease is determined to have been incurred not in the line of duty or as a result of my own misconduct, I will be required to serve for an additional period beyond my present enlistment to make up for the duty time lost;



Lost duty time will not count as creditable service for pay entitlement purposes;

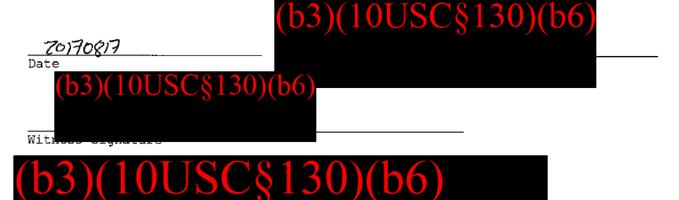
I may be required to forfeit some pay where absence from duty in excess of one day immediately follows intemperate use of liquor or habit-forming drugs;

If I am permanently disabled and that disability is determined to have been the result of misconduct or was incurred not in the line of duty, I may be barred from receiving disability pay or allowances, as well as veterans' benefits;



I may <u>NOT</u> be required to give a statement relating to the origin, incidence, or aggravation of any disease/injury that I may have.

I do $\mathcal P$ do not desire to submit a statement.



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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS						
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.						
1. LOCATION USS	1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER USS GREEN BAY 1.7 AUG 2017 1.357					
5. LAST NAME, FIRST NAME, MIDDLE NAME (03)(10USC§130)(00) 6. EDIPI 03)(10USC§130)(00) 7. GRADE/STATUS						
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5						

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? AIR
- If Air, what type of aircraft? (Osprey, 53, etc...)
 53
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?
 No
- 4. If not, did air crew of your aircraft give you an egress/passenger brief? <u>/</u>Co
- 5. What was the nature of the operation at Raspberry Creek? Embassy Reenforcment
- 6. How rested were you at the beginning of the operation? Well rested
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? not rested had about for Z hours of sleep
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft?
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed?



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- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training? No I did not
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I was very alert the entire time. Alot of the younger marines were nervous the entire ride.

12. Tell us about what you personally remember, not what others have told you about the last moments of the flight? I remember the first drop when we began to try and had. Then I looked out the back hatch and saw the side of the ship-followed by then series only sky. I was concious when we hill the water and saw water rising each some own screw to blow the window. The marine by it couldn't get it and I worked my way to il and got it gress. On the way through the whole someone fell and smashed my leg and I gat caught. When I disully get out, I some a marine drowning and I stripped odd my gear, boots, and blowse and swam to him and then together to the the bout.

13. Tell us about what you remember after the initial impact? Answered in 12 I got thrown up and to the front of the bird then I saw mertions strengthy to open the window



- 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? I didn't see anyone and mine which did not zourk
- 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? Answers in /Z
 - · I blev the whodow open and tried to go three, · Sources fell on you my leg and smashed it.
 - o when I god Shrough I pulled the person night bohind me out too
 - · dropped all my gras, boots, blouse and swam to a mains that was drowning

. SWAM TO THE LIFE BOAT

16. Did you encounter difficulties with your body armor and/or Kevlar? Yes my flak got me caughton gear as well as my yasmask

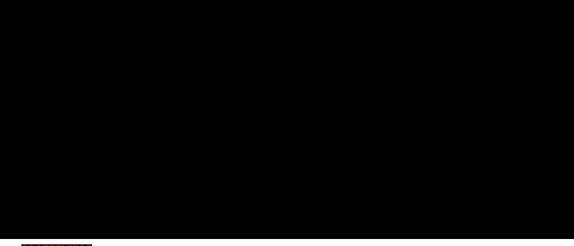


17. What did you do with your gear/PPE? Stripped it and led il sink

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? No my LPU Cume off on the crash

19. How were you rescued? Reside boost

20. Describe any and all injuries, no matter how minor (including soreness).





Initials

21. Describe the quality of medical care you received once aboard Green Bay. (gread medical helped us all out

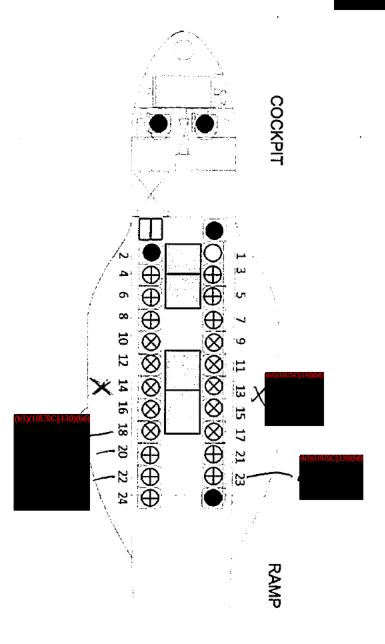
•

22. Do you have any information that would be helpful to our investigation that we have not asked you?

.

1. A. A.





AFFADAVIT

I, (63)(100SC\$130)(66), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF RCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT. (Signature of Person Making the Statement) WITNESSES: Subscribed and sworn to before me, a person authorized by law to administer oaths, this <u>17</u> th day of August 2017. at <u>172</u>. (b3)(10USC§130 C§130)(b6 (Signature of Person Administering Oath) b3)(10USC§130)(b6 (Typed Name of Person Administering Oath) 1st MAW Investigating Officer (ORGANIZATION OR ADDRESS) (Authority to Administer Oath) . INITIALS OF PERSON MAKING STATEMENT PAGE 1 OF 6 PAGES

·	PRIVACY	ACT	STATEMENT
Name: (b3)(10USC§130)	(b6)		
Rank/R			
MOS/Job Title: 091			· · · · · · · · · · · · · · · · · · ·
Unit: 2/11 Golf			,
DSN & Email: (b3)(10USC	C§130)(b	6)	

Today, <u>August 17.</u>, 2017, I acknowledge that I have received the following advisement under the guidelines of the Privacy Act.

This statement is provided in compliance with the provisions of the Privacy Act of 1974 (Public Law 93-579) which requires that Federal agencies must inform individuals who are requested to furnish personal information about themselves as to certain facts regarding the information requested below.

1. AUTHORITY: 44 U.S.C. § 3101; 5 U.S.C. § 301.

Authorities potentially applicable to this investigation:

a. Requirement that enlisted members make up time lost due to misconduct or abuse of drugs or alcohol. 10 U.S.C. § 972.

b. Retirement or separation for physical disability. 10 U.S.C. §§ 1201-1221.

c. Manual for Courts-Martial.

d. Uniform Code of Military Justice. 10 U.S.C. §§ 815, 832, 869, 873, 935, 936, and 938-940.

e. Military Claims Act. 10 U.S.C. § 2733.

f. Foreign Claims Act. 10 U.S.C. §§ 2734, 2734a, 2734b.

g. Emergency payment of claims. 10 U.S.C. § 2736.

h. Non-Scope claims. 10 U.S.C. § 2737.

i. Duties of Secretary of the Navy. 10 U.S.C. § 5013.

j. Duties of the Office Chief of Naval Operations. 10 U.S.C. §§ 5031-5033, 5035-5036.

k. Duties of the Bureaus and Offices of the Department of the Navy and duties of the Judge Advocate General. 10 U.S.C. \$\$ 5021-5024, 5131-5133, 5135, 5137-38, 5141-5142a, 5148-5150.

 Duties of the Commandant of the Marine Corps. 10 U.S.C. § 5043.

1

m. Reservists' disability and death benefits. 10 U.S.C. \$ 1074.

n. Requirement of exemplary conduct. 10 U.S.C. § 5947.

o. Promotion of accident and occupational safety by Secretary of the Navy. 10 U.S.C. § 7205.

.p. Admiralty claims. 10 U.S.C. § 7622-7623.

q. Federal Tort Claims Act. 28 U.S.C. §§ 1346, 2671-2680.

r. Financial liability of accountable officers. 31 U.S.C. §§ 3521, 3527, 3531.

s. Military Personnel and Civilian Employees' Claims Act of 1964. 31 U.S.C. §§ 240-243.

t. Federal Claim Collection Acts. 31 U.S.C. §§ 3521, 3526, 3529, 3701-3702, 3717-3718.

u. Forfeiture of pay for time lost due to incapacitation caused by alcohol or drug use. 37 U.S.C. § 802.

v. Eligibility for certain veterans' benefits. 38 U.S.C. § 105.

w. Postal claims. 39 U.S.C. §§ 406, 2601.

x. Medical Care Recovery Act. 42 U.S.C. §§ 2651-2653.

y. Public Vessels Act. 46 U.S.C. §§ 381-790.

z. Suits in Admiralty Act. 46 U.S.C. §§ 741-752.

aa. Admiralty Extension Act. 46 U.S.C. § 740.

bb. Transportation Safety Act. 49 U.S.C. § 1901.

2. **PRINCIPAL PURPOSE(S):** The information which will be solicited is intended principally for the following purposes:

a. Determinations on the status of personnel regarding entitlements to pay during disability, disability benefits, severance pay, retirement pay, increases of pay for longevity, survivor's benefits, involuntary extensions of enlistments, dates of expiration of active obligated service, and accrual of annual leave.

b. Determinations on disciplinary or punitive action.

c. Determinations on liability of personnel for losses of, or damage to, public funds or property.

d. Evaluation of petitions, grievances, and complaints.

e. Adjudication, pursuit, or defense of claims for or against the Government or among private parties.

f. Other determinations, as required, in the course of naval administration.

g. Public information releases.

h. Evaluation of procedures, operations, material, and designs by the Navy and contractors, with a view to improving the efficiency and safety of the Department of the Navy.

ROUTINE USES: In addition to being used within the з. Departments of the Navy and Defense for the purposes indicated above, records of investigations are routinely furnished, as appropriate, to the Department of Veterans Affairs for use in determinations concerning entitlement to veterans' and survivors' benefits; to Servicemembers' Group Life Insurance administrators for determinations concerning payment of life insurance proceeds; to the U.S. General Accounting Office for purposes of determinations concerning relief of accountable personnel from liability for losses of public funds and related fiscal matters; and to the Department of Justice for use in litigation involving the Government. Additionally, such investigations are sometimes furnished to agencies of the Department of Justice and to State or local law enforcement and court authorities for use in connection with civilian criminal and civil court proceedings. The records of investigations are provided to agents and authorized representatives of persons involved in the incident, for use in legal or administrative matters. The records are provided to contractors for use in connection with settlement, adjudication, or defense of claims by or against the Government, and for use in design and evaluation of products, services, and systems. The records are also furnished to agencies of the Federal, State, or local law enforcement authorities, court authorities, administrative authorities, and regulatory authorities, for use in connection with civilian and military criminal, civil, administrative, and regulatory proceedings and actions.

4. MANDATORY/VOLUNTARY DISCLOSURE - CONSEQUENCES OF REFUSING TO DISCLOSE:

a. Where an individual is a subject of an investigation for purpose 2a or 2b, above: "Disclosure is voluntary. You are advised that you are initially presumed to be entitled to have the personnel determinations and/or disciplinary determinations

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in paragraph 2, above, resolved in your favor, but the final determination will be based on all the evidence in the investigative record. If you do not provide the requested information, you will be entitled to a favorable determination if the record does not contain sufficient evidence to overcome the presumption in your favor. If the completed record does contain sufficient evidence to overcome the presumption in your favor, however, your election not to provide the requested information possibly could prevent the investigation from obtaining evidence, which may be needed to support a favorable determination."

b. Where an individual is a subject of an investigation for purpose 2c, above: "Disclosure is voluntary, and if you do not provide the requested information, any determination as to whether you should be held liable for repayment of the Government's loss would be based on the other evidence in the investigative record."

c. Where the individual is a claimant or potential claimant in an investigation for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could prevent the investigation from obtaining sufficient information to substantiate any claim which you have made or may make against the Government as a result of the incident under investigation."

d. Where the individual was treated at Government expense for injuries caused by third parties in connection with a matter being investigated for purpose 2e, above: "Disclosure is voluntary, but refusal to disclose the requested information could result in a requirement for you to assign to the Government your medical care claims against third parties in connection with the incident, for authorize withholding of the records of your treatment in a Naval medical facilities."

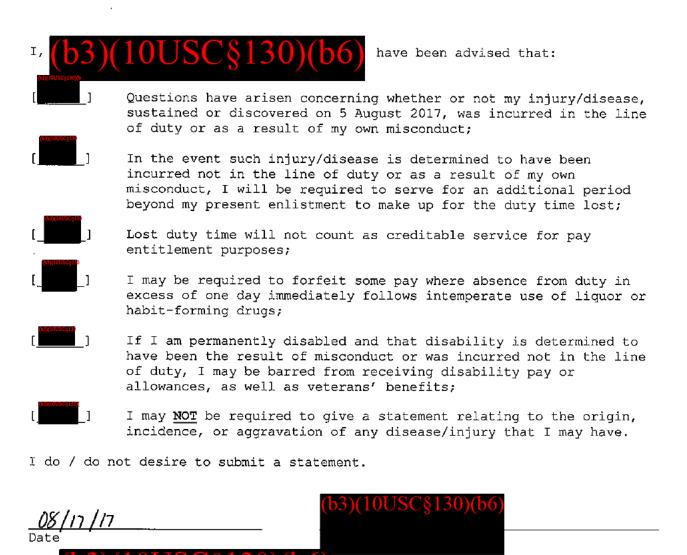
e. In any other case: "Disclosure is voluntary, and if you do not provide the requested information, any determinations or evaluations made as a result of the investigation will be made on the basis of the evidence that is contained in the investigative record."



4

WARNING ADVISEMENT ABOUT STATEMENTS REGARDING ORIGIN OF DISEASE OR INJURY

(Compliance with section 0212(c) of the JAGMAN)





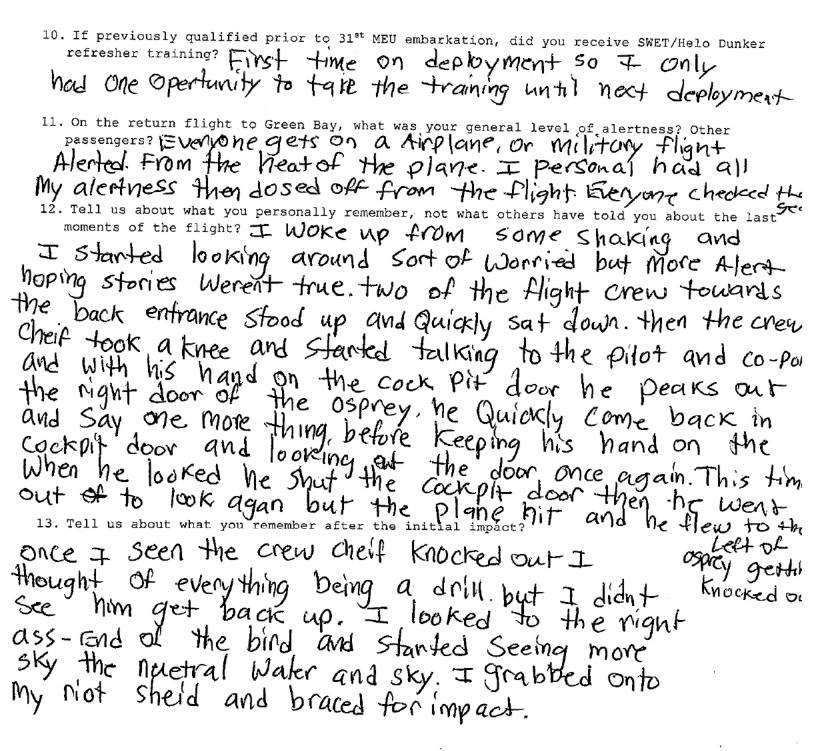
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SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS					
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.					
1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER USS GREEN BAY 11 AUG 2017 13:07 Not applicable					
5. LAST NAME, FIRST NAME, MIDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI (b3)(10USC§130)(b5) 7. GRADE(STATUS					
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5					

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? Air
- If Air, what type of aircraft? (Osprey, 53, etc...)
 53
- Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?
 Yes, they Made Sure everyone had a Lpu on and they Made Sure that we all had all clip backled in the welldeck.
 If not, did air crew of your aircraft give you an egress/passenger brief?
 After we got the brief inside welldeck we were check visual to see if we all had ppe on on the Flight dect
- 5. What was the nature of the operation at Raspberry Creek? EMBASSY Veinforce Ment NON-Lethal.
- 6. How rested were you at the beginning of the operation? Well rested Coming from the ship 10-12 hours of sleeping
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? Enough Sleep to Stay alert.
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? Honestly I do not remember.
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? SWET Trainer Was Completed in Camp pendleton March-April



14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water? NO, honesty Most of us braced for impact. I could see shock more then fear on each one of our faces. 15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? After hearing, Its going down the bird smoothly entered the Water, Everyone one seeing water Quickly getting up gean went towards the cockpit. I waited in the asprey for a few extra second Something hit Me in my face knocking My Air device out My Mouth So I had to keep calm. I tooked autside Mi Opened one eye and Seen light. and suddenly I ended up on the bind of the Wing. Also Water filled up quick from my ankle to My nose.

16. Did you encounter difficulties with your body armor and/or Kevlar?

NO; kevlar helped at and Flak Keep My body posture upright. So when we all verked Left the toward My body kept still. GAS make was a bit difficult so I wasn't able to to put my scat belt on nor my Lpy waisle strap.

b3)(10USC§130)(b6

17. What did you do with your gear/PPE?

My Flax was the only pp E/gear i had on after making it out the osprey. My Kevlar flew off after we hit the Water.

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? Yes before and up until the Crash i had My LPU around My kneck and My air bottle was on green We git purged our Air to Make Sure it Worked. Majority.

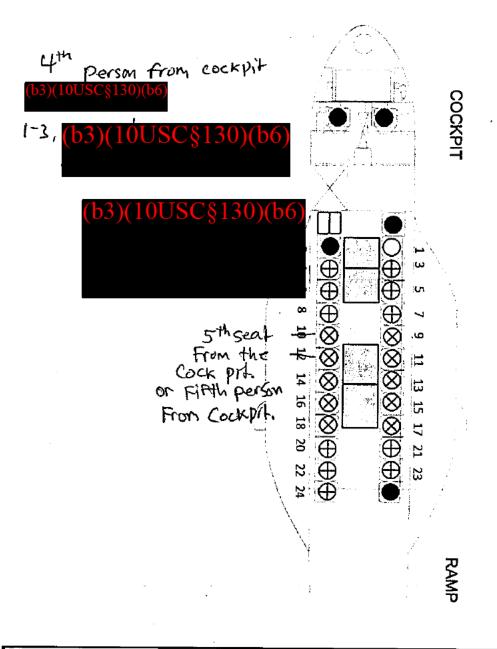
19. How were you rescued? I Was helped with four other Marines (swimming portion) by (b) (6), he had all or us hold Arms and hands and he pull us to the lor rarf.

20. Describe any and all injuries, no matter how minor (including screpess)

21. Describe the quality of medical care you received once aboard Green Bay.

unfortunelly I was the only one that wasn't on the green bar immediatly after the Crash. I was picked ap by the star swimm out of the life boat. The Medical Care at the BHR was ourshad I was theated greatly. Alot of Marines came to Visil Me, It was a huge help emotionally, physical the Medical Skift was Great mentally I couldn't have ask for a better storf. 22. Do you have any information that would be helpful to our investigation that we have not asked you? including my flight to BHR, that would be my third time in a Ancraft. during my Marine corps.

the Cockpit door Seconds befor the crash. I Wasn't able to put on a seat belt because all the gear, But in my own Opinion I think that seat belt for the one that had then on made it more difficult to easily make it out from an the gear plus our body Weight we here seaked pretty softh up until the Chash. Gas Marke was a bit de a promoblem hand to go in tight spots. Gear stucked up pretty hight but that in no way shape or form in my eyes caused anything dut of the Ordinary to happen.



AFFADAVIT

I, (b3) (100 SC § 130) (b6) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 6. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE, I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF 6 PAGES
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oath)
TSL MARVY	(Typad Name of Person Administering Oath)
	(b3)(10USC§130)(b6). _{JSMC}
(b3)(10USC§130)(b6)	(Signature of Person Administering Oath)
USS BONHOMME RICHARD	
(b3)(10USC§130)(b6) USN	oaths, this $\begin{bmatrix} 1 \\ - \end{bmatrix}$ th day of August 2017. at $\begin{bmatrix} 13 \\ -8 \end{bmatrix}$. (b3)(10USC§130)(b6)
	Subscribed and sworn to before me, a person authorized by law to administer
WITNESSES:	(Signature of Person Making the Statement)
	(Signature of Person Making the Statement)

SEAT NUMBER.

SWORN STATEMENT For use of this form, see AR 190-45; the proponent of this form is ODCSOPS						
PRIVACY ACT STATEMENT AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397Dated November 22, 1943 (SSN) PRINCIPAL PURPOSE: To provide commanders and law enforcement officials with means by which information may be accurately recorded. ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval. DISCLOSURE: Disclosure of your social security number is voluntary.						
1. LOCATION 2. DATE 3. TIME 4. FILE NUMBER 1. LOCATION 1745 AUG 2017 1607 Not applicable						
5. LAST NAME, FIRST NAME_MIDDLE NAME (b3)(10USC§130)(b6) 6. EDIPI (b3)(10USC§130)(b6) 7. GRADE/STATUS						
8. ORGANIZATION OR ADDRESS G Bat, BLT 3/5						

QUESTIONS

- 1. At the start of the mission, how did you get to Raspberry Creek training area (Air, Sea [what type of vessel])? And
- If Air, what type of aircraft? (Osprey, 53, etc...)
 OSPREY
- 3. Did Green Bay Combat Cargo give you an egress/passenger brief before boarding?
- 4. If not, did air crew of your aircraft give you an egress/passenger brief? I got told everyone needs to have an LPU and be forstend p.
- 5. What was the nature of the operation at Raspberry Creek? EMBASSY REENFORCEMENT NLW/SECURITY PLT.
- 6. How rested were you at the beginning of the operation? I had & to 9 hours of sleep before the operation.
- 7. How rested were you when you got picked up by the mishap aircraft (Osprey) on 5 August? During the operation I got about 3 hows of sleep per n.52.].
- 8. Do you remember getting an egress/passenger brief by the aircrew of the mishap aircraft? I was tob everyone needs to have an LPU and be fastered up.
- 9. Have you ever completed SWET/Helo Dunker training? Which one or both? Last date completed? I completed SWET on 2017 0224 m Camp Pendleten.



- 10. If previously qualified prior to 31st MEU embarkation, did you receive SWET/Helo Dunker refresher training? N(C).
- 11. On the return flight to Green Bay, what was your general level of alertness? Other passengers? I was wide anake and watching out the back of the Osprey. Some of the other Marines were reading out.
- 12. Tell us about what you personally remember, not what others have told you about the last moments of the flight?

The aircrift was shaking a little. Coming up to the ship I could see the ocean from behind the faircrift. The aircraft took a hard last and then we made contect with the ship. From There we want into the water none first

13. Tell us about what you remember after the initial impact?

I remember the circreft hitting after making a hard left. Then we slid. and while moving the opposite may I saw the back of the ship kenind the aircraft. we then hit the mater nose first. 14. Did you or did you see anyone unbuckle their restraints before the aircraft completely settled in the water?

15. What happened to you once the Osprey was in the water (how you got out, what you did in the ocean)? Once the approx hit the mater and settled I took my seat belt aff after a copple of patterpte. From there (b3)(10050\$130)(b6) and myself was looking and howing onto the seats in the back looking up at the sky. AFTER noticing I could not Climb up, I looked down and sow Marines in water, we said stay alm and blow the mindows. It The mater was not not the window yet and I heard 2 loud pops. As I looked back down I saw Marines start exiting through the mindow and still could not go down to mindow because of the Marines being there at the note being half up in the mindow. From There the Osprey rolled upside down and I climbed out on the ceiling. I got MY beg snagged on something and ripped my trouxers open on my left leg as well as c.f. when Ivenched the dail I fell due to achein attached to my Flak. I slid down and mattached it frammy Plak. This is when I sturted to help Marines out the back of the osphery, Once I brough (b3)(10USC§130)(b6 helped (13)(10050\$130)(06) Kak and belt with gas mask off, Inflated my CPU and with his near as well. It toost a couple pulls to infl helped (03)(100505130)(001 car mor our on one one, introme our, introme of the his sear as well. It tooka couple pulls to inflate not inder them. All we saw was picks frising notedy else then the water drent over he fred the edge and we knew that we had to jumpard did so. Continued on separate paper ...

16. Did you encounter difficulties with your body armor and/or Kevlar? I could not find my pull card so unclipped and pulled off. other than that we problems.



17. What did you do with your gear/PPE?

ance suces on the tail of the arrowf Idropped all of my PPE."

18. Did you attempt to use any survival equipment (LPU, Air bottle)? If so, did they work as expected? The only thing I used was the LPU I did not need to use the air bottle.

19. How were you rescued? I sum to life raft and a bast cause from the ship.

20. Describe any and all injuries, no matter how minor (including soreness).

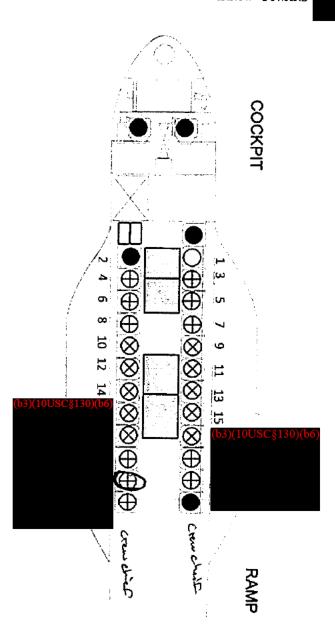


Initials

21. Describe the quality of medical care you received once aboard Green Bay. Ital The Medice) care was greaten ship. They immidicitly got our vitels and mashed down as soon as he set on beard, as mell as contribued to Selour vitels cheat Krays and a the third's like blackeds, clothes, feed, and drike.

22. Do you have any information that would be helpful to our investigation that we have not asked you? Are - formy fraction dee (D) (6)





AFFADA	/IT (3)(005c1)
I, (b3)(10USC§130)(b6) HAVE READ OR HAVE HAD READ TO ME THIS STA FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADI CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF INFLUENCE, OR UNLAWFUL INDUCEMENT.	AINING THE STATEMENT I HAVE MADE THIS STATEMENT
WITNESSES: (b3)(10USC§130)(b6) USS BONHOMME RICHARD (ORGANIZATION OR ADDRESS)	Subscribed and sworn to before me, a person authorized by law to administer oaths; this th day of August 2017. at (b3)(10USC§130)(b6)
(63)(100SC§130)(66) USMC	(b3)(10USC§130)(b6)USMC
1st MAW	(Typed Name of Person Administering Oath)
(ORGANIZATION OR ADDRESS)	Investigating Officer (Authority to Administer Oath)
INITIALS OF PERSON MAKING (b3)(100SC§130)(b6)	PAGE 6 OF GP AGES

(b3)(10USC§130)(b6)

Question #15.

Once I hit the water I came back to the surface due to my LPU being varfladed As I come to the surface I was expecting to taste salt water and jot a month fill of fiel and instantly spit it out. This is when I saw the life rafter on the water from the ship and leaved back to swim to are. It was to for away so I rotated and swam to the other life raft while guiding and Gilming (b3)(10USC§130)(b6) down. Once Treached the 1 fc raft (b3)(10USC§130,000, helped me down. Once Treached the 1. for raft UP, I took off my LPU, and we started pulling other pape into liferaf. Once the pilot get in and about Zother Markes I stand up and starded counting people I could se rede it out of the approx the number Igot was 23. I canfed 2 more time and asked the pilot how many totel was an board, he said 26. I counted two have times and still got 23. I looked for the 5 crew members and som 3 out of 5 and reliced we was missive are afour Jasked for a knike due to I hot mine go with my gear, and I cut his trousers up to (is)(10030\$130)(bis knee Tasked who had an IFAK and (is)(10030\$130)(bis knee Iasked who hed an IFAK and to hard me his. I put gauge an and asked to rap the ace bandage around. The Pilot complained It nos to tight but I said it has better the obleading out from their a beat should up and we got everyone that was injured into it. The bast was leaving with 6 out of 23 marines. This is when we got actul names of whe was Missing From (03)(10050\$130)(06) book and the of whe was Missing From 2 crew chifs, we then passed the names up as the

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32C (4-81) SN 0107-LF-736-2140

SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (I ant fir	section IIA – FLIGHT PERSONNEL DESIGNATION RECORD NAME (Lest first middle initial) (b3)(10USC§130)(b6)					
DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED	
19MAYIG	DES CORRECTION		VMM-265	(b3)(10USC		
	MAG 36 FLSE					
	-					
-						
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19 MAY

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32C (4-81) SN 0107-LF-736-2140

SECTION IIA	- FLIGHT PERSONN	NEL DESIGN	ATION RECORD		Leen		
NAME (b3)	(10USC§1	(30)(b	6)		SSN	-	
DATE	DESIGNATION	MODEL	UNIT	PROMULGATI		VERIFIED	
2 July 04	Nova Au, me	THS7	HT 8	(b3)(10)	DUS	C§130)(I	b6)
10 389 04	000	MUZZIS	Vuunt 204				
OLUALPE	T2P	MUZZB	VMMT-204				
Zatingo	T24	MUZZA	VMM-267				
31 406 11	TAC	MUZE	VMM 263				
3APR12	ODO	WW228	1111263				
BJOHIL	FCP	MUZZA	VML203				
23 Jul n	SL	פרניא	V74-263				
3.000/12	LATI	MVZZ	VMM 263				
19 MARIS	ARI	MV22	VMM 263				
15 APE 13	Dr	AVEL	VAM 263				
07 3413	NSI	MV 22	VMM 263				
07 JUN 13	CRMF	MU 22	VMM 263				
10 34 13	ANI	11/22	VMM 263				
13 JUN 13	INSTE	M122	VAN 263				
24 SAN 14	TSI	MU22	VMM 263				
27 AUG 14	BIP	MV 22 B	VMM 263 (ILEW)				
15 JUL 15	LICEPTHAVER	u-ers	UNM 265 (REIN				
25 OCT 15	LAT STANI	MUZZB	ummiles (REIN)				
25 OCT 15	WTI	RUZZO	umm265 (1821)				
11 DEC 15	FUGHT LEAD	MUZZIS	VMMZES (1511)				
11 JAN 16	ANI	MUZZB	VMM265(PEIN)				
ZH FEB 16	AMC	MUZZO	ummasslerin)				
28 NPR 16	INSE	MUZZIB	UMM 265 [REIN]				

NATOPS FLIGHT PERSONNEL TRANS/QUALIFICATION JACKET

SECTION IIB - MISSION QUALIFICATION RECORD

NAME (La b3)	(10USC§1	30)(b6)		SSN
DATE	TYPE AIRCRAFT	QUALIFICATION	UNIT	REMARKS
26JUN16	MUZZB	LAT	VMM 263	(b) (6) 263 NATOPS
193010	MV-22B	NSQ(HLL)	VMM263	(b) (6) 263 NATOPS
22 Auslo	MV22B	sa	VMM263	(b3)(10USC§130)(b6)
706710	MUDDB	NSQULL	VMM263	
9 20010	MUZZB	AAR	VMM263	
15 JULY 15	MU 22B	Acceptoner	UMM 265	-
22 Jacy 15	HU 22 8	OPMI	VMM 265	-
1 ac 15	MU 220	DOMQ	Vmm 265	
3 Jun 16	MV 22B	QUAL CORRECTION	VMM ZES	UPDATED REF
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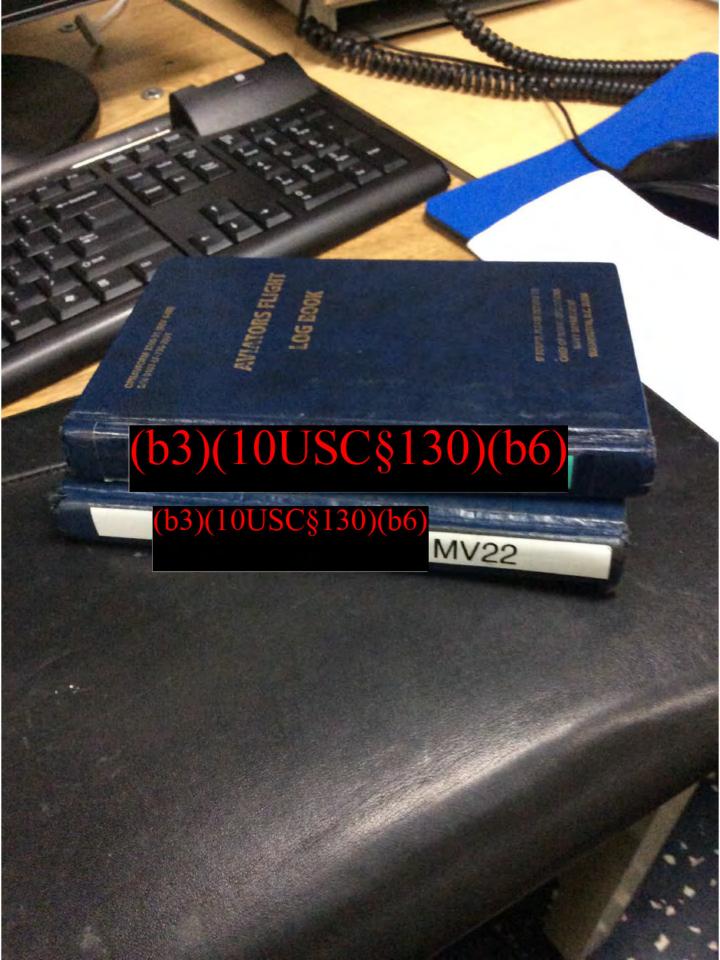
*U.S. GPO: 1990-704-119/20085

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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32F (Rev 4-90) 5/N 0107-LF-009-7700

SECTION IIIB - OPERATIO	DNAL PH	YSIOLOG	Y & 5	SURVIVA	TRAIN	ING							
NAME (Last, first, middle initial)	(63)(1	10030	-91:	30)(00			BANK	RATE SSM	N				
					TYP	EOF	TRAINI	NG		-		-	
COURSE CATEGORY		VIATION	Y	EN	EGRESS			WATER	-	LA	ND SURVI DWEST, SERE	VAL,	
AIRCREW REFRESHER TRAINING WASS 4	DATE	GRADE	UNIT	DATE	GRADE	UNI	DATE 27 JA	GRADE	E UNI 243	TDATE	GRAD	EUN	
sterio nen dessi d	SIGNAT	URE		SIGNAT	URE	-	(63)(10US		-	SIGNA	ATURE	-	
ANNUAL EGRESS	DATE	GRADE	UNIT	25 Feb 15		UNIT 243		DE	UNIT	DATE	GRADE		
The same company	SIGNATI	URE	-	(63)(10USC§	130)(66)	1.0	SIGNAT	URE	-	SIGNA	TURE		
E Lab Training OC BEF LEPLISED, LPU 21: Physics, LPU	DATE (GRADE	UNIT	T	DE	UNIT	DATE	GRADE	UNI	DATE	GRADE	UNI	
em: AN/AS-9	^s (b3)(10	USC§130	D)(b6)	SIGNATU	RE		SIGNATURE		-	SIGNA	TURE	-	
-	C			DATE		UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	
Egress	SIGNATU	RE		sigi <mark>(b3)(1</mark>	IOUSC§130)(b6)	SIGNAT	URE		SIGNA	TURE		
Phys/SD	B NON	GRADE	UNIT		GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	
(IGS)	\$1G <mark>(63)(100</mark>	SC§130)(66)		SIGNATU	RE		SIGNAT	URE		SIGNAT	URE		
I Caser/Fatigue	14FEBI	GRADE	205		GRADE	DE UNIT			UNIT	DATE			
1 Aypoxia	(03)(100	368130)(SIGNATU	RE		SIGNAT	URE		SIGNAT	URE		
	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	
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			TR	AINING	ACTIVIT	ES	-					-	
Pensicola, i L	_	8.	Barb	ers Point,	ні			15. Brun	swick,	ME GRUPAC			
2. Miramar, CA		9.	Cecil	Field, FL				16. FAS	OTRA				
3. Norfolk, VA		10.	Cher	ry Point, I	NC			17. FASOTRAGRULANT 18. MCAS New River, NC					
4. Corpus Christi, TX		11.	Whid	ibey Island	i, WA								
5. Lemoore, CA		12.	Beau	fort, SC		-		19. Okin	awa				
5. El Toro, CA		13.	Point	t Mugu, C	A			20. Othe	r (List)			
7. Jacksonville, FL		14.	Patu	xent River	, MD		1	21.					
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					OPNA	V RCS 3710- T 3710.7(Serie
	NATOPS EV	ALUATION	REPORT	and the second se		
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5. UNIT: 6. CREW POSI	TION & QUALIFICATIO	ONS	7 HOURS I	NMODEL	8. DATE OF CHEC	
VMM-265 T2P			1.58		27 Feb 2	
9 TOTAL FLIGHT HOURS 10. AIRCRAFT	MODEL: 11. ANPO	RAFT BUNO:	12 FLIGHT DL		13. EXPIRATION D	
1,846.9 MV-23	2B C	FTD-7	2		28 Feb 2	
	NATOP	SEVALUAT	ON			
14a REQUIREMENT		14b.		14c.	GRADE	
		DATE	COMPLETED	0		
OPEN BOOK EXAMINATION		23	Feb 2017	Q	CQ	U
CLOSED BOOK EXAMINATION			Feb 2017			
ORAL EXAMINATION			Feb 2017	Q	_	
EVALUATION FLIGHT				Q	_	
		21	Feb 2017	Q		
OVERALL FINAL GRADE QUALIF	IED					
14d REMARKS OF EVALUATOR						
Annual Egress was performed IAW CNA Annual CRM evaluation flight conducted	F M-3710.7 Series. IAW CNAFINST 15	42.7 Series.				
15a. PRINT NAME OF EVALUEE:	IEL DANK	AL- DATE				
(63)(100SC§130)(66)	15b RANK	15c. DATE	15d. SIGN		SC§130)	(h6)
6a. PRINT NAME OF EVALUATOR:	16b RANK	27 Feb 20 16c. DATE:			BC 9150)	
(63)(10USC§130)(66)	(3)(100553130)		16d. SIGN			
7. REMARKS OF UNIT COMMANDER.		27 Feb 20	(D3)(1003	SC§130)(D6)
18a. UNIT COMMANDER						
(63)(10USC§130)(66) OPNAV 3710/7 (REV 4/2016)	18b. RANK (3)(1005/4580)(3)	18c. DATE 27 Feb 20)	(b3)(1	OUSC	C§130)(b6	



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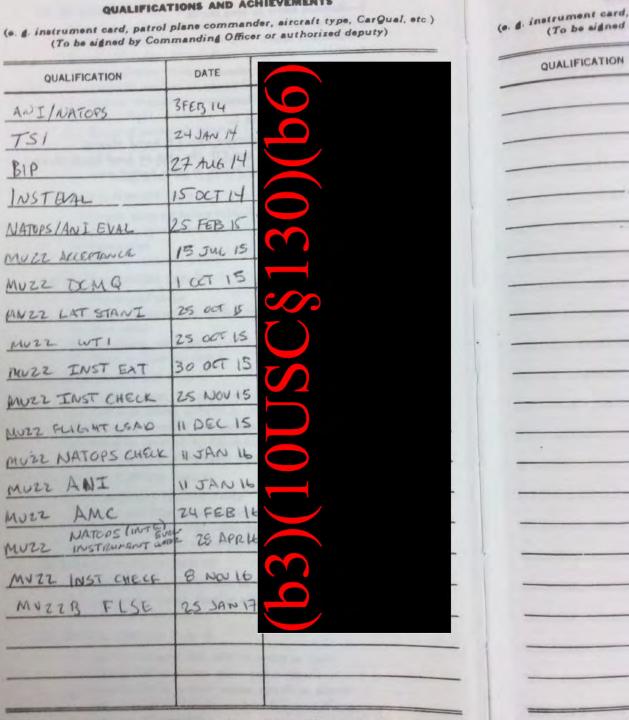
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	9 MUZZB	166740	IA4	1.4	1.0	4.0	1	1	1	1	1	4	4-7	-		
	21 MVZZB	167910	242	0.3	0.7	1	1	1)	1	1	2	1-9	+		
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QUALIFICATIONS AND ACHIEVEMENTS

(e. g. instrument card, patrol plane commander, aircraft type, CarQual, etc.) (To be signed by Commanding Officer or authorized deputy)

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SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (Last, first,	midde Enities (b3)(100	JSC§130)(b6)	SSN	
DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
marlb	NAVAL AVIATOR	TC12B	VT 35	(b3)(10USC§130)(b6)	(b3)(10USC§130)(l
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JPNAV 3760/32C (APR 1981)

NAME (Last, first,	middle Enidial) (b3)(10U	12C3T30)(06)	SSN	
DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
marlb	NAVAL AVIATOR	TC12B	VT 35	(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6
20 360 14	TIP	MULLB	LAMTTOM		
FI HAM BO	ACCEPTANCE	MUZZB	UMM 265		
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OPNAV 3760/32C (APR 1981)

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3750/32D (4-90)

NAME (Last, first, m	riddle linitial) <mark>(b3)(10</mark>	02C3130)(pp)		SSN
EFFECTIVE DATE	TYPE AIRCRAFT	MISSION	UNIT	REMARKS
ID JAN 17	MN-220	NSOHLL	265	
12 Dec 16	MV-22	LAT	265	
15 Feb 17	MV-225	NSQUEL	265	
13 JUN 17	MN-93B	CQ	265(RAN)	
	-			

NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32F (Rev 4-90)

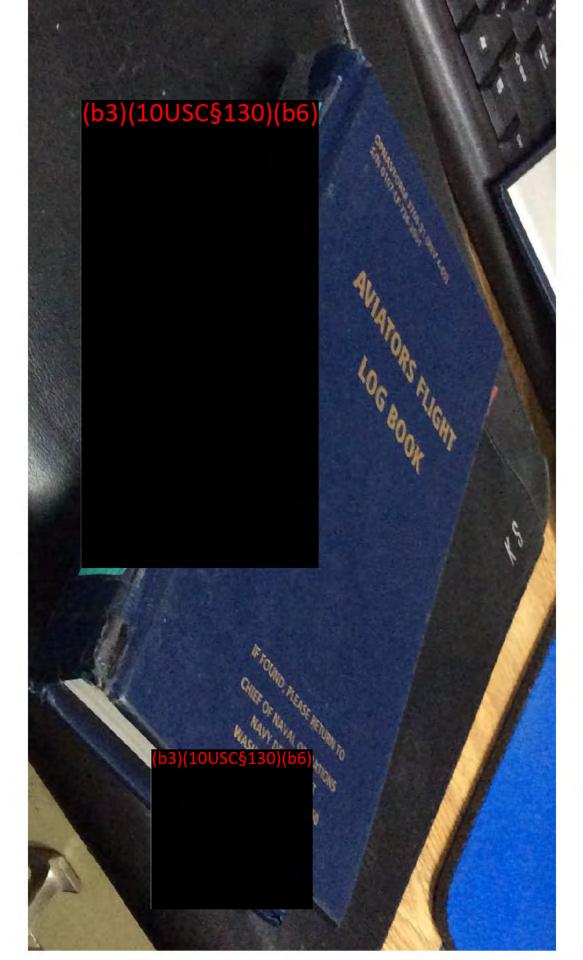
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SECTION IIIB - OPERAT	IONAL PHYSI	OLOGY &	SU	RVIVAL TRA	INING								
NAME (Last, first, middle initi	a/)						RANKIR	ATE SS	5N				
			_		TYP	EO	FTRAINING						
COURSE CATEGORY	AVI PHYS	ATION			GENCY			ATER		D	SURVIN WEST, SERE	/AL	
SERE	DATE	GRADE	UNIT	DATE	GRAD	EUN	IT DATE	GRAD	EUN	IT DATE BALLI	6 GRA	DEUN	
SERE	SIGNATURE			SIGNATURE	-	-	SIGNATURE		-	SIG	<u>9130)(66)</u>	_	
CLASS 4 WATER SURVIVAL	DATE	GRADE	UNIT	DATE	GRADE	UNI	T DATE	GRAD	E UN		GRA		
5	SIGNATURE			SIGNATURE			5 <mark>(b3)(10USC</mark>	§130)(b6		SIGNATURE			
MV-22 EMERGENCY		GRADEL	JNIT	DATE 18JULIG	GRADE	UNIT		GRADE	UNI	T DATE	GRAD	DEUNIT	
EGRESS	SIGNATURE			(b3)(10USC	130)(b6		SIGNATURE			SIGNATURE			
MV-22 EMERGENCY	DATE	GRADE U		DATE	GRADE	UNIT 204	DATE	GRADE	UNIT	DATE	GRAD	EUNIT	
EGRESS	SIGNATURE			SI <mark>(63)(10USC§</mark> 1	30)(66)		SIGNATURE			SIGNATURE		-	
MAW NUDR CSEL ISD	DATE 2NOV2016	GRADE U		DATE	IGRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	
MAW NVDR CJEL SD LED Laser Fatigue LDW hypoxia	(b3)(10US0	C§130)(b	6)	SIGNATURE			SIGNATURE			SIGNATURE			
Lab Training	09AA22011	1 ch 2		DATE	GRADE	JNIT	DATE	GRADE	UNIT	DATE -	GRADE	UNIT	
CSEUSDILEP /Laver Ouperior		55)(100502 \$120)(00)		SIGNATURE			SIGNATURE			SIGNATURE			
m: ANTAVS q HUNGED THE			T C	DATE	GRADE	INIT	DATE	GRADE	JNIT	DATE	GRADE	UNIT	
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	DATE	GRADE UN	ΠD	ATE	GRADEU	NIT	DATE	GRADE	JNIT	DATE	GRADE	UNIT	
	SIGNATURE		SI	IGNATURE			IGNATURE SIGNATURE					_	
			TR	AINING ACT	IVITIES							_	
1. Pensacola, FL		8, Barber	s Po	oint, HI			15. Brunswick, ME						
2. Miramar, CA		9. Cecil F	ield	, FL			16. FA	16. FASOTRAGRU			PAC		
3. Norfolk, VA	-	10. Cherry Po			bint, NC			17. FASOTRAGRUL			LANT		
4. Corpus Christi, TX		11. Whide	bey	sland, WA			18. MC	AS New	Riv	er, NC	er, NC		
5. Lemoore, CA		12. Beauf	ort, i	SC			19. Ok	nawa	-			_	
6. El Toro. CA		13. Point I	Mug	u, CA			20. Oth	er (List)	-			-	
7. Jacksonville. FL		14. Patuxe	ent F	River, MD			21.	-		-		-	

OPNAVINST 3710.7(Series) NATOPS EVALUATION REPORT 4. DATE OF LAST EVALUATION 3. EDIPI NUMBER: 2. RANK: 1. NAME (Last, first, middle initial) Initial 10USC§130) 8. DATE OF CHECK FLIGHT: 7. HOURS IN MODEL: 6. CREW POSITION & QUALIFICATIONS 5. UNIT: 20 Sep 2016 27.1 T2P **VMMT-204** 13. EXPIRATION DATE: 12. FLIGHT DURATION: 11. AIRCRAFT BUNO: 10. AIRCRAFT MODEL: 9. TOTAL FLIGHT HOURS: 30 Sep 2017 1.5 166738 **MV-22B** 220.9 NATOPS EVALUATION 14c. GRADE 14h 14a DATE COMPLETED REQUIREMENT 11 Q 4.0 13 Sep 2016 OPEN BOOK EXAMINATION 13 Sep 2016 4.0 CLOSED BOOK EXAMINATION Q 20 Sep 2016 ORAL EXAMINATION 20 Sep 2016 Q EVALUATION FLIGHT QUALIFIED OVERALL FINAL GRADE 14d. REMARKS OF EVALUATOR: was well prepared for the brief and had a good understanding of all systems and EPs. T2P check conducted at 14NC and outlying fields. En route portion included IFR navigation and unfamiliar airfield coordination. Pattern work included airplane and conversion mode, STO/ROLs, and numerous EPs. During all maneuvering and pattern work, controlled the aircraft well and made timely adjustments all the way on short final to landing. Following pattern work, work and had a good understanding of CMS functions. Conducted an ASR under actual instrument conditions during the return to KNCA. (b) (6) exercised good CRM throughout the flight and during all simulated EPs. (13)(1013(2013)(15) is well qualified to hold the designation of T2P in the MV-22B. Strengths: Aircraft control. Weaknesses: External communications. Annual Egress was performed IAW OPNAVINST 3710.7 Series. Annual CRM evaluation flight conducted IAW CNAFINST 1542.7 Series. 15c. DATE: 15d. SIGNATURE: 15a. PRINT NAME OF EVALUEE: 15b. RANK: (10USC§130)(b6 20 Sep 2016 16a. PRINT NAME OF EVALUATOR: 16b. RANK 16c. DATE:)(10USC§130)(b6 20 Sep 2016 17. REMARKS OF UNIT COMMANDER: 18a. UNIT COMMANDER: 18c. DATE: 180 18b. RANK: 20 Sep 2016

OPNAV 3710/7 (REV 4/2016)

OPNAV RCS 3710-21



QUALIFICATION	DATE	SIGNATURE	
COMPLETED MILITARY CHECK-OUT AS PIC IN T-68	Part Of	53)(10USC§13	0)(b6)
TRUMENT CHECK	2 Martia		_
PLETED MILITARY CHECKO PILOT IN COMMAND TEH MUDDB INSTV MUDDB INSTV MUDDB NATOPS			
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MV22 HLLNSQ	15 FEBI		-
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SC§130)(b6)		F-7 F-4	2 V0 K0			35,35	1.8	1.7	3.5.0		26 AV-220 168219 27 MN-228 168219 66 MV228 168633	26 nv-220 1 800-MM 228 1 906 MV-228
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SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

(b3)(10)	USC§130)(b6)		55N	
DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
5APR13	CC	MV22B	VMMT-204	(b3)(10USC§130)(b6	(b3)(10USC§130)(b6
24 JUL 13	CREW CHIEF	MV-238	HMX-1		
FJUNIC	ALCEPTANCE		VMM-205		
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			Del .		
AV 2700					

0 3760/32C (APR 1981)



NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32D (4-81) SN 0107-LF-736-2150

SECTION IIB - MISSION QUALIFICATION RECORD

NAME (Last, first	3)(10USC§13	30)(b6)		SSN
EFFECTIVE DATE	TYPE AIRCRAFT	MISSION QUALIFICATION	UNIT	REMARKS
5 NON 14	MUZZB	NSQ HLL	Hmay	ONBY ACCEPT AT HAXY
14 Nov 14	MUZ23	NSQ LLL	Hmx1	UNLY ACCEPT AT Home
16 Dre 14	MUZZAS	LAT	Hanzy	
1200516	MV22B	LAT	Vmm-265	
1400516	MV 22B	NSCR HLL	VMM-265	
DEC 16	MV22B	NSQ LLL	VMM-225	1
16 FEB 17	MV228	T6Q (240)	Vmm-265	
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SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

COURSE CATEGORY MAW NUDR / CSEL / LEP/Laser/LPH Ligue / Hypoxia Lah Training	DATE 20SE (b3)(1		GY		T	YPE O	FTRA	INING				
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0 0	(05)(1		24	5	3)(10USC§	130)(b	DAT	E GRAI	DE UN	T DATE	GRAD	EUI
Lab Training		003081	130)(i	5IGN			SIGN	ATURE		SIGNA	TURE	
IC (RED)		10USC)(b6)	GRADE	UNIT	DATE	GRAD	E UNI	T DATE	GRADE	
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				PATE	GRADE	UNIT	DATE	GRAD	UNIT	DATE	GRADE	UNI
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	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
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			TF	AINING	ACTIVIT	IES	-					
1. Pensacola, FL		8.	Barbe	ers Point,	ні			15. Bruns	wick	MF	-	
2. Miramar, CA		9.	Cecil	Field, FL	_			16. FASC				
3. Norfolk, VA		10.	Cherr	y Point, N	NC			17. FASC				
4. Corpus Christi, TX		11.	Whidl	bey Island	, WA			8. MCA				
5. Lemoore, CA	-	12.		ort, SC				9. Okina		aver, NC		-
6. El Toro, CA		13.	Point	Mugu, CA	4			Other 0.	the second s	-		-
7. Jacksonville, FL OPNAV 3760/32F (APR 19				nt River,				1.	-			_

Jacksonville, FL

(b3)(10USC§130)(b6) .

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Patuxent River, MD

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EGRESS	SIGNATU	RE		(03)(10	USC§13	0)(00	IGNATU	A.E		SIGNA	TURE .	
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MY-22 EMERGENCY	DATE	GRADE	UNIT	DATE ISSUNIC	GRADE	UNIT 265	10000	a.	UNIT	DATE	GRADE	UNIT
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1. Pensacola, FL		8.	Barb	ers Point.	, HI		1	5. Brun	swick.	ME		-
2. Nikamar, CA		1 9.	Ceci	l Field, Fl	L		1	6. FAS	OTRA	GRUPA	C	-
3. Norfolk, VA	-	10.	Cher	ry Point,	NC		1	7. FAS	OTRA	GRULA	NT	
4. Corpus Christi, TX		11.	Whit	dbey Islan	id. WA		1	S. MCA	S New	River, 1	NC	
5. Lemoore, CA		12.	Beau	afort. SC			1	9. Okin	uwa			
6. El Toro, CA		13.	Poin	t Mugu, C	A		1 3	Oihe	u (List).		
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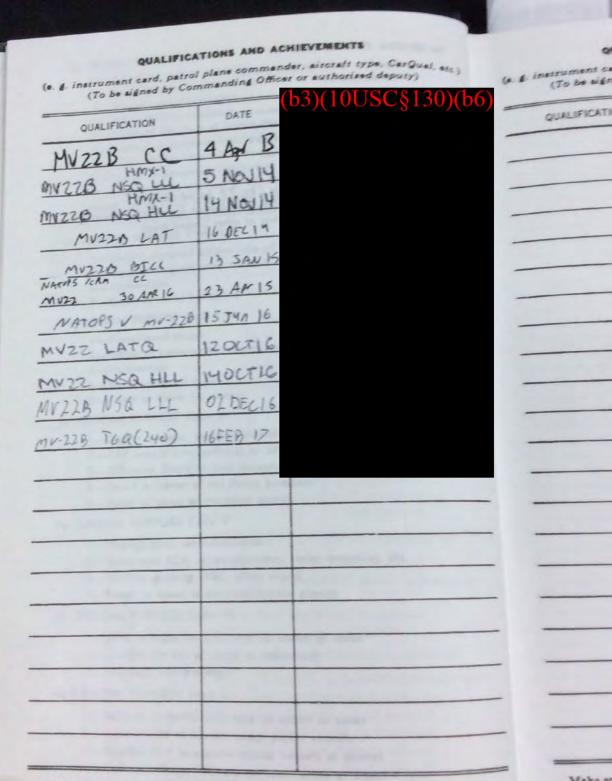
14d. REMARKS OF EVALUATOR MV-22 NATOPS check flight was conducted in accordance with the CNAF 3710.7V, A1-V22B-NFM-000, MCV P3500.34, and V-22 T&R. All emergency procedures were conducted IAW MV-22B NATOPS (2)(005018000) NATOPS check conducted during the 31st MEU ships on load, making multiple hits to several naval vessels. (2)(005018000) national high situation awareness and communicated efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficient.
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ORAL EXAMINATION 22 Jun 2017 Q EVALUATION FLIGHT 22 Jun 2017 Q EVALUATION FLIGHT 22 Jun 2017 Q OVERALL FINAL GRADE: QUALIFIED QUALIFIED 144 REMARKS OF EVALUATOR: MV-22 NATOPS check flight was conducted in accordance with the CNAF 3710.7V, A1-V22B-NFM-000, MC P3500.34, and V-22 T&R. All emergency procedures were conducted IAW MV-22B NATOPS SX0005C180000 NATOPS check conducted during the 31st MEU ships on load, making multiple hits to several naval vessels. SX0005C180000 raintained high situation wareness and communicated efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and efficiently and effectively with the crew to aid in moving cargo and passengers safely and
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Strengths: Emergency Procedures and Assertiveness Weaknesses: None noted
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15a. PRINT NAME OF EVALUEE 15b. RANK: 15c. DATE (b3)(10USC§130)(b6) (03)(10USC§130)(06) 22 Jun 2017 23 Jun 2017 23 Jun 2017 23 Jun 2017
16a. PRINT NAME OF EVALUATOR 16b. RANK. 16c. DATE
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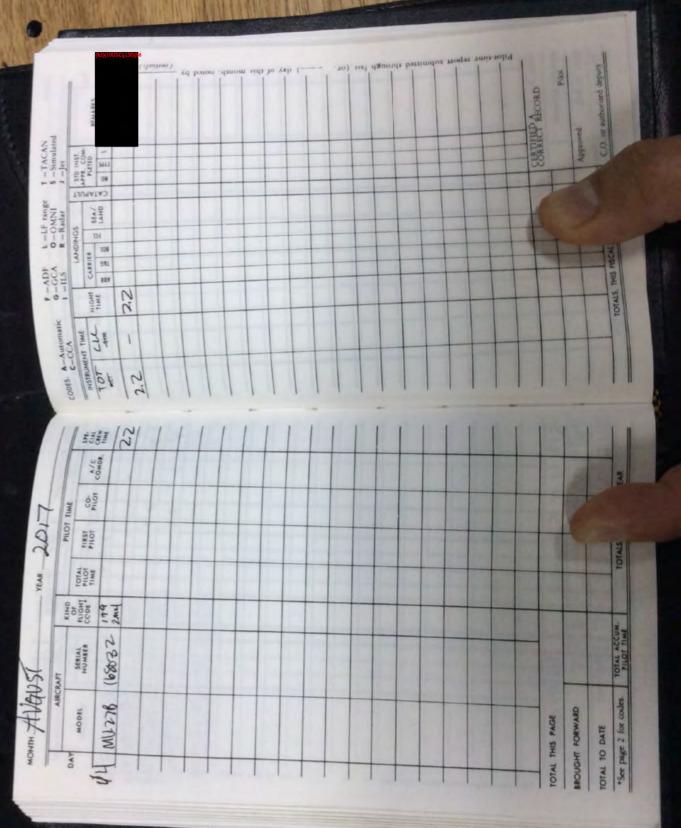


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SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

NAME (b.3	3)(10USC§	130)(b	6)	(05)(10	USC§130)(b6)
DATE	DESIGNATION	MODEL	UNIT	PROMULGATION BY	VERIFIED
11 Jul 13	a	mozz	3 UMMT ZOLI	(b3)(10USC§130)(b6)	(b3)(10USC§13
19 Nov 17	CC	MV-22B			
31 MAYIS	BILL	MV-228	VMM-265 (REIN)		
93EP 15	LATI	MV 22B	VMM 205 (REIN)		
29JAN16	NSI	MV22B	VMM 265 (REIN)		
14 APRIG	TG1 (M2400)	MV22B	ymm-265 (REN)		
0374N16	Des correction	MV22B	vmn-265		
285 hall	T61 (GAU-16/A)	mV-228	Umm265		
27SEPIL	QASO	M¥-22B	VMM215		-
30SEPI6	DEMI	MV-22B	VMM-265		
30APR17	WTF	MN22 B	Vmm-265	-	b3)(10USC§130
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OPNAV 3760/32C (APR 1981)

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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3760/32D (4-90)

SECTION	HD MICC	SIGNAL COLLAR	APPLICA & WALKS	RECORD
2010/01/2014	11D MI93	NUN QUAI	IFICATION	INECORD

NUME (Last, first	t, middle linitial) (b3)(10	USC§130)(b6)		SSN (b3)(10USC§130)(b6)
EFFECTIVE DATE	TYPE AIRCRAFT	MISSION	UNIT	REMARKS
INFEB IN	MUZZB	LAT	VMM 265	(b3)(10USC§130)(b6
BOCTIN	MVZZB	NSQ HLL	VMM265	
18 100/14	MYZZ B	NSQ LLL	UMM265	
ISJUNIS	MV-228	TGO (M2400)	VMM-265 (DEN)	
23 JUNIS	MV22B	ca	VMM ZUPS (REIN)	
GAUG 15	MV 228	THR (GAU-16)	MAN 2050 (REIN)	
LAPR 16	MVZZB	bema	VMM-JCE(DEN)	
03JUN16	mV22B	QUALCORRECTION	Vmm-265	
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SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

NAME (Last, first, middle init	(11)						RANK/R		SSN						
	1				TY	E OF	TRAINING								
COURSE CATEGORY	PI	AVIATION	¥		ECRESS			WATE		LAND SURVIVAL, DWEST, SERE					
MV22B EMERGENCY	GRADE	UNIT	CATE GSVLIG	GRADE	UNIT 265	DATE	GRAD	E UNIT	DATE	GRADE	UNI				
EGRES5	RE		(b3)(10USC§130)(b6)			SIGNATU	RE		SIGNAT	URE .					
Lab Training	DATE	GRADE	UNIT 265	WHIE.	DIGINAL	TIL	DATE	GRADI	UNIT	DATE	GRADE	UN			
m: AVAN 9		USC§1	30)(bo	SIGNATURE	-		SIGNATU	RE		SIGNAT	URE				
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	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT			
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	-		Ť	RAINING	ACTIVI	TIES				-					
1. Pensacola, FL		8	. Bart	pers Point,	1	.5. Br	inswick,	ME							
2. Miramar, CA		9	Ceci	Cecil Field, FL Cherry Point, NC				6. FA	SOTRA	GRUPAC GRULANT					
3. Norfolk, VA		10). Che					7. FA	SOTRA						
4. Corpus Christi, TX	11. Wh			dbey Island	i, WA		1	8. MO	CAS Nev	v River, NC					
5. Lemoore, CA		12	. Beau	ufort, SC			1		inawa	1.0					
6. El Toro, CA		13	. Poin	nt Mugu, C	A		2	Other (List) 20.							
7. Jacksonville, FL		14	Paru	ixent River.	MD		2	1.							

OPNAV 3760/32F (APR 1981)

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	NATC	OPS EVAL	LUATION	REPORT						
1. NAME (Last, first, middle mit			RANK	3 EDIPI NUI	MBER.	4 DATE O	FLASTE	VALUATION		
(b3)(10USC§130)(b6	0		(california:chard)	(63)(10USC	<u>(§130)(66)</u>		06 Jul 201			
5. UNIT.	6 CREW POSITION & QU	ALIFICATIONS	S	7 HOURS IN	MODEL	8 DATE O	FCHECK	FLIGHT:		
VMM-265	CREW CHEIF			1,023	1.5		23 Jul 20	17		
9 TOTAL FLIGHT HOURS	10 AIRCRAFT MODEL	11 AIRCRA	FT BUNO	12 FLIGHT DU	RATION:	13. EXPIR	ATION DA	TE		
1,023.5	MV-22B	168	8032	3			31 Jul 20	18		
		NATOPS	EVALUATIO	N						
14a	REQUIREMENT		14b DATE (DATE COMPLETED GRADE						
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OPEN BOOK EXAMINATION	4		22.	Jun 2017	4.0					
CLOSED BOOK EXAMINATI	ON		23 3	Jun 2017	3.5	2				
ORAL EXAMINATION			23.	Jul 2017	Q					
EVALUATION FLIGHT			23.	Jul 2017	Q					
OVERALL FINAL GRADE	QUALIFIED		-							
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(b3)(10USC§130)(b6)

LOG BOOK

FRING ALLE FORM

QUALIFICATIONS AND ACHIEVEMENTS

(e. f. instrument card, patrol plane commander, aircraft type, CarQual, atc.) (To be aigned by Commanding Officer or authorized deputy)

QUAL

. instrument card. (To be signed

QUALIFICATION	DATE	SIGNATURE	(o. d. instruction (To be sidned
NATOPS CHECK	11 JULY 13	(b3)(10USC§130)(be	QUALIFICATION
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NATOPS CHECK	22502414		
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MYZZB NSQ(LLL)	18 NOU14		
MY22 B BILC	31 MAY 15		
MV22B TGQ(M2400)	ISJUN IS		
MUZZB CR	235UN IS		
MUZZB TER (GAU-16)	GAUGUS		
MUZZO LATI	9 SEP 15		
MV22B NSI	297ANIB		
MV22B DCMQ	TAPR 16		
MV228 TGI M2400	HAPEIC		
MV-22B NATOB CHECK	13JULIS		
TGI CGAU-16/A) MV-228	2354116		
MY22BNATOPSV	GJULIG		
QASU	275EPT 16		
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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET

SECTION IIA - FLIGHT PERSONNEL DESIGNATION RECORD

^N (b3)(1)	0USC§130)	(b6)			0USC§130)(b6
DATE	DESIGNATION	WODEL	UNIT	PROMULGATION BY	VERIFIED
IFEB16	Crew Chief	MV-22.B	VMMT-204	(b3)(10USC§130)(b	6) ^{000/1000003130)(}
SOMARIE	ACCEPTANCE ACCEPTANCE	MV-22B	VMM- 265	-	
03JUN16	CORRECTION	Mr-22.B	Vmm-265		
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ORNAV 3750/32C (APR 1981)

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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION IAC

SECTION 118 - MISSION QUALIFICATION RECORD

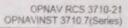
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EFFECTIVE	TYPE AIRCRAFT	MISSION	UNIT	REMARKS
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23 JUNIG	MV-228	QUAL CORRECTION	Vmin-265	UPDATED REF
BE ENTRY BEMAY 16	MV-22B	LATQ .	. vmm-265	,
1400716	MV-22B	NSQ HILL	VMM-265	
020EC16	mr-22B	NSQ LLL	VMM-265	
23 JAN 17	MV-228	TGQ (m240D)	Vmm 165	
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NATOPS FLIGHT PERSONNEL TRAINING/QUALIFICATION JACKET OPNAV 3750/32F (Rev 4-90)

SECTION IIIB - OPERATIONAL PHYSIOLOGY & SURVIVAL TRAINING

(b3)(10USC§1	30)(b6)						(63)(10USC§150)(1	SSN	N	IA		
					TYPE	OF	TRAINING	_		<u> </u>		-
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	DATE	GRADEU	NIT DATE		GRADE	UNIT	DATE	GRADE	UNIT	DATE	GRADE	UNIT
	SIGNATURE	- I.	SIGN	ATURE	-		SIGNATURE	1		SIGNATURE	-	
			TRAI	NING AC	TIVITIE	5		-				
1. Pensacola, FL		8. Barb	ers Poin	t, HI			15.1	Brunswic	k, ME			
2. Miramar, CA		9. Ceci	Field. F	L			16.1	FASOTR	AGRI	UPAC	-	_
3. Norfolk, VA		10. Che	erry Poin	t, NC			17.1	FASOTR	AGR	ULANT		_
4. Corpus Christl, TX		11. Wh	dbey is!	and, WA			18.1	MCAS Ne	W Ri	ver, NC		
5. Lemoore, CA		12. Bea	ufort, S(C			19. (Okinawa	_			_
6. El Toro, CA		13. Poli	nt Mugu,	CA			20.	Other (Lis	st)			_
7. Jacksonville, FL		14. Pat	uxent Ri	ver, MD			21.					_



	90,0.3	GIPE EVAL	DATIO	REPORT		Grinnigh	5/10/100ile
1 NAME (Last, first, middle inh (b3)(10USC§130)(b6			PLANK Restations of Fight			4 DATE OF LAST E 04 Feb 2	
5. UNIT	6. CREW POSITION & C		4	7 HOURS	MODEL	8 DATE OF CHEC	K FLIGHT
VMM-265	MV-22B CREW CH			259	.8	22 Feb 2	2017
9 TOTAL FLIGHT HOURS	10. AIRCRAFT MODEL	11. AIRCEA	FT BUNO	12 FLIGHT DU	RATION.	13. EXPIRATION D	ATE
259.8	MV-22B	168	3633	3		28 Feb 2	018
		NATOPS	EVALUAT	ION			
14a.	REQUIREMENT		14b. DATE	COMPLETED	14c.	GRADE	
OPEN BOOK EXAMINATION	4		1	8 Jan 2017	0	cq	U
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ORAL EXAMINATION				2 Feb 2017			
EVALUATION FLIGHT			-	Feb 2017	-	-	
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Strengths: Crew coordinat Weakness: None noted Annual Egress was perfor Annual CRM evaluation f	med IAW CNAF 3710.7	Series. IAFINST 1542	2.7 A .				
15a. PRINT NAME OF EVAL		L DANK	15c. DATE	15d SIG	NATURE		
(b3)(10USC§130)(b6		b. RANK	22 Feb	(1.0)	(1 OT	JSC§130)	(b6)
16a. PRINT NAME OF EVAL	UATOR: 16	b. RANK	16c DATE		NATURE:		
(b3)(10USC§130)(b6)		(el)(integra	22 Feb	2017 (b3)	(101)	JSC§130	(b6)
17. REMARKS OF UNIT COM 18a. UNIT COMMANDER:		D RANK	18c DATE	18d. SIG	NATURE:		
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OPNAV 3710/7 (DEV/ 4/0010)			22 red 2		100	003130)	

PNAV 3710/7 (REV 4/2016)

(b3)(10USC§130)(b6)

NASHINGTON, D.C. 209

(b3)(10USC§130)(b6)

LOG BOOK

QUALIFICATIONS AND ACHIEVEMENTS

(e. # instrument card, patrol plane commander, aircraft type, CarQual, (To be signed by Commanding Officer or authorized deputy)

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QUALIFICATION	DATE	SIGNATURE
MY23B NATOPS	Y Feb 16	$(h_2)(10)$ (10) (h(120))(h(120))
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AND QUALS	30MARIG	
LATO	26MAY 16	
MY22 NSCE HLL	1400516	
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	MW22B	168633	1A9						2.5	0.0	2.5	-	-	+	-	+	+	++	
2	MV2213	168218	1149					25		25	- 3.5	-		+	+	+	+	+	
7	MUZZB	168213	2 My					3.5	13:5	3.5	- 3.	5		+	+	+	+	+	
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,	MN-22B	168032	344				-	100 -	.0 -	3.0	++	++			
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AY	MODEL	SERIAL	KIND OF FLIGHT CODE	TOTAL PILOT TIME	FIRST	CO- PILOT	A/C COMDR.	SPL CLAI CREW TIME	INSTRUMENT TIME	1	CARRI 981	ER	SEA/	CATAPI	STD INST. PPR. COM- PLETED	REMARK5 53)(10USC\$130)(<u>b6)</u>
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07/08/2017	MV-228	MV-228 168028	3.0	1.5	1.5	3.0	0.0	0.0	1.5	0.0	0'0	1.5	1.0	1.0		1.5	0 5	0	-	2		293 2, 2935
07/05/2017	B12-1W	165218	TE	1.5	1.6	11	0.0	0.0	3.1	0.0	0.0	3.1	1.5	1.4		3.1	1 0	ø	0	m		2935
05/04/2017	MV-228	MV-228 168032	1.2	8.6	9.6	0.0	0.0	0.0	12	0.0	0.0	1.2	0.0	0.5		1.2	2 0	0	0	0	Z'ZEEZ	2332, 2935, 3130, 3230, 3233

ts Found	Ter	-	10	ACOR	R	COMMAT	H	m	PWIMG	Totai NNG	YC	M	NTE		No.	2	2
	12	11	B	7.1	0.0	0.0	IR US	0.0	0.0	2 12	2.5	10 M	10,10	0	0	-	-

EEF.	ŝ
2114	54
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1 1 1 1	ž
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	Total MVG
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Contraction of the second	R
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and the second s	141
	TPT

		Pel	erson:	(b3)(10	USC§1	30)(b6)		>	TMS: A	AI	>	_	Hight Type:	De:	• A/C	Sims	OAII	31	31 7/29/2017 - 8/5/20	017 - 8	/5/20:
	BUNO	Idl	FPT	CPT	ACDR	scr	COMBAT	HLL	E	and the second s	FWNVG Total NVG	ACT	MIS	BASE	BASE Is LINE Sim	NITE	¥	PA NPA PS	Contract of the	SdN	
-	168032	1.2	0.6	0.6	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.5			1.2	0	0	0	0	2332,

	PS NPS	0 0
	NPA	0
	PA	0
	NITE	1.2
	MIS	0.5
1	ACT	0.0
	Total NVG	1.2
	FWNVG	0.0
	III	0.0
	HLL	1.2
	COMBAT	0.0
	SCT	0.0
	ACDR	0.0
	CPT	9.0
S	FPT	9.0

FWAVG 10131 NVG	BAI HLL	100	COM	SCT COM	COM
0.0 672.5	332.0 0	340.5 332.0	14.8 340.5 332.0	77.3 14.8 340.5 332.0	14.8 340.5 332.0

		Per.	Person:	b3)(10L	(b3)(10USC§130)(b6)	()(p6)		>	TMS: AII	_	>	_	Hight Type:		A/C	A/C O Sims O All	AIL	1 I	1/5/201	31 2/5/2017 - 8/5/20	50
T	BUNO	TPT	FPT	CPT	ACDR	SCT	COMBAT	HLL	E	FWING	Total NVG	ACT	WIS	BASE	Is	NITE	Vd	NPA	PS -	SdN	
28	168220	4.0	2.0	2.0	4.0	0.0	0.0	3.5	0.0	0.0	3.5	1.0	2.0			3.5	0	0	0	0	1
28	168220	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	0	1
28	168220	2.0	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5			0.0	0	0	0	0	1
28	168634	6.5	3.2	3.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0			0.5	2	0	0	0 213	3
28	168633	3.0	1.5	1.5	3.0	0.0	0.0	0.0	3.0	0.0	3,0	1.0	0.0			3.0	0	0	0	0	
28	168633	3.0	1.5	1.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0			0.0	0	0	0	0 2133	33
28	168217	3.0	1.5	1.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.5			0.0	0	0	0	0	
28	168031	2.5	1.3	1.2	2.5	0.0	0.0	0.0	2.5	0.0	2.5	2.5	0.0			2.5	0	0	0	0	
28	168223	3.0	1.5	1.5	3,0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	1.5			3,0	0	0	0	0	1
28	168031	3.3	1.7	1.6	3.3	0.0	0.0	3.3	0.0	0.0	3.3	0.0	1.0	-		3.3	0	0	0	0	
28	168032	0.5	0.3	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	0	
28	168634	0.5	0.3	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	0	-
28	168224	2.6	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.5	0.0			0.0	0	0	0	0	
28	168218	3.3	1.5	1.8	3.3	0.0	0.0	0.0	3.3	0.0	3.3	2.0	1.0			3.3	0	0	0	0	
28	168633	5.5	2.7	2.8	5.5	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0.0	d		0.0	0	0	0	0	IN
	1010		NEW BY							1	123		Constant of the								
ST														-							
	FPT	CPT	ACDR	SCT	COMBAT	HLL	III	FWING	-	Total NVG AC	ACT SIM	NITE	E PA	NPA	Sd	SdN					

NVG ACI I	LLL FWNVG	BAT HLL L	LLLL FWNV	VVG Total NVG	e Act	SIM	NHE	PA	NPA	54	SIN
672.5 387.6 33	32.0 0.0	8 340 5 33	332.0 0.0		387.6	335.9	739.0	116	59	114	122

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59.3

24.7

28.2

55.7

0.0

18.8

36.9

0.0

0.0

118.5

63.4

59.0

2932

(b) (6)

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	8/4/2017	8/4/2018	HLL	Chain Updated from 2935	FLT
2932	7/9/2017	7/9/2018	HLL	Chain Updated from 2935	FLT
2932	7/8/2017	7/8/2018	Day	Logged	FLT
2932	7/8/2017	7/8/2018	HLL	Chain Updated from 2935	FLT
2932	7/5/2017	7/5/2018	Day	Logged	FLT
2932	6/29/2017	6/29/2018	Day	Logged	FLT
2932	6/27/2017	6/27/2018	Day	Logged	FLT
2932	6/23/2017	6/23/2018	LLL	Chain Updated from 2935	FLT
2932	6/17/2017	6/17/2018	Day	Logged	FLT
2932	6/16/2017	6/16/2018	Day	Logged	FLT
2932	6/13/2017	6/13/2018	HLL	Chain Updated from 2935	FLT
2932	6/12/2017	6/12/2018	LLL	Chain Updated from 2935	FLT
2932	6/11/2017	6/11/2018	HLL	Chain Updated from 2935	FLT
2932	6/10/2017	6/10/2018	HLL	Chain Updated from 2935	FLT
2932	6/9/2017	6/9/2018	HLL	Chain Updated from 2935	FLT
2932	6/9/2017	6/9/2018	Day	Logged	FLT
2932	6/4/2017	6/4/2018	Day	Logged	FLT
2932	4/5/2017	4/5/2018	Day	Logged	FLT
2932	3/27/2017	3/27/2018	Day	Logged	FLT
2932	3/3/2017	3/3/2018	Day	Logged	SIM
2932	10/31/2016	10/31/2017	Day	Logged	FLT
2932	9/3/2016	9/3/2017	LLL	Chain Updated from 2935	FLT
2932	4/20/2016	4/20/2017	Day	Logged	FLT
2932	4/19/2016	4/19/2017	Day	Logged	FLT
2932	3/21/2016	3/21/2017	Day	Logged	FLT
2932	3/19/2016	3/19/2017	Day	Logged	FLT
2932	3/17/2016	3/17/2017	Day	Logged	FLT
2932	3/14/2016	3/14/2017	Day	Logged	FLT
2932	3/13/2016	3/13/2017	Day	Logged	FLT
2932	2/27/2016	2/26/2017	Day	Logged	FLT
2932	2/26/2016	2/25/2017	Day	Logged	FLT
2932	2/25/2016	2/24/2017	HLL	Chain Updated from 2935	FLT
2932	2/14/2016	2/13/2017	LLL	Chain Updated from 2935	FLT
2932	2/12/2016	2/11/2017	Day	Logged	FLT
2932	2/8/2016	2/7/2017	LLL	Chain Updated from 2935	FLT
2932	2/7/2016	2/6/2017	LLL	Chain Updated from 2935	FLT
2932	1/28/2016	1/27/2017	Day	Logged	FLT
2932	1/25/2016	1/24/2017	HLL	Chain Updated from 2935	FLT
2932	1/25/2016	1/24/2017	Day	Logged	FLT
2932	8/13/2015	8/12/2016	Day	Logged	FLT
2932	8/12/2015	8/11/2016	Day	Logged	FLT
2932	8/6/2015	8/5/2016	Day	Logged	FLT
2932	7/30/2015	7/29/2016	HLL	Chain Updated from 2935	FLT
2932	7/21/2015	7/20/2016	HLL	Chain Updated from 2935	FLT
					FLT
2932	7/18/2015	7/17/2016	Day	Logged Chain Updated from 2935	FLT
2932	7/17/2015	7/16/2016		Logged	FLT
2932	7/16/2015	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Day		FLT
2932	7/15/2015	7/14/2016	Day	Logged	FLT
2932	7/13/2015 7/12/2015	7/12/2016 7/11/2016	Day Day	Logged Logged	FLT
2932					

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	10/27/2014	10/27/2015	Day	Logged	FLT
2932	10/26/2014	10/26/2015	Day	Logged	FLT
2932	10/25/2014	10/25/2015	Day	Logged	FLT
2932	10/15/2014	10/15/2015	Day	Logged	FLT
2932	10/14/2014	10/14/2015	Day	Logged	FLT
2932	8/5/2014	8/5/2015	Day	Logged	FLT
2932	8/1/2014	8/1/2015	Day	Logged	FLT
2932	7/29/2014	7/29/2015	Day	Logged	FLT
2932	6/26/2014	6/26/2015	LLL	Chain Updated from 2935	FLT
2932	6/17/2014	6/17/2015	Day	Logged	FLT
2932	6/7/2014	6/7/2015	Day	Logged	FLT
2932	6/6/2014	6/6/2015	Day	Logged	FLT
2932	6/3/2014	6/3/2015	LLL	Chain Updated from 2935	FLT
2932	6/2/2014	6/2/2015	LLL	Chain Updated from 2935	FLT
2932	5/29/2014	5/29/2015	Day	Logged	FLT
2932	5/25/2014	5/25/2015	Day	Logged	FLT
2932	5/24/2014	5/24/2015	Day	Logged	FLT
2932	5/21/2014	5/21/2015	LLL	Chain Updated from 2935	FLT
2932	5/13/2014	5/13/2015	HLL	Chain Updated from 2935	FLT
2932	5/5/2014	5/5/2015	Day	Logged	FLT
2932	5/3/2014	5/3/2015	LLL	Chain Updated from 2935	FLT
2932	5/1/2014	5/1/2015	LLL	Chain Updated from 2935	FLT
2932	4/30/2014	4/30/2015	LLL	Chain Updated from 2935	FLT
2932	4/29/2014	4/29/2015	LLL	Chain Updated from 2935	FLT
2932	4/28/2014	4/29/2015	LLL	Chain Updated from 2935	FLT
2932			LLL	Chain Updated from 2935	FLT
	4/24/2014	4/24/2015	LLL	Chain Updated from 2935	FLT
2932 2932	4/23/2014				FLT
	4/20/2014	4/20/2015	LLL	Chain Updated from 2935	
2932	4/18/2014	4/18/2015	LLL	Chain Updated from 2935	FLT
2932	4/14/2014	4/14/2015	HLL	Chain Updated from 2935	FLT
2932	4/13/2014	4/13/2015	HLL	Chain Updated from 2935	FLT
2932	4/9/2014	4/9/2015	Day	Logged	FLT
2932	3/31/2014	3/31/2015	LLL	Chain Updated from 2935	FLT
2932	3/25/2014	3/25/2015	Day	Logged	FLT
2932	3/25/2014	3/25/2015	LLL	Chain Updated from 2935	FLT
2932	3/23/2014	3/23/2015	Day	Logged	FLT
2932	3/21/2014	3/21/2015	Day	Logged	FLT
2932	3/18/2014	3/18/2015	Day	Logged	FLT
2932	3/17/2014	3/17/2015	Day	Logged	FLT
2932	3/16/2014	3/16/2015	Day	Logged	FLT
2932	3/15/2014	3/15/2015	HLL	Chain Updated from 2935	FLT
2932	3/10/2014	3/10/2015	Day	Logged	FLT
2932	3/9/2014	3/9/2015	Day	Logged	FLT
2932	3/8/2014	3/8/2015	Day	Logged	FLT
2932	3/7/2014	3/7/2015	Day	Logged	FLT
2932	3/6/2014	3/6/2015	Day	Logged	FLT
2932	2/26/2014	2/26/2015	Day	Logged	FLT
2932	2/22/2014	2/22/2015	Day	Logged	FLT
2932	2/21/2014	2/21/2015	Day	Logged	FLT
2932	2/20/2014	2/20/2015	Day	Logged	FLT
2932	2/19/2014	2/19/2015	Day	Logged	FLT
2932	2/17/2014	2/17/2015	LLL	Chain Updated from 2935	FLT

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	2/15/2014	2/15/2015	Day	Logged	FLT
2932	2/15/2014	2/15/2015	Night Unaided	Chain Updated from 2935	FLT
2932	2/10/2014	2/10/2015	Day	Logged	FLT
2932	2/10/2014	2/10/2015	Day	Logged	FLT
2932	12/15/2013	12/15/2014	Day	Chain Updated from 2935	N/A
2932	12/15/2013	12/15/2014	Day	Baseline	N/A
2932	12/9/2013	12/9/2014	HLL	Chain Updated from 2935	FLT
2932	12/9/2013	12/9/2014	Day	Logged	FLT
2932	12/7/2013	12/7/2014	Day	Chain Updated from 2935	FLT
2932	12/5/2013	12/5/2014	LLL	Chain Updated from 2935	FLT
2932	12/5/2013	12/5/2014	Day	Logged	FLT
2932	12/4/2013	12/4/2014	LLL	Chain Updated from 2935	FLT
2932	10/30/2013	10/30/2014	Day	Logged	FLT
2932	10/29/2013	10/29/2014	LLL	Chain Updated from 2935	FLT
2932	10/26/2013	10/26/2014	Day	Chain Updated from 2935	FLT
2932	9/25/2013	9/25/2014	Day	Logged	FLT
2932	9/24/2013	9/24/2014	LLL	Chain Updated from 2935	FLT
2932	9/23/2013	9/23/2014	Day	Chain Updated from 2935	FLT
2932	9/21/2013	9/21/2014	Day	Chain Updated from 2935	FLT
2932	3/19/2013	3/19/2014	HLL	Chain Updated from 2935	FLT
2932	11/14/2012	11/14/2013	Day	Logged	FLT
2932	7/31/2012	7/31/2013	Day	Logged	FLT
2932	1/25/2012	1/24/2013	Day	Logged	FLT
2932	1/25/2012	1/24/2013	Day	Logged	FLT
2932	1/14/2012	1/13/2013	Day	Logged	FLT
2932	12/30/2011	12/29/2012	Day	Logged	FLT
2932	12/28/2011	12/29/2012	Day	Logged	FLT
2932	12/28/2011	12/23/2012	Day	Logged	FLT
			HLL	Chain Updated from 2935	FLT
2932	12/24/2011	12/23/2012		Chain Updated from 2935	FLT
2932	12/23/2011 12/10/2011	12/22/2012	LLL	Chain Updated from 2935	FLT
2932	1 1 1 1 1 1 1 1 1 1 1 1	12/9/2012	HLL		
2932	12/7/2011	12/6/2012	Day	Logged	FLT
2932	12/4/2011	12/3/2012	Day	Logged	FLT
2932	11/29/2011	11/28/2012	Day	Logged	FLT
2932	11/20/2011	11/19/2012	Day	Logged	FLT
2932	11/19/2011	11/18/2012	Day	Chain Updated from 2935	FLT
2932	11/18/2011	11/17/2012	LLL	Chain Updated from 2935	FLT
2932	11/16/2011	11/15/2012	Day	Logged	FLT
2932	11/15/2011	11/14/2012	Day	Logged	FLT
2932	11/15/2011	11/14/2012	Night Unaided	Chain Updated from 4782	FLT
2932	11/14/2011	11/13/2012	HLL	Chain Updated from 2935	FLT
2932	11/13/2011	11/12/2012	Day	Logged	FLT
2932	11/8/2011	11/7/2012	HLL	Chain Updated from 2935	FLT
2932	11/5/2011	11/4/2012	Day	Logged	FLT
2932	10/18/2011	10/17/2012	Day	Logged	FLT
2932	10/13/2011	10/12/2012	Day	Logged	FLT
2932	10/12/2011	10/11/2012	HLL	Chain Updated from 2935	FLT
2932	10/5/2011	10/4/2012	Day	Logged	FLT
2932	10/5/2011	10/4/2012	Day	Logged	FLT
2932	10/3/2011	10/2/2012	HLL	Chain Updated from 2935	FLT
2932	9/26/2011	9/25/2012	Day	Logged	FLT
2932	9/25/2011	9/24/2012	Day	Logged	FLT

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	9/23/2011	9/22/2012	Night Unaided	Chain Updated from 4782	FLT
2932	9/21/2011	9/20/2012	Day	Logged	FLT
2932	9/20/2011	9/19/2012	Day	Logged	FLT
2932	9/16/2011	9/15/2012	LLL	Chain Updated from 2935	FLT
2932	9/14/2011	9/13/2012	Day	Logged	FLT
2932	9/14/2011	9/13/2012	Day	Chain Updated from 2935	FLT
2932	9/13/2011	9/12/2012	Day	Logged	FLT
2932	9/9/2011	9/8/2012	HLL	Chain Updated from 2935	FLT
2932	9/6/2011	9/5/2012	HLL	Chain Updated from 2935	FLT
2932	9/5/2011	9/4/2012	HLL	Chain Updated from 2935	FLT
2932	8/31/2011	8/30/2012	Day	Logged	FLT
2932	8/25/2011	8/24/2012	Day	Logged	FLT
2932	8/24/2011	8/23/2012	Day	Logged	FLT
2932	8/23/2011	8/22/2012	Day	Logged	FLT
2932	8/22/2011	8/21/2012	Day	Logged	FLT
2932	8/17/2011	8/16/2012	HLL	Chain Updated from 2935	FLT
2932	8/16/2011	8/15/2012	HLL	Chain Updated from 2935	FLT
2932	8/9/2011	8/8/2012	Day	Logged	FLT
2932	8/6/2011	8/5/2012	Day	Logged	FLT
2932	8/6/2011	8/5/2012	Night Unaided	Chain Updated from 4782	FLT
2932	7/22/2011	7/21/2012	Day	Logged	FLT
2932	7/21/2011	7/20/2012	Day	Chain Updated from 4782	FLT
2932	7/21/2011	7/20/2012	Day	Logged	FLT
2932	7/20/2011	7/19/2012	Day	Logged	FLT
2932	7/19/2011	7/18/2012	LLL	Chain Updated from 2935	FLT
2932	7/16/2011	7/15/2012	Day	Logged	FLT
2932	7/9/2011	7/8/2012	LLL	Chain Updated from 2935	FLT
2932	6/29/2011	6/28/2012	Day	Logged	FLT
2932	6/26/2011	6/25/2012	Day	Logged	FLT
2932	6/23/2011	6/22/2012	Day	Chain Updated from 2935	FLT
2932	6/22/2011	6/21/2012	Day	Logged	FLT
					FLT
2932	6/14/2011	6/13/2012	Day	Logged Chain Updated from 2935	FLT
2932	6/8/2011	6/7/2012	HLL	Chain Updated from 2935	FLT
2932	6/6/2011	6/5/2012	LLL		FLT
2932	6/4/2011	6/3/2012	LLL	Chain Updated from 2935	
2932	6/3/2011	6/2/2012	LLL	Chain Updated from 2935	FLT
2932	6/2/2011	6/1/2012	Day	Logged	FLT
2932	5/25/2011	5/24/2012	Night Unaided	Chain Updated from 4782	FLT
2932	5/20/2011	5/19/2012	Night Unaided	Chain Updated from 4782	FLT
2932	5/20/2011	5/19/2012	LLL	Chain Updated from 2935	FLT
2932	5/19/2011	5/18/2012	HLL	Chain Updated from 2935	FLT
2932	5/16/2011	5/15/2012	HLL	Chain Updated from 2935	FLT
2932	5/13/2011	5/12/2012	HLL	Chain Updated from 2935	FLT
2932	5/12/2011	5/11/2012	Day	Chain Updated from 2935	FLT
2932	5/9/2011	5/8/2012	Day	Logged	FLT
2932	5/6/2011	5/5/2012	Day	Logged	FLT
2932	4/16/2011	4/15/2012	HLL	Chain Updated from 2935	FLT
2932	4/15/2011	4/14/2012	HLL	Chain Updated from 2935	FLT
2932	4/15/2011	4/14/2012	HLL	Chain Updated from 2935	FLT
2932	4/11/2011	4/10/2012	HLL	Chain Updated from 2935	FLT
2932	4/8/2011	4/7/2012	Day	Logged	FLT
2932	4/6/2011	4/5/2012	Day	Logged	FLT

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	4/4/2011	4/3/2012	Day	Logged	FLT
2932	4/2/2011	4/1/2012	Day	Logged	FLT
2932	4/1/2011	3/31/2012	Day	Logged	FLT
2932	3/31/2011	3/30/2012	Day	Logged	FLT
2932	2/15/2011	2/15/2012	HLL	Chain Updated from 2935	FLT
2932	10/21/2010	10/21/2011	Day	Logged	FLT
2932	8/22/2010	8/22/2011	Day	Chain Updated from 2935	FLT
2932	6/19/2010	6/19/2011	Day	Logged	FLT
2932	5/21/2010	5/21/2011	Day	Logged	FLT

Ferdouling Reports Setup TSR Help LogOff I Person T F Person I TMS: I
I Person: Cert Cert AC Sims AIC Sims A
Holder BUWD TFT FFT CFT ACDR SCI LLL FWWG Teta WKG ACT LLL FWMG MTE FWMG MTE FWMG MTE FWMG MTE FM MTE
Model BUNO TFT FFT AUR SCH LLL FWING Tea WG SCH LLR FM LTR SCH MTR FA LLR FMING AUR SCH MTR FA LLR FM CFT AUR SCH AUR FA LLL FWING AUR SCH MTR PA LLR FA LLR FA LLR FA MTR PA LLR FA LLR FA LLR FA LLR FA MTR PA LLR FA LLR
NV-22B 168218 14 02 03 14 03 16 16 0 0 0 NV-22B 161 15 16 16 03 04 03 04 0 <
MV-228 168220 31 15 16 00 00 00 00 00 00 00 0
MV-228 168224 58 29 20 0.0 1.3 1.0 0.0 2.3 2.3 0.0 3.3 0 0 1 0 <th< td=""></th<>
NV-228 148219 3.0 1.8 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1 0
07/77/2017 MV-228 168634 2.0 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0
07/19/2017 MV-22B 168634 3.7 1.8 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 1.0 0 0.0 0 0

CAREER TOTALS

 TH	5	ACON	Ç,	COMBAT	11	TT	PWING	Total NVG	P			2	1	-	2
 170 0	8011	00	00	00	212	245	0.0	56.1	1.04	52.3	81 00	11	14	m	up

DATE RANGE TOTALS Registrational TFT FFT CPT ACCR SCT COMBAT HLL LLL FWWIG TOLENWIG ACT SIM NITE FA NPA FS NPS 5 192 3.6 3.5 0.0 0.0 0.0 2.9 1.0 0.0 3.9 4.2 1.8 4.9 1 0 0 2 2

			and the second	8		100 Carlos - 100 Car		-	1011													
	-	Person:	:uo:				63 7 40050	>	TMS:	All	X	>	E	light Typ	e:	AC	Flight Type:	AIL	31	1/29/20	31 7/29/2017 - 8/5/2017	201
											and the second second			Contraction of	RAGE	te l						Ċ_
-	BUNO	IPT	EPT	CPT	ACDR	SCT	COMBAT	HI	-	E E	MNVG	WNVG Total NVG	ACT	WIS	LINE Sim	Sim	NITE	Mq	NPA PS	Sd	SdN	

0.0	6.0	0.0	ACDR 0.0	SCT 0.0	0.0	HLL 0.0	0.0	D.0	Total NVG 0.0	ACT 0.0	0.0	0.0	PA 0	0	0 Sd	O
PT	FPT	CPT	ACDR	SCT	COMBAT	HLL	III	FWING	Total NVG	ACT	MIS	NITE	PA	NPA	PS	NPS
1 000	0 000	0.011		00	00	31.7	24.9	0.0	56.1	40.7	52.3	88.8	18	14	3	9

FPT	CPT	ACDR	SCT	COMBAT	HLL	III	FWING	Total NVG	ACT	SIM	NITE	M	NPA	5d	SdN
228.9	110.8	0.0	0.0	0.0	31.2	24.9	0.0	56.1	40.7	52.3	88.8	18	14	m	9

		Person:	:uos					E >	TMS: All		>	III I	Flight Type:	: OAK	A/C O Sims O All	OAIL	31 2	2/5/201	31 2/5/2017 - 8/5/2017
											The second second		Tra-	1.40	in the second				
Model	BUND	TPT	FPT	CPT	ACDR	SCT	COMBAT	HLL	III	FWING	Total NVG	ACT	SIM L	LINE Sim	NITE	PA	NPA	Sd	SdN
V-22B	168223	1,8	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0	0	0	0
V-22B	168216	3.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8		0.0	1	1	0	0
V-22B	168028	4.0	1.7	1.7	0.0	0.0	0.0	0.0	4.6	0.0	3.4	0.0	0.5		3.4	0	0	0	0
V-22B	168217	3.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0.0		0.0	0	0	0	. 0
V-22B	168031	2.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	1.5	0.0		2.0	2	2	0	0
V-22B	168028	4.7	2.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0	0	0	0 2133
V-22B	168219	3.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0	0	0	0 21
V-22B	168219	1.5	0.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0.0		0.0	0	0	0	0
V-22B	168217	4.5	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	2.0		0.0	0	1	0	0 200
V-22B	168218	3.3	1.8	1.5	0.0	0.0	0.0	0.0	3.3	0.0	3.3	2.0	1.0		3.3	0	0	0	0
V-22B	168217	2.5	1.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0	0	0	0
V-22B	168633	3.5	1.7	1.8	0.0	0.0	0.0	3.5	0.0	0.0	3.5	1.5	0.5		3.5	9	m	0	0
V-22B	168219	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0	0	0	0
V-22B	168221	3.0	1.5	1.5	0.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0		3.0	2	S	0	0
V-22B	168219	3.5	1.7	1.8	0.0	0.0	0.0	0.0	3.5	0.0	3.5	0.5	0.5		3.5	0	0	0	0
V-22B	168218	3.5	1.7	1.8	0.0	0.0	0.0	0.0	3.5	0.0	3.5	1.0	0.0		3.5	0	0	0	0
		-		1000	The second		Con and	No. 1	No. of Lot of	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12	Service State	ALC: NO						SANK SA
TALS									4	-						1			
Tq1	FPT	CPT	ACDR	SCT	COMBAT	L HLL	ш	FWINK	G Total NVG	IVG ACT	L SIM	NITE	M	NPA	PS NPS				
12.2	41.7	40.5	0.0	0.0	0.0	7.5	19.7	0.0	27.2	2 16.9	11.5	29.2	13	12	1 2				

-	FPT	CPT	ACDR	SCT	COMBAT	HLL	III	FWING	Total NVG	ACT	SIM	NITE	PA	NPA	5d	SdN
22	228.9	110.8	0.0	0.0	0.0	31.2	24.9	0.0	56.1	40.7	52.3	88.8	18	14	m	9

Event Proficiency Audit For (b3)(10USC§130)(b6)

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	7/19/2017	7/19/2018	Day	Logged	FLT
2932	7/13/2017	7/13/2018	Day	Logged	FLT
2932	7/12/2017	7/12/2018	LLL	Chain Updated from 2935	FLT
2932	7/12/2017	7/12/2018	Day	Logged	FLT
2932	7/11/2017	7/11/2018	Day	Logged	FLT
2932	7/9/2017	7/9/2018	HLL	Chain Updated from 2935	FLT
2932	6/26/2017	6/26/2018	Day	Logged	FLT
2932	6/16/2017	6/16/2018	Day	Logged	FLT
2932	6/13/2017	6/13/2018	HLL	Chain Updated from 2935	FLT
2932	6/3/2017	6/3/2018	Day	Logged	FLT
2932	4/5/2017	4/5/2018	Day	Logged	FLT

Dashboard	Main	Scheduling		Reports	Setup		T&R	Help	nogel													
Juit: VMM-265 V			Per	Person:	53)(10)	USC§13	()(pe)		FIN	TMS: All		>	84. 	ight Typ		AAC	Flight Type: A/C O Sims O All	IIV	E	7/5/20	31 7/5/2017 - 8/5/2017	I K Export
-LIGHT DETAILS	S														1	İ				1		
ł	Model	BUND	-	ŧ	5	ACCH	Ŗ	CONBAT	2	111	FWING	FWING TOTA NVG	Ą	ME	SAS LINE	a Mg	Mare	2	NPA	ĸ	Ser	TER COOR (5)
07/07/2017	MV-228 168219	168219	0.0	0.0	0.0	0.0	3.5	0.0	51	0.0	0.0	1.5	0.0	0.0	1.1		1.5	0	0	0	0	2932.2935
07/10/2017	EE9891 922-AN	148633	0.0	0.0	0.0	0.0	2.3	0'0	2.3	0.0	0.0	13	0.0	0.0			2.3	0	0	0	0 2332	2332, 2935, 3130, 3230
07/12/2017	MV-228	168633	00	0.0	0.0	0.0	4.11	0.0	50	1.0	0.0	1.5	0.0	0.0			2.0	0	0	0	0 2932	2932, 2935, 3130, 3230
07/23/2017	MV-228	168221	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	0	2132,2932
07/25/2017	MV-228	168633	90	0.0	00	0.0	19.15	0.0	0.0	0.0	0.0	0.0	00	0.0		1	0.0	ø	o	0	D	2135,2932
0=(04/2017	MV-228 148032	148032	0.0	0.0	0.0	0.0	2.2	0.0	22	0.0	0.0	2.2	0.0	0.0			2.2	0	0	0	0 2332.26	2332, 2935, 3130, 3230, 3233

KANGE	I OIM	5				-	1				Ì						
hts Found	TPT	E	to	ACDR	5	COMBAT	Ĩ	III	FWING	Total NVG	AG	NE	NETE	24	ž	S.	
4	00	00	00	0.0	19.1	0.0	10	1.0	0.0	15	00	0.0	0	0	0	0	0

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scheduling	puilut		Reports	Setup		T&R	Help	LogOff	-												
	-	Person:	(b3))(10US	SC§130	(pq)(>	V TMS: AII	II	>		I Hig	Flight Type:	A)	c O sin	A/C O Sims O All		JI 7/29/2017 - 8/5/20	2017 -	8/5/2(
ONUB N	1	TPT FP	FPT C	CPT A	ACDR	SCT	COMBAT	HLL	ш	FWNVG	10000	Total NVG	ACT	SIM ^B	BASE Is LINE Sim	NITE	M	NPA	54	SdN	
28 168032		0.0		0.0	0.0	2.2	0.0	2:2	0.0	0.0		2.2	0.0	0.0		2.2	0	o	0	0	233:
																					ł.
rs			2														1				
FPT	G	CPT ACDR		scr c	COMBAT	HLL	III	FWING	Concession of the local division of the loca	Total NVG	ACT	WIS	NITE	PA	NPA		SdN				
0.0	0.0	0.0		2.2	0.0	2.2	0.0	0.0		2.2	0.0	0.0	2.2	0	0	0	0				
				- 1													-				
					FACTOR C			C MARKING						-		5					

		Person:		b3)(10l	(b3)(10USC§130)(b6)	0)(pe)	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		TMS: AII		>	-	Hight Type:		A/C ()	A/C O Sims O All	AIL	31 2	31 2/5/2017 - 8/5/20	- 8/5/2(
T	BUND	TPT	FPT	CPT	ACDR	SCT	COMBAT	Ħ	Н	FWNVG	Total NVG	ACT	WIS	BASE LINE S	Is N	NITE	PA N	NPA	SdN Sd	10
128	168220	0.0	0.0	0.0	0.0	1.5	0.0	1.0	0.0	0.0	1.0	0.0	0.0			1.0	0	0	0 0	
28	168220	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	1
128	168218	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.7	0	0	0 0	
28	168217	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
:2B	168032	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0			3.0	0	0	0 0	
128	168217	0.0	0.0	0.0	0.0	2.5	0'0	0.0	0.0	0.0	0.0	0.0	0.0	C		0.0	0	0	0 0	
128	168217	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
28	168217	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
:28	168028	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	1
28	168217	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	1
:28	168633	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	LI		0.0	0	0	0 0	-
128	168221	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	1.5	0.0	0.0			1.5	0	0	0 0	
128	168633	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.0	0.0	3.0	0.0	0.0			3.5	0	0	0 0	
28	168031	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	17
:2B	168221	0.0	0.0	0,0	0.0	3.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0			0.0	0	0	0	
	and the second se			Contraction of the			Contraction of the local	and and a		1	2				and the second	the second		一世	1 - 1 - A	Starts.
SIN																				
							and the same	and the second se	and the second se	and the second se	A DESCRIPTION OF TAXABLE PARTY.	The second se	and the second se	No. of Concession, Name		and the second se				

SdN Sd	0
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HLL 11.0

COMBAT 0.0

SCT 87.1

ACDR 0.0

CPT 0.0

FPT 0.0

LLL FWNVG Total NVG ACT

- 2932

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	8/4/2017	8/4/2018	HLL	Chain Updated from 2935	FLT
2932	7/25/2017	7/25/2018	Day	Logged	FLT
2932	7/23/2017	7/23/2018	Day	Logged	FLT
2932	7/12/2017	7/12/2018	LLL	Chain Updated from 2935	FLT
2932	7/12/2017	7/12/2018	Day	Logged	FLT
2932	7/10/2017	7/10/2018	HLL	Chain Updated from 2935	FLT
2932	7/7/2017	7/7/2018	HLL	Chain Updated from 2935	FLT
2932	7/7/2017	7/7/2018	Day	Logged	FLT
2932	6/29/2017	6/29/2018	Day	Logged	FLT
2932	6/26/2017	6/26/2018	Day	Logged	FLT
2932	6/23/2017	6/23/2018	Day	Logged	FLT
2932	6/22/2017	6/22/2018	Day	Logged	FLT
2932	6/17/2017	6/17/2018	Day	Logged	FLT
2932	6/16/2017	6/16/2018	Day	Logged	FLT
2932	6/13/2017	6/13/2018	HLL	Chain Updated from 2935	FLT
2932	6/9/2017	6/9/2018	Day	Chain Updated from 2935	N/A
2932	6/9/2017	6/9/2018	Day	Baseline	N/A
2932	6/9/2017	6/9/2018	Day	Chain Updated from 2935	N/A
2932	6/9/2017	6/9/2018	Day	Baseline	N/A
2932	6/4/2017	6/4/2018	Day	Logged	FLT
2932	6/3/2017	6/3/2018	Day	Logged	FLT

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	11 - 1 - 1 - 11	I K Export		TER Code (s)	2832	2932,2935	2932,3130	2632	2932	2932,2934	2682	2652	2631.2932.3130	2133, 2135, 2932, 30 30, 3230	2132, 2932	2132, 2932, 5010, 6011, 5012, 6	2135,2932	2135, 2532	2632
		31 7/5/2017 - 8/5/2017												EETZ		2132,2			
		2017 - 1		5		0	D	0	0	0		0	Ð	0	0	0	D	0	Ð
		15/2 1		8	0	0	D	0	0	0	0	0	0	0	0	0	0	0	0
3				NPA	D	0	0	0	0	•	•	0	0	•	0	0	0	0	0
-		S O All		4	0	0	0	0	0	0	0	ø	0	0	0	0	0	0	0
2		Flight Type: A/C O Sims O All I		NATE	0.0	1.5	0.0	0,0	0.0	E.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.D	0.0
-11		· A/C		25		R			1										
大		ype:		BASE	F	2					10								
I		Fight T		NIS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T		-		P	0.0	0.0	0.0	0.0	0 0	0.0	0.0	0.0	0.0	0.0	00	0.0	0.0	0.0	0.0
X		>			0.0	11	0:0	0.0	0.0	E.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T				FWING	gp	0.0	0.0	0.0	00	0.0	0.0	0.0	0.0	0.0	0.5	0.0	00 .	0.0	00
1		NS: A		H	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0.0	00	0.0	0.0	0.0	0.0	0.0	0.0
Is	10gol	V TMS: All		Ŧ	0.0	1.5	0.0	0.0	00	ED	0.0	0.0	00	0.0	0.0	0.0	0.0	0.0	90
A.	Help			COMBAT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0.0
2-	T&R	9		SG	0.2	3.5	1.6	2.0	6.4	1.6	1.8	1.7	1.1	4.0	2.2	3.0	4.0	11	9
t	Setup 7	SC§130)(ACCA	0.0	0.0	0.0	0.0	0.0	0.0	00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	-	(b3)(10USC§13		5	0.0	0.0	0.0	0.0	00	0.0	00	0.0	80	0.0	0.0	0.0	0.0	0.0	0.0
	Reports	1		Æ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Person:		141	00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80
0	Scheduling	-		BUND	168634	1612391	168032	166633	168224	168224	168219	168219	168219	168220	168633	168032	1 68633	168221	168217
AR	Main	_	S	Model	MV-228	MV-228	MV-22B	MV-228	MV-22B	MV-228	MV-228	MV-228	MV-228	NV-22B	HV-228	MV-228	MV-228	MU-22B	
M-SHARP	Dashboard	Unit: VMM-265 V	FLIGHT DETAILS	đ	1102/20/10	07/07/2017	07/10/2017	07/13/2017	07/14/2017	07/15/2017	07/16/2017	07/18/2017	07/18/2017	1102/13/2012	07/20/2017	07/23/2017	07/24/2017	07/25/2017	05/03/2017

THE NAME TON		-					1				I		Í	İ	İ	Î	State of the local division of the local div
ohts Found	THT	14	5	ACDR	R	COMBAT	HI	111	FWING	Total NVG	YC	ME	NITE	2	1	N.	5
51	0.0	0.0	0.0	0.0	42.9	0.0	1.8	0.0	0.0	1.8	00	0.0	41	0	0	0	0

CAREER TOTALS

-		5	ACDR	R	COMBAT	-	m	FWING	Total NVG	Þ		NITE	2	-	2	
00	0.0	0.0	0.0	1,035.0	0.0	136.1	151.1	0 0	287.2	00	0.0	2 22 2	0	0	0	D

India Reports Seup Tox Tetp IP FP CP ACDR S10 USCS 130/06 0.0 0.0 0.0 0.0 4.0 0.0 0.0 0.0 0.0 0.0 4.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0 0.0 0.0 0.0 0.0 4.0 0.0 0.0 0.0 0.0 4.0 0.0 0.0 0.0 0.0 1.035.0 0.0 1.01	Taxable Contraction of the local division of	0	1		-	-	2	2	Torong I	Y	1	X	山	H	S/	34	4-	3		
No TFF FFF GFF ACDR SCI ONL H.L FUNNC Teal MGC ACT SIN MAE FA MAE		Schedulin		E	3)(1	(130)				S: All		>	-	ight Typ	•	A/C OS	sims () A		7/29/	2017
0.0 0	No. of Concession, Name	1. Star	ы	Ε₽Τ	СРТ	ACDR	Contraction of the local division of the loc	OMBAT	HLL	The second	and the second second	fotal NVG	ACT	and the second second	A Real Property lies:	· ·····			1423	NF
CPT ACDR SCT COMBAT HL LL FWWVG Total MVG ACT SIM NITE PA NPA PS 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		168217	0.0	0.0	0.0	0,0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	•
CPT ACDR SCT COMBAT HL LL FWNC Total MCG ACT SIM NITE PA NPA PS 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0											1									į.
0.0 0.0 4.0 0.0 0.0 0.0 0.0 0.0 0	and the second		CPT	ACDR	SCT	COMBAT	1.1.1	111	FWING	Total NV	and the second division of the local divisio				NPA	8	NPS			
CPT ACDR SCT COMBAT HLL LUL FWNVG Total NVG ACT SIM NITE PA NPA PS 0.0 0.0 1.035.0 0.0 136.1 151.1 0.0 287.2 0.0 0.0 297.2 0			0.0	0.0	4.0	0.0	0.0	0.0	0.0		0.0		0.0		0	0	0			
0.0 0.0 1,035.0 0.0 136.1 151.1 0.0 287.2 0.0 0.0 297.2 0 0 0	and the second		CPT	ACDR	SCT	COMBAT		III	FWING	and so the	1.7		Contraction of the second		NPA	×	SdN			
			0.0	0.0	1,035.0			151.1	0.0	287.2	0.0				0	0	0			

BUNO TPT BUNO TPT 168220 0.0 168220 0.0 168220 0.0 168218 0.0 168219 0.0 168219 0.0 168219 0.0																		
168220 168220 168218 168219 168219	FPT	CPT	ACDR	SCT 0	COMBAT	HLL	н	FWING	Total NVG	ACT	SIM ^B	BASE I	Is N	NITE	PA N	NPA	N Sd	Sd N
168220 168218 168219 168219	0.0	0.0	0.0	3.2	0.0	3.2	0.0	0.0	3.2	0.0	0.0		m	3.2	0	0	0	0
168218 168219 168217	0.0	0.0	0.0	4.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0		6	3.5	0	0	0	0
168219 168217	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0
168217	0.0	0.0	0.0	3.3	0.0	0.0	0'0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0
	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0
IB 168633 0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0		(1)	3.0	0	0	0	0
B 168219 0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0		6	3.0	0	0	0	0
18 168031 0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0
B 168295 0.0	0.0	0.0	0.0	5.5	0.0	2.5	0.0	0.0	2.5	0.0	0.0		C)	3.0	0	0	0	0 2133
IB 167914 0.0	0.0	0.0	0.0	5.5	0.0	2.7	0.0	0.0	2.7	0.0	0.0		N	2.7	0	0	0	0 2136
IB 168295 0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0
18 168326 0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0 2136
IB 168295 0.0	0.0	0.0	0.0	3.5	0.0	3.0	0.0	0.0	3.0	0.0	0.0		19	3.0	0	0	0	0 2336
IB 167916 0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0.0	0	0	0	0 2136
IB 167914 0.0	0.0	0.0	0.0	1.1	0'0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	0
Contraction of the second second							10-31	123	9									
SI																		
FPT CPT	ACDR	scr	COMBAT	HLL	TH	FWING	Total NVG	IVG ACT	I SIM	NITE	PA	NPA	bs	SdN				

MIC		VUI	VUI	- FWING TOTAL NYG ALL	TELE FWING TOTAL NAG ALL	ULL LLL FURTE IDESITIVE ALL ALL	COMBAI ALL LLL FURNE INTE ALL A	SCI COMBAI HLL LLL FWING IOGENNE ACI	CPT ACDR SCT COMBAT HLL LLL FWNVG TOTAINVG ACI SIM
	-			- FWING 10131 NAG	FLL FWING TOTAL NYU	ULL LLL FUNNS TOURING	COMBAI ALL LLL FURY IDIGIAN	SCI COMBAI HLL LLL FWING IDIGINAG	ACDR SCI COMBAI HLL LLL FWNVG TOGENVG

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- 2932

Code	Proficiency	Expire	Environmental	Reason	FLT / SIN
2932	8/3/2017	8/3/2018	Day	Logged	FLT
2932	7/25/2017	7/25/2018	Day	Logged	FLT
2932	7/24/2017	7/24/2018	Day	Logged	FLT
2932	7/23/2017	7/23/2018	Day	Logged	FLT
2932	7/20/2017	7/20/2018	Day	Logged	FLT
2932	7/19/2017	7/19/2018	Day	Logged	FLT
2932	7/18/2017	7/18/2018	Day	Logged	FLT
2932	7/18/2017	7/18/2018	Day	Logged	FLT
2932	7/16/2017	7/16/2018	Day	Logged	FLT
2932	7/15/2017	7/15/2018	Day	Logged	FLT
2932	7/14/2017	7/14/2018	Day	Logged	FLT
2932	7/13/2017	7/13/2018	Day	Logged	FLT
2932	7/10/2017	7/10/2018	Day	Logged	FLT
2932	7/7/2017	7/7/2018	Day	Logged	FLT
2932	7/7/2017	7/7/2018	HLL	Chain Updated from 2935	FLT
2932	7/5/2017	7/5/2018	Day	Logged	FLT
2932	6/29/2017	6/29/2018	Day	Logged	FLT
2932	6/17/2017	6/17/2018	Day	Logged	FLT
2932	6/14/2017	6/14/2018	Day	Logged	FLT
2932	6/12/2017	6/12/2018	Day	Logged	FLT
2932	6/10/2017	6/10/2018	Day	Logged	FLT
2932	6/9/2017	6/9/2018	HLL	Chain Updated from 2935	FLT
2932	6/9/2017	6/9/2018	Day	Logged	FLT
2932	6/9/2017	6/9/2018	Day	POI Updated from 2931	N/A
2932	2/27/2016	2/26/2017	Day	Logged	FLT
2932	2/26/2016	2/25/2017	LLL	Chain Updated from 2935	FLT
2932	2/25/2016	2/24/2017	LLL	Chain Updated from 2935	FLT
2932	2/22/2016	2/21/2017	HLL	Chain Updated from 2935	FLT
2932	2/21/2016	2/20/2017	HLL	Chain Updated from 2935	FLT
2932	2/20/2016	2/19/2017	HLL	Chain Updated from 2935	FLT
2932	2/19/2016	2/18/2017	HLL	Chain Updated from 2935	FLT
2932	2/15/2016	2/14/2017	HLL	Chain Updated from 2935	FLT
2932	2/14/2016	2/13/2017	LLL	Chain Updated from 2935	FLT
2932	2/13/2016	2/12/2017	HLL	Chain Updated from 2935	FLT
2932	2/12/2016	2/11/2017	Day	Logged	FLT
2932	2/11/2016	2/10/2017	Day	Logged	FLT
2932	11/5/2015	11/4/2016	Day	Logged	FLT
2932	8/27/2015	8/26/2016	Day	Logged	FLT
2932	8/24/2015	8/23/2016	Day	Logged	FLT
2932	8/20/2015	8/19/2016	Day	Logged	FLT
2932	8/18/2015	8/17/2016	Day	Logged	FLT
2932	8/17/2015	8/16/2016	Day	Logged	FLT
2932	8/12/2015	8/11/2016	Day	Logged	FLT
2932	8/10/2015	8/9/2016	Day	Logged	FLT
2932	8/6/2015	8/5/2016	LLL	Chain Updated from 2935	FLT
2932	7/30/2015	7/29/2016	Day	Logged	FLT
2932	7/29/2015	7/28/2016	Day	Logged	FLT
2932	7/21/2015	7/20/2016	HLL	Chain Updated from 2935	FLT
2932	7/20/2015	7/19/2016	Day	Logged	FLT
2932	7/20/2015	7/19/2016	Day	Logged	FLT
2932	7/18/2015	7/17/2016	Day	Logged	FLT

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	7/16/2015	7/15/2016	Day	Logged	FLT
2932	7/15/2015	7/14/2016	Day	Logged	FLT
2932	7/13/2015	7/12/2016	Day	Logged	FLT
2932	7/11/2015	7/10/2016	Day	Logged	FLT
2932	7/9/2015	7/8/2016	Day	Logged	FLT
2932	7/9/2015	7/8/2016	Day	Logged	FLT
2932	7/7/2015	7/6/2016	Day	Logged	FLT
2932	7/6/2015	7/5/2016	Day	Logged	FLT
2932	7/1/2015	6/30/2016	HLL	Chain Updated from 2935	FLT
2932	6/23/2015	6/22/2016	HLL	Chain Updated from 2935	FLT
2932	6/15/2015	6/14/2016	LLL	Chain Updated from 2935	FLT
2932	6/14/2015	6/13/2016	Day	Logged	FLT
2932	6/11/2015	6/10/2016	Day	Logged	FLT
2932	6/9/2015	6/8/2016	Day	Logged	FLT
2932	11/1/2014	11/1/2015	Day	Logged	FLT

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aller the second	Export	TAR Cock(S)	2932,2935	5682	2332, 2935, 3130, 3230	5552	2932.2935	2332, 2935, 3130, 4730	2332, 29 35, 3130, 3230, 3233
	1/5/2017 - 8/5/2017				233			LEZ	2332.
3	2017 - 8	5	D	0	0	0	0	0	0
	31 7/5/	8	0	•	0	0	0	0	0
		Valu	•	0	0	0	0	0	0
	INO SI	ž	0	0	0	0	0	0	0
	Flight Type: A/C O Sims O All	Ę	1.3	D.E	2.3	3.0	19.14	2.8	14
	• AN	a la							
	Type:	1	0	0	0	0	0	0	
	Flight	N ISI	D	0.0	0	0.0 1	D	0.0	0.0
	1	G ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	>	Total M	1.3	3.0	2.3	1.0	11.4	2.8	-
		FWING TOTAL ING	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	IS: All	III	0.0	0.0	0.0	1.0	19	0.0	0 0
togott	V I TMS; All	1	13	9.0	23	0.0	0.0	2.5	2.2
Help		COMBAT	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T&R	(99)	B	0.0	0.E	2.3	1.5	4.1	81. Fe	2.2
Setup .	ISC§130	ACCA	0.0	0.0	00	00	00	00	0
	3)(10U	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reports	Person:	E	0.0	0.0	0.0	0.0	0.0	0.0	00
	Per	i.	0.0	0.0	0.0	0.0	0.0	8 D	0.0
Scheduling		0078	162633	168218	1 68032	168221	165224	168028	148028
Nein		Model	MV-228 168633	MV-22B	MV-228	MV-22B	MV-228	MV-228	BUV-228
Dashboard	Unit: VMM-265 V		07/08/2017	07/09/2017	07/10/2017	2102/32/10	07/26/2027	1102/E0/80	02/04/2017

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	NITE	17.1
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	YC	80
	Total NVG	17.1
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	H	11.6
	COMBAT	0.0
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0.0	0.0	0.0	0.0	383.5	0.0	54.7	49.3	0.0	1040	0.0	0.0	1132	0	0	0

11		Pers	Person:	b3)(10	USC§	130)(b	9	>	TMS: All		>	H	light Typ	• •	AC	Flight Type: A/C Sims All	AIL	31 7	/29/20	17 - 8/	31 7/29/2017 - 8/5/2017
Model	ONUG	Idl	Ida	CPT	ACDR	SCT	COMBAT	HLL	н	FWNVG	Total NVG	ACT	MIS	BASE	Is Sim	NITE	M	NPA PS		SdN	
IV-22B 1	168028	0.0	0.0	0.0	0.0	2.8	0.0	2.8	0.0	0.0	2.8	0.0	0.0			2.8	0	0	0	0	2332,
IV-228	V-22B 168028	0.0	0.0	0.0	0.0	2.2	0.0	2.2	0.0	0.0	2.2	0.0	0.0			2.2	0	0	0	0	2332, 29

Ľ	0	1		1	1	to.	Re la	T	1 AN	A L	X	2 A	4	it is	E.	3	1	12		
uie	Scheduling	Dui	Reports		Setup 1	T&R	Help	Hogolf												
		Pel	Person: 0	(b3)(10USC§13	C§130)(1	96)		< TMS:	VIS: All		>	Flig	Flight Type:		A/C O Sims O All	Sims ()	All I	31 2/	5/2017	31 2/5/2017 - 8/5/2017
						Ì							Ì							
Model	BUND	IPT	FPT	CPT	ACDR	scr	COMBAT	HLL	m	FWING	Total NVG	ACT	MIS	BASE	Is Sim N	NITE	PA N	PPA P	PS NF	SdN
V-22B	168220	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
V-22B	168220	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-Tr		0.0	0	0	0 0	
V-22B	168218		0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	
V-22B	168220	0.0	0.0	0.0	0.0	1,8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14		0.0	0	0	0 0	
V-22B	168634	0.0	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-	0.5	0	0	0 0	202
V-22B	168633	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-		0.0	0	0	0 0	2032, 601:
V-22B	168031	0.0	0'0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	
V-22B	168217	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
V-22B	168633	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	
V-22B	168028	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Ē		0.0	0	0	0 0	21:
V-22B	168218	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0	21:
V-22B	168633	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0	0	0 0	
V-22B	168028	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	a		0.0	0	0	0	21:
V-22B	168216	0.0	0.0	0.0	0.0	3.5	0.0	3.5	0.0	0.0	3.5	0.0	0.0			3.5	0	0	0	
V-22B	168633	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	i.		0.0	0	0	0	
V-228	168633	0.0	0.0	0.0	0.0	3,3	0'0	0.0	0.0	0.0	0'0	0.0	0.0	Ē	10	0.0	0	0	0	
1	A THE ADDRESS OF		1 1 1 1			Contraction of the second	A. I. B.				123			2.4		Station 1	-			1 20
TALS	172																			
TPT	FPT	CPT	ACDR	SCT	COMBAT	L HLL	m	FWING	Total N	NVG ACT	IL SIN	NITE	PA	NPA	bS	SdN				

8	T ACD	R SCT	COMBAT	HLL	III	FWING	Total NVG	ACT	MIS	NITE	PA	NPA	ps	NPS
0.0	0.0	383.9	0.0	54.7	49.3	0.0	104.0	0.0	0.0	113.2	0	0	0	0

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35.1

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- 2932

Code	Proficiency	Expire	Environmental	Reason	FLT / SIM
2932	8/4/2017	8/4/2018	HLL	Chain Updated from 2935	FLT
2932	8/3/2017	8/3/2018	HLL	Chain Updated from 2935	FLT
2932	7/26/2017	7/26/2018	LLL	Chain Updated from 2935	FLT
2932	7/26/2017	7/26/2018	Day	Logged	FLT
2932	7/25/2017	7/25/2018	LLL	Chain Updated from 2935	FLT
2932	7/10/2017	7/10/2018	HLL	Chain Updated from 2935	FLT
2932	7/9/2017	7/9/2018	HLL	Chain Updated from 2935	FLT
2932	7/8/2017	7/8/2018	HLL	Chain Updated from 2935	FLT
2932	7/8/2017	7/8/2018	Day	Logged	FLT
2932	6/24/2017	6/24/2018	LLL	Chain Updated from 2935	FLT
2932	6/23/2017	6/23/2018	LLL	Chain Updated from 2935	FLT
2932	6/17/2017	6/17/2018	LLL	Chain Updated from 2935	FLT
2932	6/10/2017	6/10/2018	HLL	Chain Updated from 2935	FLT
2932	6/4/2017	6/4/2018	Day	Logged	FLT
2932	6/3/2017	6/3/2018	Day	Logged	FLT

TANANAS BILAN	119	21	119	1.4	120	120	/20	/18	/19	/20	(1)	/18	/19	/19	/19	/19	120	120	120	/20
24	/11 03/31/1	/1102/28	/1704/30	1CTE	/1704/30/2	/1.11/30/2	/1 05/31/2	/1708/31	/1704/30	11/30/2	/1/03/31/1	11 06/30/1	/1704/30	(11802/28)	/1704/30	/1:02/28/	/15 03/31/2	/11804/30	05/31/2	2/62/20
SHO SEO	11101/31/	0/1504/14	01/31/1809/30/1704/30/19	1	0/1809/30/1	1/16/01/1	0/1705411	11/31/16 <mark>09/30/1</mark> 08/31/1	6/30/1809/30/1504/30/1	1/18/0/30	02/28/1512/31/1	1/18/11/1	8/1609/30	10/31/1/02/28/1802/28/1	02/28/1609/30/1704/30/1	10/31/1712/31/1	1/1834/30	1/1804/30	13/31/18	02/28/18
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1 Way	/FG1/12/1		1/31/1804/	(31/15)	02/	1/31/102/28/1007/31/16	T/31/1809/30/1709/30/17	1/31/18	/31/1811	/31/1602/	/31/1102/	/31/1802/	/31/1802/	1/31/1812/	1/31/1812/	1/31/1812/	150	03/		
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CAN CREE	/603	1/31/18	1/31/18	121125	6/30/18	/9031/18/1	60	10	1/31/18	(/31/18	/31/18	1/31/18	/31/18	/31/18	/31/18	1/31/18	/31/18	1/31/18	1/31/18	1/31/18
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Demo	12/09	11/04/15	08/21	1/62/60	04/05/1	1/60/20	04/08/13	09/14/1	02/16/1	07/11/1	02/03/16	05/08/1	02/17/1	10/26/1	02/04/1	10/27/1	01/15/1	01/17/1	03/25/1	02/23/1
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AD THO IS	7/2201/31/1	0/2006/30/	7/2101/31/	05/31/1	04/30/	04/30/1	01/31/	05/31/	05/31/	04/30/	01/31/1	2/2111/30/13	D1/31/	01/31/	04/30/	04/30/	06/30/	04/30/	01/31/	04/30/	04/30/	04/30/	04/30/18	02/28/
THAT CHECK	06/30/16 05/07	4/30/15 02/28/16 07/31/15 01/31/16 05/20/20 06/30/15 04/30/15 02/28/15 06/30/15 02/28/	4/30/1502/28/1610/31/11/14/30/11/04/27/2101/31/1505/31/1502/28/1506/30/1501/31/	7/31/18	06/30/18	1/31/18	71/12/0	05/31/18	5/31/18	10/31/17	2/31/17	10/31/1510/31/1712/31/1708/31/1706/12/21	2/31/17	1/31/18	2/31/17	12/31/17	8/31/17	2/28/18	2/28/18	1/31/18	2/28/18	8/31/17	7/31/18	0/31/17
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1400 CONT	10/16	04/30	04/30	04/30	04/30	0/50	10/31	04/30/19	04/30	1/12/01	12/60	/14/2.10/31	05/31/1506/14/2304/30/1505/31/1104/30/1512/31/1	04/30	04/30	04/30	10/22	04/30	04/36	04/30/18	04/30	10/31	10/31	12/31
Carter Carter	05/31/18	02/28/18	02/28/18	05/31/18	06/30/18	01/31/18	10/31/17	06/30/18	12/31/17	10/31/17	09/30/17	10/31/1736/14/2		05/31/18	11/30/17	01/31/18	08/31/17	02/28/18	01/31/18	01/31/18	02/28/18	09/30/17	08/31/17	10/31/17
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17.2	10/05/05	06/15/1	01/28/10	06/24/16	07/22/1	04/14/15	10/30/15	1/1/1/10	06/03/1	10/29/15	12/13/1	08/06/1	07/14/1	1/0/11	01/20/1	01/20/15	08/11/15	02/17/1	1/61/20	01/28/17	02/28/17	09/20/16	91/15/80	10/23/16
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°147	7/1607/2	0/1108/0	0/8031/5	0/16 07/50	E/103E/9	0/1508/0	4/1508/0	6/1608/0	4/1508/0	8/1608/0	0/1507/2	2/1208/0	7/1807/2	13/1508/0	8/1807/1	94/1607/2	15/1607/2	1/2031/82	15/1607/2	14/1506/2	14/1206/2	15/1607/1	15/1608/0	1/2031/50
O'ISN.	05/31/1803/11/1803/122/1	8/1103/3	10/1105/2	10/1605/1	1/1607/1	1/1705/1	1/1/02/1	1/7031/01	1/1607/1	1/1704/2	1/20/1/14	0/2021/13	1/11/03/1	2/5021/14	31/1704/2	1/1705/0	31/1704/0	28/1502/2	28/1601/2	31/1605/0	28/1605/0	1/202/1	31/1604/0	31/1704/0
D SAOLAR	116	2/28/3502/28/1503/30/1508/04/3510/26/1738/04/1	2/28/15 11/30/1/05/23/1608/04/1602/24/1608/04/18	5/31/1606/30/1605/10/16 5 31 - 06/15/1607/05/18	5/31/1605/31/1807/16/1807/17/1803/13/1808/05/1	1/31/1612/31/1/05/10/1608/04/1602/24/1638/04/1	1/E0/80/11/22/0131/08/08/08/08/09/11/12/01/11/10/0	06/30/1604/30/1607/16/1608/04/1603/14/1608/04/1	2/31/1.05/31/1607/14/1608/04/1603/14/1608/04/1	0/31/1710/31/1704/28/1608/03/1610/12/1708/03/	09/30/1712/31/1705/10/1807/26/18 18 24 1	0/31/1708/31/1703/02/1508/04/1503/12/1608/04/15	5/31/18/12/31/1/03/17/1807/26/18/11/13/12/07/26/10	5/31/16 08/31/17 05/23/16 08/03/16 02/24/18 08/03/18	1/30/11/12/31/11/04/28/1607/19/1602/24/1608/03/18	5/31/18 12/31/17 05/04/18 07/26/38 01/12/18 08/05/1	08/31/17 08/31/11 04/05/1E 07/26/1E10/25/17 08/03/1E	02/28/11 02/28/11 02/28/11 02/28/11 02/19/11 02/28/11 02/28/11	01/31/16 02/28/16 01/25/16 07/26/16 02/24/16 08/05/16	11/31/1801/31/1605/04/1806/21/18	02/28/16 02/28/16 05/04/16 06/21/18	09/30/1708/31/1702/15/1607/12/1601/16/17601/16/31/05/00	08/31/1,07/31/1604/05/1608/03/18	10/31/17 10/31/17 04/05/18 07/18/18
	196/05		120	05/	05/	01/	10/	06/	12/	10/	160	10/	05/	05/	111	150	08/	02/	011	110	02/	/60	08/	101
Marto	V10USC8130)	C																				(83)	Loci los	
	SIDU																							

Event Proficiency for VMM-265 - As Of: 8/6/2017 Proficiency Date

Days Until Expired: Asterisk (Expired: >= 90 days 60-69 Days 30-59 Ua Asterisk (*) indicates augmenting or temporarily assigned to anoth	s 60-89 Days nenting or temporarily	Days Days rarily assigned	d to another unit.	ays < 30 Days	ontribution.	CHARLEN .					
		Familiarixation			Confined Area Landings (CAL)	andings (CA	r)	e Fo	Formation (FORM)	(W	Low Altituc (L/	Low Altitude Tactics (LAT)
	2012	2020	2032	2132	2133	2135	2136	2160	2182	2183	2210	2211
0USC§130)(b6)	2/5/2014	2/5/2014	6/17/2017	8/4/2017	5/23/2017	8/4/2017	6/29/2017	11/25/2014	8/4/2017	8/4/2017	2/26/2016	11/25/2014
	11/20/2013	11/20/2013	2/14/2017	8/3/2017	7/19/2017	7/25/2017	6/29/2017	2/6/2014	7/19/2017	7/19/2017	2/6/2014	2/6/2014
	4/15/2016	4/15/2016	5/23/2017	8/4/2017	3/20/2017	8/4/2017	4/25/2017	5/10/2016	8/4/2017	8/4/2017	5/26/2016	5/26/2016

	Low A	Low Altitude Tactics (LAT)	s (LAT)			Nig	Night Systems (NS)	IS)			NS-LLL	IL
	2220	2231	2233	2310	2311	2331	2332	2334	2335	2336	2381	2382
99	11/25/2014	51	5/23/2017	2/5/2014	2/5/2014	8/4/2017	8/4/2017	5/23/2017	5/23/2017	10/12/2016	7/12/2017	6/29/2017
	2/6/2014	4/21/2017	4/21/2017	6/9/2014	9/3/2014	7/15/2017	6/29/2017	4/21/2017	4/29/2017	4/10/2017	6/29/2017	6/29/2017
	5/26/2016		4/4/2017	6/6/2016	6/6/2016	8/4/2017	8/4/2017	12/2/2016	3/20/2017	12/8/2016	7126/2017	5/24/2017

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	0	NS-LLL					Tail Gunnery (TG)	lery (TG)				
	2384	2385	2510	2511	2512	2513	2514	2520	2521	2530	2531	2532
(99)(0	5/23/2017	6/29/2017	5/15/2017	5/15/2017	5/15/2017	1/18/2017	1/18/2017	1/18/2017	5/19/2017	2/16/2017	5/19/2017	2/16/2017
	4/21/2017	6/29/2017	2/13/2015	2/13/2015	3/24/2017	9/29/2014	3/22/2017	3/29/2017	3/29/2017	6/17/2017	5/19/2017	6/17/2017
	12/2/2/3/16	12/2/2016	7/30/2016	11/15/2016	3/29/2017	11/15/2016	11/15/2016	11/15/2016	3/29/2017	3/29/2017	3/29/2017	3/29/2017

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2534 2535 2732 2733 2810 2811 2812 2813 2815 216/2017 5/26/2017 5/26/2016 5/26/2017 2/16/2016 2/18/2017 2/18/2017 2/18/2017 3/18/2017 <t< th=""><th></th><th>Ĩ</th><th>Tail Gunnery (TG)</th><th>(<u>C</u>)</th><th>MAT</th><th>λΤ</th><th></th><th></th><th></th><th>EW</th><th></th><th></th><th></th></t<>		Ĩ	Tail Gunnery (TG)	(<u>C</u>)	MAT	λΤ				EW			
2/16/2017 9/26/2017 9/26/2016 5/26/2016 3/18/2017 3/18/2017 3/18/2017 3/18/2017 3/18/2017 3/27/2017 3/18/2017 3/27/2017 <t< th=""><th></th><th>2533</th><th>2534</th><th>2535</th><th>2732</th><th>2733</th><th>2810</th><th>2811</th><th>2812</th><th>2813</th><th>2814</th><th>2815</th><th>2820</th></t<>		2533	2534	2535	2732	2733	2810	2811	2812	2813	2814	2815	2820
4/19/2017 4/19/2017 10/10/2016 2/28/2016 3/18/2017 3/18/2017 3/2//2017 3/2//2017 3/2//2017 3/2//2017	\$130(06)	2/16/2017		2/16/2017		5/25/2016							
		4/19/2017	100	4/19/2017	-	5/25/2016	3/18/2017	3/18/2017	3/21/2017	3/21/2017		3/27/2017	3/12/2015

	0	Carrier Qualifi	er Qualification (CQ)			Operat Expedition Based Sit	Operate form Expeditionary Shore Based Sites (SHOR	Operate From Expeditiona ry Sea Based Sites (SEA)	CA	CAT(3)
2932	~	2934	2935	4781	4782	3012	3030	3130	3216	3217
8/4/2017	7	8/4/2017	8/4/2017				6/20/2017	8/4/2017		
8/3/2017	1.0	7/15/2017	7/7/2017			3/18/2017	7/19/2017	7/18/2017	3/14/2017	3/13/2017
8/4/2017		8/4/2017	8/4/2017			3/3/2017	6/20/2017	8/4/2017	3/3/2017	3/10/2017

CA	CAT(3)		Air Evacuation		Tactical Recovery of Aircraft and Personnel (TRAP)	al Recovery of and Personnel (TRAP)			Aerial Delivery		
3230	3233	3310	3311	3330	3410	3430	2610	2631	3530	4030	4031
8/4/2017	8/4/2017				6/20/2017		1/10/2017			1/10/2017	
7/19/2017	4/29/2017	3/20/2017	3/20/2017	4/21/2017	3/14/2017	4/29/2017	3/23/2017	7/18/2017	4/8/2017	6/20/2016	5/24/2017
8/4/2017		3/3/2017	3/3/2017		3/10/2017		10/27/2016	4/25/2017	4/25/2017	4/25/2017	1/19/2017

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									traction Mission (RIE		
4032 40	4033	4034	4111	4112	4130	4131	4132	4133	4180	4210	4220
(10USC§130)(b6)											2/9/2017
2/15/	2/15/2017	1/5/2016	6/14/2015		5/24/2017					3/23/2017	3/28/2017
1/19/	1/19/2017		1/11/2017		1/11/2017					8/4/2016	8/4/2016

	NOUR		5		77				5	2		
	4230	4310	4330	4410	4420	4430	4510	4511	4520	4521	4522	4523
10USC§130)(b6)	2/9/2017											
	12/19/2016	3/23/2017	10/12/2016				9/28/2016	3/24/2017	9/28/2016	9/28/2016	9/28/2016	3/28/2017
	4/17/2017											

1634	1630	1633	1534	1535 1535	4536	4620	A620 4630 4631	4631	4730	4810	4811
	7001	0000T									
						5/19/2014			4/29/2017	3/21/2017	3/21/2017
									8/3/2017		

		DCM			BICC			Crew Chief F	Crew Chief FRS Instructor Training (FIT)	Training (FIT)		Night Systems Familiarizati on Instructor (NSFI)
	4812	4820	4831	5010	5020	5030	5110	5130	5131	5132	5133	5151
130)(b6)						6/29/2017						
2	3/27/2017	9/29/2016	9/30/2016	2/6/2015	2/6/2015	5/31/2015						
				7/28/2016								

	Night Systems Familiarizati on Instructor (NSFI)				Tail Gu	Tail Gunner Instructor (TGI)	r (TGI)	Ser.			Defensive System Inst (5	Defensive Weapons System Instructor (DWSI (5))
a manufacture	5152	5410	5411	5420	5421	5430	5431	5432	5433	5434	5511	5520
(b3)(10USC§130)(b6)												
and and and and and and and and and and		4/12/2016	4/12/2016	4/12/2016	6/28/2016	4/9/2016	4/12/2016	4/14/2016	6/10/2016	6/28/2016		

5523 5531 5532 5533 5610 5631 5810 5523 5532 5533 5610 5631 5810		Defensive	Defensive Weapons System Instructor (DWSI(5))	stem Instructo	or (DWSI(5))		Low Altitude	Low Altitude Tactics Instructor (LATI) Defensive Combat Manuever Instructor (DCMI)	uctor (LATI)	Defensive C	ombat Manuev (DCMI)	er In
7/18/2015 0/9/2015	5521	5523	5530	5531	5532	5533	5610	5630	5631	5810	5831	5832
7/18/2015 9/9/2015												
0.0100							7/18/2015	7/18/2015	9/9/2015		9/30/2016	9/30/2016

		Night Sy	Night Systems Instructor (NSI)	tor (NSI)		Weapons & Tactics Instructor (WTI)		Requirem	Requirement, Qualification, Designation (RQD)	ion, Designat	on (RQD)	
	5910	5931	5933	5934	5935	5950	6010	6011	6012	6016	6030	6031
§130)(b6)							6/22/2017	6/22/2017	6/22/2017	6/22/2017	6/22/2017	6/22/2017
15 mg	1/22/2016	1/5/2016	12/14/2015	1/28/2016	1/29/2016	4/30/2017	7/23/2017	7/23/2017	7/23/2017	7/23/2017	7/23/2017	7/23/2017
							2/27/2017	2/27/2017	2/22/2017	2/22/2017	2/22/2017	2/22/2017

on ()	6653	2	7 4/4/2017	~
Tail Gunnery Qualificatio (TGQ(5))	6533	5/19/2017	5/19/2017	3/29/2017
Requiremen Tail t. Gunnery Qualification Qualification Designation (TGQ(5)) (RQD)	6036	6/22/2017	7123/2017	6/10/2017
		(b3)(10USC§130)(b6)		

Event Proficiency for VMM-265 - As Of: 8/6/2017 Proficiency Date

			2134 2135	8/4/2017 8/4/2017	2/15/2017 7/19/2017
		; (CAL(2))	2133	2/22/2017	7/19/2017
		Confined Area Landings (CAL(2))	2132	8/4/2017	7/19/2017
		Confined ,	2131	6/1/2017	11/7/2016
ed.			2130	11/29/2016	11/7/2016
Expired	ntribution.		2110	2/16/2010	11/4/2016
< 30 Days	No readiness co		2031	8/4/2017	7/19/2017
30-59 Days	o another unit.	A(2))	2030	6/4/2017	4/27/2017
	arily assigned t	Familiarization (FAM(2))	2020	7/6/2012	12/12/2016
60-89 Days	nting or tempor	Famili	2011	3/15/2010	11/3/2016
>= 90 days	Asterisk (*) indicates augmenting or temporarily assigned to another unit. No readiness contribution.		2010	3/15/2010	11/3/2016
Days Until Expired:	Asterisk (*) ir			(b3)(10USC§130)(b6)	<mark>-3)[10</mark> 1

	Confined Area Landings (CAL(2))			Formation	(FORM(1))				Low Alti	Low Altitude Training (LAT(2))	(LAT(2))	
	2136	2160	2161	2180	2181	2182	2183	2210	2211	2212	2220	2230
USC§130)(b6)	6/29/2017	3/17/2015	3/15/2010	6/29/2017	8/4/2017	8/4/2017	12/2/2016	3/15/2010	3/15/2010	3/15/2010	3/15/2010	4/6/2016
(12)	4/6/2017	11/4/2016	11/8/2016	2/15/2017	6/17/2017	7/19/2017	2/27/2017	11/14/2016	11/14/2016	11/14/2016	12/12/2016	11/15/2016

	2231	2232	231 2232 2233	2310	2311	2312	2313 2314 2330	2314	2330	2331	2332	2333
SC§130)(b6)	5/23/2017	10/1/2015	5/23/2017	3/22/2010	2/24/2010	3/15/2010	3	3/22/2010	6/1/2017	8/4/2017	8/4/2017	5/15/2017
	2/15/2017	11/16/2016	2/15/2017	12/5/2016	12/5/2016	12/5/2016	12/5/2016	12/5/2016	12/5/2016	7/12/2017	5/24/2017	12/12/2016

	Night Sys	Night Systems - High Light Level (NSHLL(2))	ght Level		Night Sy	ystems Low L	Night Systems Low Light Level (NSLLL(2))	۲۲۲۲(S))		Air to A	Air to Air Refueling (AAR(2))	4AR(2))
	2334	2335	2336	2380	2381	2382	2383	2384	2385	2410	2430	2431
(130)(b6)	5/23/2017	5/23/2017	5/1/2017	6/1/2017	6/29/2017	6/29/2017	3/10/2017	5/23/2017	6/29/2017	10/9/2015	3/14/2017	2/12/2017
(63)(1	2/15/2017		4/6/2017	3/2/2017	5/24/2017	5/24/2017	1/27/2017	2/15/2017	2/15/2017	1/18/2017	2/3/2017	

	(2))	2))				Iali oumery (ιο(∠))		Ż	Air Deivery (AU(2))	2))	mountainous Area Training (MAT(2))	(MAT(2))
	2432	2433	2510	2511	2512	2532	2535	2610	2630	2631	2710	2730
(99)	3/14/2017	11/15/2016	3/31/2014	3/31/2014	3/31/2014	3/30/2017	3/30/2017	3/9/2015	10/27/2016	10/27/2016 10/27/2016	11/5/2016	1/9/2017
(53)(10			2/13/2017	2/13/2017	2/13/2017	3/30/2017	3/30/2017	3/1/2017			3/1/2017	3/18/2017

	Mountaino	Mountainous Area Training (MAT(2))	g (MAT(2))				Ground Th	Ground Threat Reaction (GTR(2))	1 (GTR(2))	q	7190	Ucac
	2731	2732	2733	2810	2811	2812	2813	2814	2815	2815	7187	2820
ISC§130)(b6)	11/5/2016	11/5/2016	11/5/2016	2/17/2010	2/17/2010	2/17/2010	10/29/2010	10/29/2010	10/21/2010	10/21/2010	11/5/2010	3/21/2011
(23)(3/1/2017	3/18/2017										

	Ground Th	Ground Threat Reaction (GTR(2))	n (GTR(2))			Carrier	Carrier Qualifications (CQ(2))	(ca(2))			Expeditionary Shore Based Operations (SHORE(3))	Expeditionary Shore- Based Operations (SHORE(3))
	2830	2831	2832	2910	2930	2931	2932	2933	2934	2935	3012	3030
§130)(b6)	3/17/2015	8/5/2016	8/5/2016	4/7/2010	8/4/2017	8/4/2017	8/4/2017	8/4/2017	8/4/2017	8/4/2017	10/3/2015	11/29/2016
83/(100					7/19/2017	7/19/2017	7/19/2017	7/12/2017	7/12/2017	7/12/2017	2/24/2017	

	ry Sea- Based Operations (SEA(3))											
	3130	3210	3211	3212	3213	3214	3215	3216	3220	3230	3231	3232
b3)(10USC§130)(b6)	8/4/2017	6/12/2013	6/12/2013	6/12/2013	6/12/2013	6/12/2013	6/12/2013	6/12/2013	6/12/2013	8/4/2017	11/4/2016	8/4/2017
allaan		2/24/2017	2/24/2017	3/2/2017	3/11/2017	3/11/2017	3/11/2017	3/11/2017	3/12/2017	7/19/2017	5/23/2017	7/17/2017

Combat Assault Transport	Air B	Air Evacuation (AE(3))	E(3))	Tactical Recovery of Aircraft and Personnel (TRAP(3))	Tactical Recovery of ircraft and Personnel (TRAP(3))	Aerial Delivery (AD(3))		Air Delivery (AD(4))	y (AD(4))		Alternate Insertion/Ex traction Techniques
((6)) 000		1100	0000	0170	ORA	3630	030	4031	4032	4034	(AIE(4)) 4111
3233	3310	3311	3330	0410	0400	nece	0001	- OPt	AUUT	toot	
8/4/2017	4/20/2012	4/20/2011	5/9/2017	5/6/2011	5/9/2017	10/27/2016	10/27/2016	5/12/2017	3/8/2017	3/8/2017	6/17/2010
710017117	312412017	3/21/2017	5/23/2017					1/18/2017	1/19/2017		4/18/2017

Alte	Alternate Insertion/Extraction Techniques (AIE(4))	/Extraction Te	chniques (Al	IE(4))	Rapid Insertion/Ex traction (RI/E(4))	Aviation Del	Aviation Delivered Ground Refueling (ADGR(4))	d Refueling	Contraction of the second second second second second second second second second second second second second s	Aviation-Delivered Airborne Battlefield Illumination (BI Command (4)) & Control (AC2(4))	Airborne Command & Control (AC2(4))
4112	4130	4131	4132	4133	4180	4210	4220	4230	4310	4330	4410
	3/8/2017	9/27/2016				1/15/2014	1/15/2014	2/9/2017		9/29/2015	9/7/2015
	4/19/2017										

					Z	Nuclear (CBRN(4))	4))
4420 4430 4510 4520 4521	4531	4533	4534	4536	4620	4630	4631
all arronts 9/1/2015 9/7/2015 9/7/2015	015				12/28/2015	12/28/2015	12/28/2015

Visibility Landings (RVL(4))	Carrier	Carrier Qualification (CQ(4))	(CQ(4))		Defens	ive Combat M	Defensive Combat Manuevers (DCM(4))	CM(4))		Combat Assault Transport (HTT(4))
4730	4780	4781	4782	4810	4811	4812	4820	4830	4831	4930
8/4/2016	11115/2011	11/15/2011	11/15/2011	9/7/2015	9/7/2015	9/7/2015	10/23/2015	10/23/2015	10/1/2015	9/25/2015

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5030 5031 5110 5111 5130 5131 5	5132 5133	5134	5135	5136	5140
3/16/2012 3/19/2012					

Flight Leadership Standards Evaluator (FLSE(5))	5210	1/25/2017	
or (NSFI(5))	5152		
ation Instructo	5151		
Night Systems Familiarization Instructor (NSFI(5))	5150		
Night Syster	5112		
	5147		
FIT(5))	5146		
or Instructor (F	5145		
FRS Instructor/Contractor Simulator Instructor (FIT(5))	5144		
structor/Contr	5143		
FRS In	5142		
	5141		
	Non internet)(10USC§130)(b6)	ltonso

	Air to Air Re	Air to Air Refueling Instructor (AARI(5))	tor (AARI(5))		Tactical Sim	Tactical Simulation Instructor (TSI(5))	ctor (TSI(5))		Low All	Low Altitude Training Instructor (LATI(5))	Instructor (L	ATI(5))
	5310	5330	5331	5510	5511	5512	5520	5521	5610	5630	5631	5632
UUSC§130)(b6)	11/6/2012	11/6/2012	3/19/2013	2/6/2014	2/6/2014	2/6/2014	2/6/2014	2/6/2014	10/26/2012	10/26/2012	11/2/2012	11/3/2012

Reduce	Reduced Visbility Landing Instructor (RVLI(5))	ding Instructo	r (RVLI(5))	Defensive (Combat Man	Defensive Combat Manuever Instructor (DCMI(5))	or (DCMI(5))	Nić	Night Systems Instructor (NSI(5))	istructor (NSI	5))
5710	5730	5731	5732	5810	5830	5831	5832	5910	5930	5931	5932
								5/6/2013	5/3/2013	5/7/2013	5/6/2013

2	light Syst	Night Systems Instructor (NSI(5))	ır (NSI(5))	Weapons and Tactics Instructor (WTI(5))			Requireme	rt, Qualificatio	Requirement, Qualification, Designation (RQD(6))	n (RQD(6))		
6	5933	5934	5935	5950	6010	6011	6012	6013	6014	6015	6016	6030
5/6	5/8/2013	6/3/2013	5/31/2013	12/28/2015	1/11/2016	1/11/2016	2/27/2017	11/8/2016	11/8/2016	11/8/2016	2/27/2017	2/27/2017
					9/13/2016	9/13/2016	9/20/2016	8/20/2016	8/20/2016	8/31/2016	1/4/2017	9/20/2016

	Require	Requirement, Qualification, Designation (RQD(6))	cation, (6))		TAG	TAC(6)			Sect	Section Leader (SL(6))	L(6))	
	6031	6032	6033	6110	6130	6131	6132	6210	6211	6220	6221	6222
30(66)	2/27/2017		11/8/2016 6/10/2017	6/12/2013	6/22/2011	5/3/2014	6/26/2011	6/15/2012	6/15/2012	6/15/2012	6/15/2012	6/15/2012
(ca)(zo	9/20/2016	8/23/2016	4/26/2017									

6224 12 6/15/2012
6223 6/15/2012

6331 6332 6330 6340 6440 6530 6540 6610 6630 6631 6801 3/5/2013 4/11/2013 4/15/2013 5/9/2017 12/11/2015 12/8/2016 2/2/2016 8/5/2011 6/8/2012		Division Lea	Division Leader (DL(6))		Flight Lead	Flight Leader (FL(6))	Air Mission Commander (AMC(6))	commander (6))	Function	Functional Check Pilot (FCP(6))	(FCP(6))	Tracking Strategic Tanking (TRK(6))
4/11/2013 4/15/2013 5/9/2017 12/11/2015 12/8/2016 2/24/2016 8/5/2011 6/7/2016	6331	6332	6333	6340	6430	6440	6530	6540	6610	6630	6631	6800
	3/5/2013	4/11/2013	-	5/9/2017	12/11/2015				8/5/2011	6/7/2016	6/8/2012	

			,			27.4						
Expiration	31-Jan-19	NATOPS	30-Jun-20	NATOPS	31-Mar-20	NATOPS	02-VON-0E	NATOPS	30-Apr-19	NATOPS		
Water Survival	27-Jan-15	NATOPS	16-Jun-16	MATOPS	9-Mar-16	NATOPS	31-VOV-16	NATOPS	2-Apr~15	NATOPS		
Expiration V	31-0ct-17	NATOPS	31-Jan-18	NATOPS	31-Jul-15	NATOPS	30-May-18	MATOPS	28-Feb-18	NATOPS		
Flight Phys	14-Oct-36	MATOPS		1.1		· · · · ·				NATOPS		
Expiration	Current on Check	NATOPS/Needs Stamp	Current	NATOPS	Current on Check	NATOPS/Needs Stamp	Current on Check	NATOPS/Meeds Stamp		NATOPS/Needs Stamp	-	
Erner Egress	31-Jan-16	MATOPS			15-Jun-36	NATOPS	6-Jul-15	NATOPS	4-Feb-16			
Expiration	28-feb-18	NATOPS	30-Sep-17	NATOPS	30-Jun-18	NATOPS	30-Jul-17	NATOPS	28-Feb-18	NATOPS		
NATOPS check	27-Feb-17	NATOPS	20-Sep-16	NATOPS	22-Jun-17	NATOPS	6-Jul-16	NATOPS	22-Feb-17	NATOPS		
Expiration	0-Nov-17	NATOPS	31-Aug-17	NATOPS	N/A		N/A		N/A			
first Check	8-Nov-16	NATOPS	23-Aug-16	NATOP5	N/A		N/A		N/A			
Amount	7	Global		23.0	N/A	1245	N/A	AND AND AND AND AND AND AND AND AND AND	N/A			
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est 6 Months Flight	177.4	Global	82.2	Global	87.1	Global	150,4	Global	7116.7	Global		
ast 30 days La	7.3	Global	19.2	Global	19.3	Global	42.7	Global	20.2	Global		
East 7 Days	2	Global	6,0	Global	2.2	Global	4.0	Global	5.0	Global		
Last Fileht	4-446-17	Global		1g	š i		3-Aug-17	Global	©SSSSCIERTER ▲▲▲III-17	Global		
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CREW	cc	BICC	FRS CCI	LAT I	TGI	DWSI	NSFI	DCMI	NSI	WTI
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	08/21/12	11/18/16								
	03/29/11									
	04/05/13									
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	04/08/13	01/22/16	5	02/10/16	08/07/16			1	08/05/16	
	09/14/11	1.0		01/24/13	02/05/14				02/03/14	10/19/14
	02/16/16									
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CREW	T2P	BIP	TAC	SL	DL	FL	AMC	FCP	FLSE	AAR I	TSI
	10/05/09	04/13/16	04/13/16	Revoked	Revoked	Revoked	06/10/10	Revoked	Revoked	10/18/16	Revoked
9	06/15/12	05/22/15	06/15/12	06/15/12	06/15/12	06/15/12	06/15/12	06/15/12	06/15/12	06/15/12	
\$130)(b	01/28/10	09/10/13	08/12/13	08/12/13	04/15/13	12/11/15	02/24/16	06/08/12	01/25/17	03/19/13	02/06/1
	06/24/16		Revoked	Revoked				Revoked	1		1.11
	07/22/14	05/28/16	05/28/16	03/17/17				02/13/17			
	04/14/15	03/06/17	03/06/17					04/10/17			
	10/30/15	-			-					-	
	07/17/14	07/19/16	07/19/16	02/28/17	05/09/17			09/19/16			
	06/03/14	02/06/16	02/06/16	09/20/16	03/15/17			06/10/16	2		
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SU0	08/06/12	08/11/15	10/31/14	03/12/15	06/08/16	12/08/16	5	07/23/15		Revoked	- 1
					11/03/15			12/04/14	01/25/17	02/19/15	
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Privacy Act Data Cover Sheet

D FORM 2923, SEP 2010

HANCED GOATS ROUTER SHEEPDards Schart TEAN SHEEPDards BATERY BULLS CL BOOK STONE TO THE BULLS CL BOOK STONE TO THE STO			CAT 21-24 BHR	MOBBASS 21/22 EHR	PUF 01-03	(Z) 2300 (L) 0900	BAITERY	HIMC IT J
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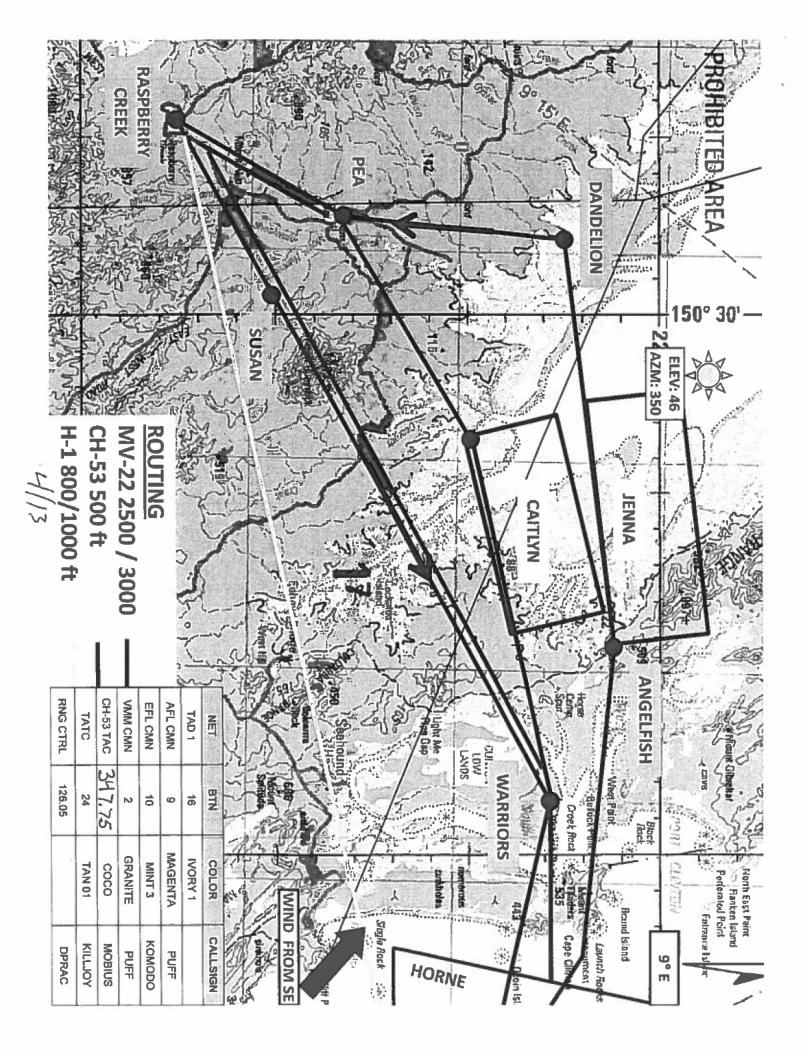
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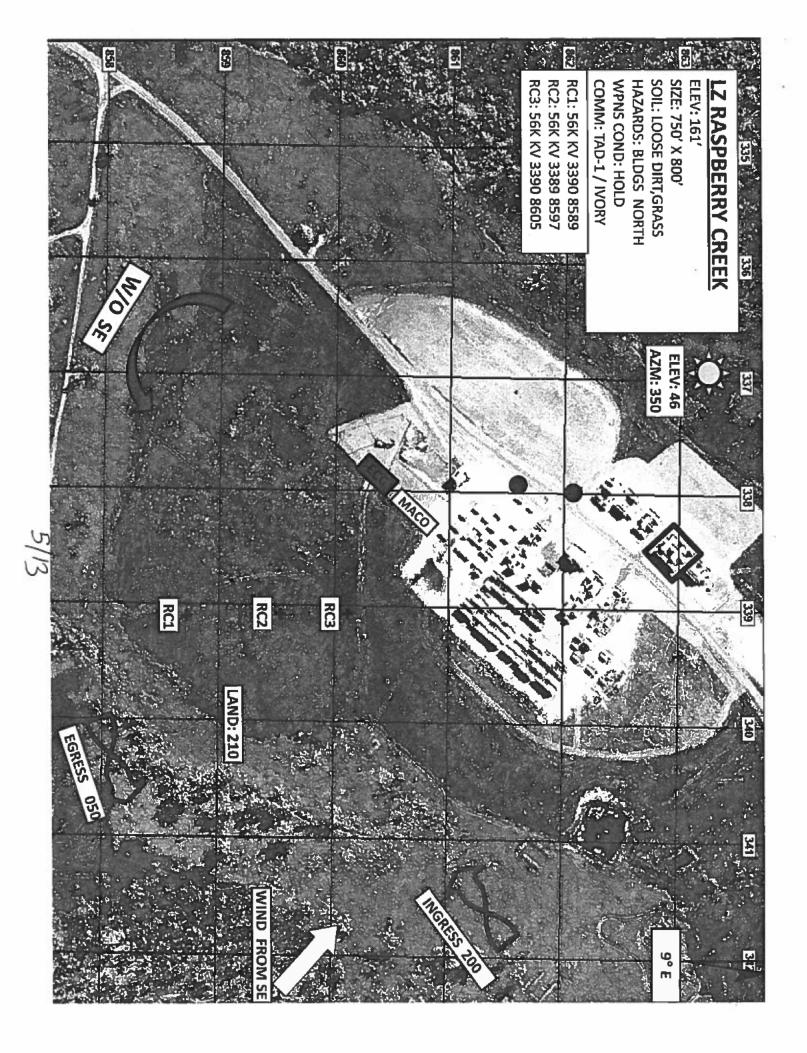
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	COMM	COMM DELEGATION	
EVENT	PUFF -1	PUFF -2	PUFF-3
	C1: TOWER	C1: TOWER	C1: AFL (MAGENTA)
PZ SHIP	C2: WATCHDOG *AFL RIO	C2: WATCHDOG	C2: WATCHDOG *AMC, CENTURION, GRND RIOS
	C1: TOWER > ICEPACK > CENTER	C1: TOWER > G'CROWN > RANGE	C1: TOWER > AFL (MAGENTA)
SHIP -> AIRSPACE BOUNDARY	C2: VMM CMN 1	C2: VMM CMN 1	C2: VMM CMN 1
	C1: RANGE CONTROL > TAD 1	C1: TAD 1 (IVORY)	C1: AFL (MAGENTA)
→ INBOUND IP	C2: VMM CMN 1	C2: VMM CMN 1	C2: VMM CMN 1
	C1: TAD 1 (IVORY)	C1: TAD 1 (IVORY)	C1: TAD 1 (IVORY)
dI ← dI	C2: VMM CMN 1	C2: VMM CMN 1	C2: VMM CMN 1
HA → OUTBOUND IP	C1: TAD 1 (IVORY)	C1: TAD 1 (IVORY)	C1: TAD 1 (IVORY)
EXTRACT	C2: KILLIOY	C2: KILLIOY	C2: KILLIOY
	C1: TAD 1 (IVORY)	C1: TAD 1 > RANGE	C1: AFL (MAGENTA)
OUTBOUND IP → AIRSPACE BOUNDARY	CZ:VMM CMN 1	C2: VMM CMN 1	C2: VMM CMN 1
AIRSPACE BOUNDARY	C1: ICEPACK > CENTER > TOWER	C1:GREENCROWN > TOWER	C1: AFL (MAGENTA) > TOWER
→ SHIb	C2: WATCHDOG	C2: WATCHDOG	C2: WATCHDOG
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E.	EVENTE SERIES	PL30467 abreat, 4000 4003	Hersochnec TRope Lant CLB CO Aff Plenner Off Carperen Rate Counter Terra Frag Petroloniel, - Thicop Ling	E-TOLAN-BO	Burri III Ako Kolminyi	200 200 200 200 200 200	PHONE PHU UPT CAPACITY 100 100 100 100 100 100 100 100 100 10	TOTAL 1001AL 1000 100 100 100 100 100 100 1	r Minaniki,
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1.1	EVENTE SERVE	PL30HT B2554, 4000 4003	Ferracienes Trappe Linet CLB CO Art Plenner OfC Team Citel Corperen Rade Counter Torrac Plats Fetracienes Fetracienes Torrac Plats Team Ladder Coulde	E-TOLMA-BO	Burri III Ako Kolminyi	200 200 200 200 200 200 200 200 200 200	Provide any Control of the second 100 100 100 100 100 100 100 10	1007AL 1007AL 1007AL 1007AL 1007 1007 1007 1007 1007 1007 1007 100	- Television
1.1	EVENTE SERVE	PL30HT B2554, 4000 4003	Hersbokker, TROCH LINT CLB CO Aff Plemer OK Carparian Rade Counter Totra, HAS Petrolickeller Totra, HAS Petrolickeller Torra, Ladde Cade Outle Cade Cutos Cutos Cutos Cutos	FIGURA - BO	Burri III Ako Kolminyi	200 200 200 200 200 200 200 200 200 200	Prove ny 100 - 100 100 100 100 100 100 100 100 100 100	107546 WESSHET 302 302 302 300 300 300 300 300 300 300	- Television
1.1	EVENTE SERVE	PL30HT B2554, 4000 4003	Ferrachese Teoper Livet CLB CO Art Perwar Oric Taken Creat Corporate Radio Constrin Torria, Pilot Petroliciteite Petroliciteite Teoper Lander Coate Coate Coate Coate Coate	FRAK 8	Burri III Ako Kolminyi	200 200 200 200 200 200 200 200 200 200	Prove no.	107546 WESSHET 302 302 302 300 300 300 300 300 300 300	- Television
HENT 1.1 HANGE	HOC LUBIQUE	PL30497 4000 4003 FL5047 827647 6034	Hersbokker, TROCH LINT CLB CO Aff Plemer OK Carparian Rade Counter Totra, HAS Petrolickeller Totra, HAS Petrolickeller Torra, Ladde Cade Outle Cade Cutos Cutos Cutos Cutos	File Add - Boo		200 200 200 200 200 200 200 200 200 200	Prove ny 100 - 100 100 100 100 100 100 100 100 100 100	100584 WEDENT 300 300 300 300 300 300 300 300 300 30	rjoorrin 1 1
1.1	HOC LUBIQUE	PL30HT B2554, 4000 4003	TROOP LINT CLB CO Aft Planae OK Corporation Ratio Counter Totrial Falls PetroContell. TROOP Lint Castle Castle Castle Castle Castle Castle Castle Castle Castle Castle Castle Castle Castle	FIGURA - BO	Burri III Ako Kolminyi	200 200 200 200 200 200 200 200 200 200	Provide any Contraction 100 100 100 100 100 100 100 100 100 10	TOTAL WEDENT 300 300 300 300 300 300 300 300 300 30	- Television
HENT 1.1 HANGE	HOC LUBIQUE	PL3047 4003 4003 4003 PL5047 827604 4034	Terrescherer Terrescherer CLB CO Aff Permer OK Terrescherer Ratio Constitution Terrescherer Terrescherer Coste Cu	File Add - Boo		200 200 200 200 200 200 200 200 200 200	Provide any Color and 100 100 100 100 100 100 100 100 100 10	107544 WEGHT 300 300 300 300 300 300 300 300 300 30	rjoorrin 1 1
HENT 1.1 HANGE	HOC LUBIQUE	PL3047 4003 4003 4003 PL5047 827604 4034	Hersbokker. TROOP LINT CL3 CO Aff Plenner OK Team Cruel Carparian Rado Counter Totrick Adds Petrolicitette Totrick Adds Cutos Cutos Cutos Evaluater Totrick Pais Petrolicitette Cutos Evaluater Totrick Pais Petrolicitette Cutos Evaluater Totrick Pais Evaluater Totrick Pais	FIGURA - BO		200 200 200 200 200 200 200 200 200 200	Prove av 100 Units of the second 100 Units o	TOTAL WESHIT 300 300 300 300 300 300 300 300 300 30	rjoorrin 1 1
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1 3	6502				*10' At		10.41	;503	
<u> </u>			SEC SECT		PERSONAL WEAPONS, DPTIC		800	3400	
		1			NEER STAKES, SPOT LIGHTS, V		50	50	,
		2431			EOD GEAR, MINE DETECTORS	. 1	205	100	1
3	6503	_			14707		* n' 41	2450	
			SEC SECT		PERSONAL WEAPONS, OPTIC	1400	700	2100	
ļ									22
1		2412		1	2x M240s		100	100	
		l I]			1.22		
3	6503			1.	"11" AL		101° M	2 1 9 9	
		ſ	MISSION TOTAL PAX	63		1355604-10	NUMBER	18650	

9/13

POG	RF Secur	ity Pit (3/5) chtiger		INSERT MANIFES ON: AIT/NEO SHR - RAS CREEK	0/	TE OF MISSIC PHONE NUME	N. 20170	13 S	
		EVENT	PERSONNELTROOP				BODYWT	GEARWT	PRORT
ERIAL	WAVE	NUMBER	LIST	ANNA CAST MARE	a second margarety	AP BT	E. State of the second	Contraction of the	PHILO HE I
		10000	TMLDR	(b3)(10US	C\$130)(b6)	200	100	
in .		See.	RIFLEMAN	(90)(1000	- 3 1(200	100	2
2023	1	6501	RIFLEMAN				200	100	
-		100 million (1990)	FRM/SQD LDR CORPSMAN				200	100	
100			TOTAL	-			800	1	-
	1		TMLDR				200	100	
			RIFLEMAN	-			200	100	
			RIFLEMAN				200	100	1 1
2024	1	6501	ASL				200	100	
			SOD LOR	_			200	100	
			FRM/PLT COR				200	100	1
-	1 1		TMLOR	6.			200	100	
			GUNNER				200	100	1
	1.00	100	AMMO MAN	-			200	100	3
2025	1	6501	GUNNER	-			200	100] *
		1.000	AMMO MAN				200	100	
	· · · · · · ·		TMLOR				200	100	-
-			TOTAL	5			1800	10000	1
		1	SQD LDR				200	100	1
	1.1.1		TMLOR				200	100	1
2026	1 1	6502	RIFLEMAN				200	100	4
			RIFLEMAN				200	100	1
			RO				200	100	1
			TOTAL				1808	1	-
-	1	1	TMLOR				200	100	1
		6502	RIFLEMAN				200	100	5
2027	1	0002	CORPSMAN				200	100	-
			FRMPLT SGT				200	100	
2		10-0-0	TOTAL:				1800	100	-
	1.11		SQD LDR	-			200	100	-
	1000	1.1.1.1.1.1	TM LDR RIFLEMAN	-			200	100	-
2028	1 1	6502	RIFLEMAN				200	100	6
			RIFLEMAN	-			200	100	
			ATC				200	100	1
-	1	100000000	TOTAL				1500	10000	
	1		RIFLEMAN				200	100	-
			ASL	_			200	100	7
2029	1	6502	TM LDR	-			200	100	- 1
			RIFLEMAN	-			200	100	1
	1	1	TOTAL			TOTAL WEIGHT	1500		-
2030	1 1	6501	Comm Tech	(b3)(10USC§13)	0)(b6)		200	100	
	1.		TOTAL			TUTAL WEIGHT	1500	1	
	_		1000			and the second			
			1	MANIFEST					
			LAME: CLIP-RS		MERSION: UCC			ISBICHI: 4 Aug 20 MANABER: X7040	44
	1000	POG	a U Digs	FRC	M - TO: ASH - LZ Bob White	-	PHONE	ANALAST TATAB	-
		-		1000		-	1		
	WAVE WAVE	EVENT IN MARK	MERSCHWEIL III	ROOP BANK LAST NAME	PIETT NAME	240 80	BOOMING	CALL NO.	-
4000		1	CLU OIC	-(b3)(10U)	SC8130)	b6	200	100	-
5			AIT Planner	(05)(100)	263120)	(00)	200	100	-
1 mil	1.1	6531	OIC				200	300	
-4017			Team Chief	_			200	100	Η
			Corponen Radio Coursely				100	100	
-	-1	1	Radio Operator	John MAL-18			Total Wr		A State
			-		and a second second				
		1 minutes		NOOP HANK LAST MALKE	PUEST NAME	244 BT	BOUT	T MEAN W	- 1
A DERIVER AND	HAL WAVE	EVENT HUBIE	List .	(b3)(10U	C(\$120)	Che	200	100	-
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		1.1	Guide				200	100	1 .
4004	1.1	6533	Guide				200	001	
			Guide				200	100	
	1		Evaluator				300	100	
-	-		The second	Total PATCH			Total W	TI 38007	
-			and the second					_	_
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Contraction and		and the second second	Section Leader	A Starting of the second secon	and the second s	10	200	100	
		4531	Security	-(b3)(10US)	0(06180)	00)	200	100	
		8331					200	100	
4000	14	6331	Security				200	100	- '
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Total PAX

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TOTAL WED

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	1+1	8531	Corportion Searcher		IOUSC§	130)(66		200 200 7abil VIT:	100	i
			ACI	AX Total: 2	0	AG	Weight Tot		5400	-
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)			Section Leader NTS Operator	(b3)(.	IOUSC§.	130)(b6))	200	100	
007	1-2	6532	NTS Operator NTS Operator					200 200	100 100	1
3			NTS Operator Escort					200	100	
	-		Churt	Tons Parcie	and the second second			Total WT	1940	
a stiplat	WAWE		PERSONNEL TROO	autor	LAST MALE PRO	ST NUME 200	ar (NORY WT	GEAR WT	2761
			Team Leader Security	(b3)(10USC§	130)(b6))	200	100	,
-	1+2	15332	Holding					200	100	1
	10.0		Chaplain	-				200	100	
10-	-		RF	Total Parts	L	-		THEND	3900	-
IT MIRIAL	WAVE		INSTRONMEL TROS	* EANR	LAST MAN	ST ANALYS 2540	IT.	BOOTWIT	BEAR WY	.HU
	100		Team Leader Transport	(b3)(10USC§	130)(b6		200 200	100	
1058	1-2	6532	Transport		U			200	100	1
-			Transport					200	100	
	-		Escort	Total PAUL		and the second	-	DOC TW MOOT	1400	-
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er simila	wiava	evenit hushings	PERSONNEL THE LIST Corpernan	No.		AST HALME 200	er j	900Y WT	SEAR WT	19
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er sinner	Winue 3		Lint Corpaman Searcher Team Chief Corpaman	No.		AST HALME 200		SCOV WT 200 200 200 200	9200 WT 1.05 1.00 1.00 1.00	-
			List Corpenen Searcher Team Chief	No.	NATIONAL IN	AST HALME 200		8007 WT 200 200 200	SCAR WT 100 100 100	2
440	1		List Corpamen Searcher Team Chef Corpamen Redo Operator	Tions PAU:	LAST NUME IN	азгладав даля 130)(b6		SCOT WT 200 200 200 200 200	9200 WT 1.05 1.00 1.00 1.00	FR.
4508	1	6531	List Corpanan Searcher Team Chief Corpanan Redio Operator PERIONNEL THO List Team Lasder	Tions PAU:	LAST NUME IN	азгладав даля 130)(b6		BOOM WT 200 200 200 200 200 200 200 200 700 700	CEAR WT 100 100 100 100 3800 CELAR WT 200	
440	1	6531	List Corparnan Searcher Team Chiel Corparnan Redio Operator Ptotomest to Utor Team Lasder Quide Gaide	Tions PAU:	LASTRONAR PR 10USC§	азгладав даля 130)(b6		6007 WT 200 200 200 200 200 200 200 200 200 20	82048 WT 1003 1000 1000 1000 1000 1000 1000 100	
4144	J	6531	List Corparnan Searcher Tearn Chel Corparnan Redio Operator User Tearn Lasder Guide Guide Guide Guide Guide	Tions PAU:	LAST NUME IN	азгладав даля 130)(b6		600m WT 200 200 200 200 200 200 200 200 200 20	82008 WT 1003 1000 1000 1000 1000 1000 1000 100	PE
	J	6531	List Corparnan Searcher Team Chiel Corparnan Redio Operator Redio Operator List Team Laader Guide Cuide Cuide	Tions PAU:	LAST HAME IN 10USC S LAST HAME IN 10USC S	азгладав даля 130)(b6		6007 WT 200 200 200 200 200 200 200 200 200 20	82008 WT 1003 1000 1000 1000 1000 1000 1000 100	PE
4198 err 38844 4104	2 WINE	6531 Frener Haliliette 6331	List Corpanian Searcher Team Chiel Corpanian Redio Operator Procession Usor Team Lasder Quide Guide Quide Quide Quide Quide Quide Quide	(b3)(Timi PAC 9 NAME (b3)(Tool PAC	LAST HAMAN 10USC S LAST HAMAN 10USC S 4	азгладав даля 130)(b6		500m WT 200 200 200 200 200 200 200 200 200 20	82008 WT 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00	PE
4108 err 300444	2 WINE	6531	List Corpaman Searcher Team Chief Corpaman Redo Operator Redo Operator User Team Lasder Guide Guide Guide Cuide Cuide Cuide Cuide Cuide Cuide Cuide Cuide Cuide	(b3)(Total PAC P axies (b3)(Total PAC	LAST HAME PU	ал налая 130) (b6 130) (b6 ал 130) (b6	ar ar	BOOM WT 200	82000 WT 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1
4201 HT 32014	2 Winot: 2 Winot:	6531 Frener Haliliette 6331	List Corpaman Searcher Team Chief Corpaman Redio Operator User Team Lasder Guide Guide Guide Cuide Cuide Cuide Cuide Evaluator	(b3)(Total PAC P axies (b3)(Total PAC	LAST HAMAN 10USC S LAST HAMAN 10USC S 4	ал налая 130) (b6 130) (b6 ал 130) (b6	ar ar	BOURY INT 200 20	82948 WT 1003 100 100 100 3300 3300 00 3300 100 1	1
43.08 HT 33.04	2 WINE	6531 • FVENT NUMBER 6331	List Corpaman Searcher Team Chief Corpaman Redo Operator Team Lasder Guide Guide Guide Guide Guide Guide Cuide	(b3)(Total PAC P axies (b3)(Total PAC	LAST HAME PU	ал налая 130) (b6 130) (b6 ал 130) (b6	ar ar	BOUY WY 200		PM L PM
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499 Her 2004 4004	2 9 9 9 9 9 9 9 9 9 9	6531 • Register Hautelands • 6531 • EVENT Hautelands • 6531	List Corpaman Searcher Team Chief Corpaman Redo Operator User Tream Lasder Guide Guide Guide Evaluator Presonned Section Leader Security Security Security Security Security Searcher Searcher Searcher	(b3)(Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC Totel PAC	LAST HAME TOUSCS LAST HAME TOUSCS LAST HAME TOUSCS	ал нама 130) (b6 ал 130) (b6 ал 130) (b6 ал 130) (b6 ал 130) (b6 ал 130) (b6 ал 130) (b6	TT TT C Weight To			P8
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4104 HIT 30044 4105 HIT 90044 4107	2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6531 • EVENT NUMBER • 531 • EVENT NUMBER	List Corpaman Searcher Team Chief Corpaman Rado Operator Team Chief Code Code Code Code Code Code Code Code	анена (b3)(тини илас оч плана (b3)(тини илас оч плана тини илас оч плана тини илас оч плана тини илас оч плана тини илас оч плана	LAST HAAMS PU IOUSCS LAST HAMSE PR LAST HAMSE PR LAST HAMSE PR LAST HAMSE PR LAST HAMSE PR LAST HAMSE PR	алт налая (р. 2лл 130) (р. 6 алт налая (р. 2лл 130) (р. 6 алт налая (р. 2лл 130) (р. 6 алт 130) (р. 6) (р.	TT TT C Weight To TT	Koor wr 200		PB 1
404 404	2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6531 (PYENT HUMBER 6331 (PYENT HUMBER 6331 () PYENT HUMBER 5332	List Corpaman Searcher Team Chief Corpaman Redo Operator Unr Team Lasder Guide Guide Guide Cuide Guide Cuide Section Leader Security Searcher Searcher Searcher Secon NTS Operator NTS Operator NTS Operator NTS Operator NTS Operator NTS Operator NTS Operator	анена (b3)(тини илас оч плана (b3)(тини илас оч плана тини илас оч плана тини илас оч плана тини илас оч плана тини илас оч плана	LAST HAAKS PU 10USC \$ LAST HAAKS PA LAST HAAKS PA	алт налая (р. 2лл 130) (р. 6 алт налая (р. 2лл 130) (р. 6 алт налая (р. 2лл 130) (р. 6 алт 130) (р. 6) (р.	TT TT C Weight To TT	BORY WY 200		PB 1

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	-				IOUSC§				TREAM	1000	
T SERVICE	WINE		PERSONNEL TRADO	Real	LAST NAME	HISTHAN	2NP	BT	RODEWE	SRAA WT	PNI.
			Team Leader	-(b3)(10USC	\$130)(b6		2000	100	1
~ 1		6532	Transport	-					200	100	
-	2		Transport						200	100	1
			Escort						200	100	
			Escort	-				_	toot Treat with	100	
		and the	AC	PAX Total		100-100-1000		C Weig	fit Total:		
			-		RN MANIFEST	-					
NCEN	POC LL	nty Pic (3/5). Ngga		N AT/NEO Alexing ale					DN: 20170		
Mater	WAVE	EVENT	IERSONNEL TROOP	RANK	LASTNAME	ERSTNAME	ZAP	57	BODY WT	GEAR WT	PRICE
ERIAL		NUMBER	CLB OIC	and the second se	successive statements of the second statement of the	the second second second second second second second second second second second second second second second s	Sec. 1		200	100	
2122			AIT Planner	(03)(10USC	8120)(00,		200	100	5
2123	3	6531	OIC						200	100	1
		-	JATL						200	100	
		1	TOTAL				1	EIGHT			-
		-	TM LDR RIFLEMAN	-					200	100	
2124	3	6531	ASL						200	100	1.1
		100	SOD LDR						200	100	
-	1		FRMPLT CDR						200	100	-
-	1	A CONTRACTOR OF	TOTAL				2	EIGHTR	1800	100	
		1. 2	GUNNER						200	100	
2125	3	6531	AMMO MAN						200	100	3
4140		6331	GUNNER						200	100	
			AMMO MAN	-					200	100	
-	-		TM LDR TOTAL:					BOHT	200	100	1
****	1	1	SQD LDR				L.		200	100	
			TMLOR						200	100	1
2125	з	6531	RIFLEMAN						200	100	4
	1675	1000	RIFLEMAN	-					200	100	
			RO						200	100	
		And in case of the local division of the loc	TOTAL	6							
				9.2			TOTAL	EGHT:	1800	1	-
গলন		EVENT	Sanahan.								
LIGHT	WAVE	EVENT NUMBER	PERSONNEL TROOP	RANK	and the second s	FIRET NAME	ZAP	BT	BOOY WT	GEAR WT	PRIORIT
		NUMBER	PERSONNEL TROOP	RANK	and the second s	Charles of the	ZAP		BODY WT	100	- Paral Anna
	WAVE 3		PERSONNEL TROOP	RANK	LANTINAME	Charles of the	ZAP		BOOY WT	-	PRIORIT
		NUMBER	THERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT	RANK	and the second s	Charles of the	ZAP		BOCY WT 200 200 200 200	100	- Paral Anna
		NUMBER	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL:	RANK	and the second s	Charles of the	ZAP		BOCY WT 200 200 200 1806	100 100 100 100	- Paral Anna
		NUMBER	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR	RANK	and the second s	Charles of the	ZAP		BOC/ WT 200 200 200 200 1806 200	100 100 100 100 100	- Paral Anna
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL:	RANK	and the second s	Charles of the	ZAP		BOCY WT 200 200 200 1806	_100 100 100 100 100 100	5
2127		NUMBER	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR	RANK	and the second s	Charles of the	ZAP		BOCY WT 200 200 200 200 1806 200 200 200	100 100 100 100 100	- Paral Anna
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100	5
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100	5
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL:	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100	5
2127	3	6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128	3	6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ASL TM LDR RIFLEMAN	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128	3	6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ATC	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2129	3	6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TM LDR RIFLEMAN ATC TM LDR RIFLEMAN ATC TOTAL:	RANK	and the second s	Charles of the	ZAP		200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128	3	6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ATC	RANK	and the second s	Charles of the	ZAP	BT	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2129	3	6532 6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ATC TOTAL:	RANK (b3)(IOUSC	EMB REUM EXTRACT	zup (b6)	BT	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2129	3	6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech	(b3)(IOUSC	2§130)	zup (b6)	BT	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2129	3	6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ATC TOTAL:	(b3)(1	LOUSC Mession ROM-TO: R LAST MANE	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2128 2129	3	6532 6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: COMMING RIFLEMAN ATC TOTAL: COMMING TOTAL: COMMING TOTAL: MALESTAYS	(b3)(1	LOUSC Mession ROM-TO: R LAST MANE	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2128 2129	3	6532 6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ASL TM LDR RIFLEMAN ASL TM LDR RIFLEMAN ASL TM CORTON TOTAL: COMMENT OF TOTAL: MALE SUT A/S RIFLEMAN ATC	(b3)(1	LOUSC MESSION FROM-TO: R	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2128 2129	3	6532 6532 6532 6532 6532	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: MILE BUT A/S RET CONTION	(b3)(1	LOUSC Mession ROM-TO: R LAST MANE	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5
2127 2128 2129 2130	3 3 3	6532 6532 6532 6532 6532 6532 0197 Hz POC 357 PURHT SAIKAL	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: MALENTAS RIFLEMAN ATC TOTAL: MALENTAS Comm Tech TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: MALENTAS TOTAL: TOTAL: MALENTAS TOTAL: TOTAL: MALENTAS TO	(b3)(1	LOUSC Mession ROM-TO: R LAST MANE	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5 6 7
2127 2128 2129 2130	3 3 3	6532 6532 6532 6532 6532 6532 0197 Hz POC 357 PURHT SAIRAL	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRMPLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: MILE BUT A/S RET CONTION	(b3)(1	LOUSC Mession ROM-TO: R LAST MANE	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5 6 7
2127 2128 2129 2130	3 3 3	6532 6532 6532 6532 6532 6532 0197 Hz POC 357 PURHT SAIRAL	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: CORM Tech TOTAL: CORM Tech TOTAL: MALEST AS Example 4 TI ATL Banable 4 TI ATL Banable 4 TI ATL Banable 4 TI ATL Banable 4 TI	(b3)(1	NESSION ROM-TO: N LAST MARE LOUISC	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW R ZAF	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5 6 7
2127 2128 2129 2130	3 3 3	6532 6532 6532 6532 6532 6532 0197 Hz POC 357 PURHT SAIRAL	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: THE Banaket 41 ATC TO SCOUT SCOUT	(b3) (7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	LUCE MARKED	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAR (b6) TOTALW	BT KEKGMT:	BOORY WT 200	100 100 100 100 100 100 100 100 100 100	5 6 7
2127 2128 2129 2130	3 3 3	6532 6532 6532 6532 6532 6532 0197 Hz POC 357 PURHT SAIRAL	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: THE Banaket 41 ATC TO SCOUT SCOUT	(b3) (7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	ARSSING INCLASSIN INCLASSIN INCLASSIN INCLASSIN INCLASSIN INCLASSIN INCLASSIN	EMB REIN EXTRACT AMMERAY CRIER TO IN FRET MAME	ZAR (b6) TOTALW	BT KEKGMT:	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5 6 7 7 9 9 9
2127 2128 2129 2130	3 3 3	NUMBER 6532 6532 6532 6532 6532 0100 100 1000 100 7418	PERSONNEL TROOP LIST TM LDR RIFLEMAN CORPSMAN FRM/PLT SGT TOTAL: SQD LDR TM LDR RIFLEMAN RIFLEMAN RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: RIFLEMAN ATC TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: Comm Tech TOTAL: THE Banaket 41 ATC TO SCOUT SCOUT	(b3) (7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	LOUSC MERSION ROM-TO: I LART MARKE LOUSC MANIFEST MISSION	EMES RELIN EXTRACT ASSAGESAY CREATE TO IN TREST MANYE	ZAP (b6) TOTALW R ZAP (b6)	BT KEKGHT: IT	200 200 200 200 200 200 200 200 200 200	100 100 100 100 100 100 100 100 100 100	5 6 7 7 11

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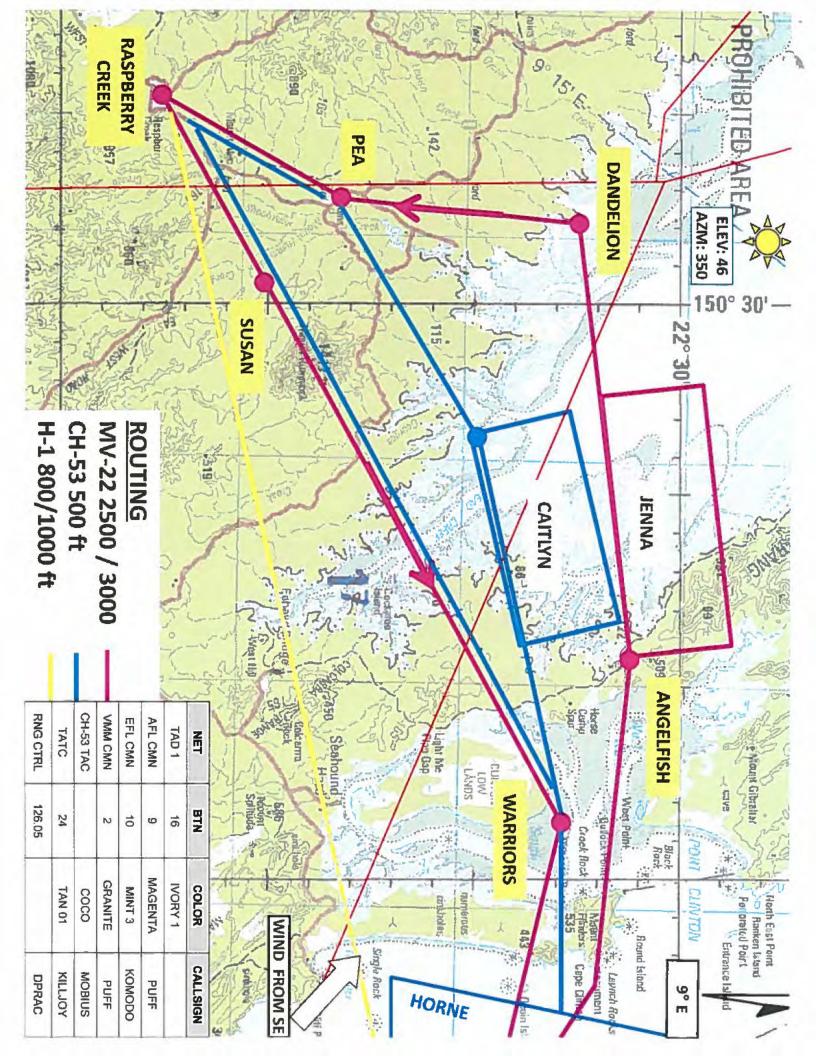
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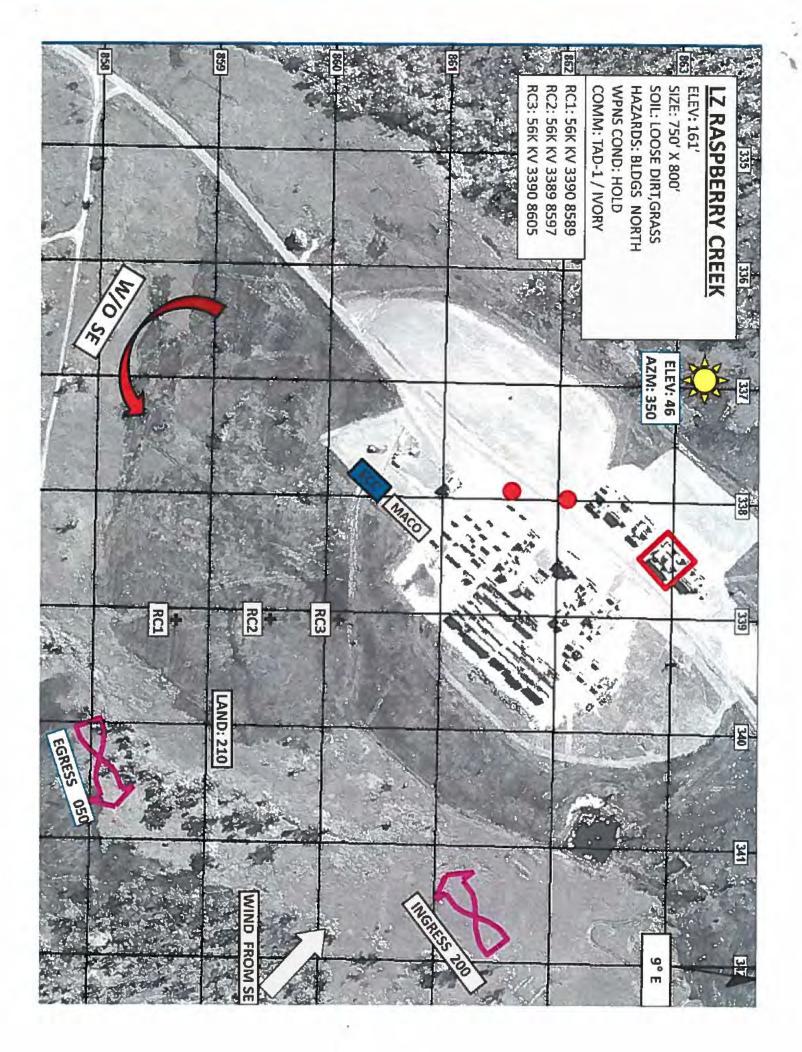
		L	cù	0.01/10/10/101200/02/05	100	LUN	
		1	70	(b3)(10USC§130)(b6)	205	100	2
		2403	NEW SMCOIC		200	100	1
- 1			JTAC		100	100	
- 1		-	RTO		200	100	
- 1	1		CORPSAAN		200	100	
- 1		1	VHAX /VROD		200	200	
- 1	1.00	2404	VHAX/VROD		200	100	
- 1	6501		RIOT		200	103	
			RIOT		200	100	
	L L		RIOT		200	100	
			RIOT		200	100	
		10000	KIOT		200	108	1.4
		2405	RIOT		200	3/00	2
		1.000	RIGT		200	100	
			RIOT		200	100	
	-		RIOT		200	100	
	10.00				200	100	
			RIOT		200	200	
			RIOT		200	100	1
	6503	2406	RICT			100	-
			SECURITY		250	100	
			SECUMITY		200		
			SECUNITY		200	150	
		-	security		200	100	
			SECURITY		200	100	
			SECURITY		200	100	1.12
	6303	2407	SECURITY		200	100	3
			SECURITY		200	100	
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1			SHOTGUN		200	100	
		1.	SHOTGUN		200	100	
			SHOTGUN		200	100	
	6501	Jecar	SHOTGUN		200	100	
			SHOTGUN		200	150	
			SNOTGUN		200	100	
			SHOTGUN		200	100	-
		100 million (1990)	SHOTGUN		200	100	
		and the	SHOTGUN		200	100	1
		2409	SHOTGUN		200	100	
		1.1	SNATCH		200	100	
	6562	, i	ENATCH		200	100	
	1.220		ENATCH		100	108	
		the second second	BRATCH		100	100	
		2410	SNATCH		200	100	10
		1410	SHATCH		200	100	1
	1		SNATCH		200	100	
	-				200	100	
			TL		200	100	
		1 mar - C	71		200	100	1.1
		100 million (1990)	ŤĹ.				
		2425	Eco		200	150	7
			ECD		200	100	
			COH CAN		200	100	
	and		SUAS		200	100	1.
	6503		TVAL		200	100	-
			SEC DIC		200	100	1
	1		SEC CHIEF		200	100	
			MMG 1		200	100	
		2412	MMG1		200	100	u
	6		MMAG 2		200	100	
			MING 2		200	100	
			SECURITY		200	100	

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JULIAN DATE:	7217 CAL DAT	E: 5-Au	g-17	TIME P	ER(S):	KM	ODES: 3	1	1
EVENT 112SH	S AIC]	C Director	REWS			-			Cardo
6501		10110	NEWS	and-			LL SIGN	COM	
PUFF 01	(03)	(1005	00.81:	so)(c			AIUS	1:165	% (
6502		(in Arouser) a	ukpoleolisanasé			AN	CHOR	# \$	% 6
PUFF 02		3)(10U	SC§L	10)(b (1			
6503						RO	OMBA	^ %	
011 03				_				+++	++
				-	-	-		+++	++-
COMM KEY	DEV CATOO COL	OF DA OK		-	-			111	
A PARTIE -	REV GATOR @	CEPACK	GCH	CWN	5 RANGE	GTRU %	TAD	^	AFL
S/U GOLD 9S	CHATTERMAR	The second second second		SABLE	and the second se			N/ALE	47
	11A-2-1A	10%	14	.9	5%	15.9	1		2
		NOTES			the second second	Sec. 2 minutes	SEMI 1	14	01
		1000					01 0	02 C	
							0	50 0	
								TIMELIN	E
							M	AN	08
								ART	22
AGENCY	1 CALL BIOH	EDEA	DTIOT	-	-		R	0	22
WATCH DOG	WATCHDOG	FREQ	PT/CT	BTN	COL			and the second s	2 C/S
VMM CMN	PUFF		PT	2	GRA		RIO	2	3 C/S
VMM SEC	PUFF	45.9	PT	3	GIVA	NIE.	ROU	H	1A 11A
REV GATOR	TWR		PT	4	EBC	NY	2	SAT	415
REV GATOR CTR			PT	5	RO		LO		224
ICEPACK	ICEPACK	2	PT	6	WH		TAKE		230
GREENCROWN	GREENCROWN		PT	7	PEA		LZ		233
AMC AFL CMN	ACHILLES		PT	8	LAF		Bł		000
AFL CMN 2			CT PT	9 28	MAGE		TAKEO		
EFL CMN	-		PT	10	MAGE		HA JE		015
SFL CMN		-	CT	12	ORANG		- LZ		030
TAD 1			PT	16	IVO		LZ		033
TAD 2			CT	17	IVOR		GE		054
EV GATOR CNTR	the second second second second second second second second second second second second second second second s		PT	20	LIN	E	BH		065
REV GATOR CTR			PT	21	MAL				
MEU TAC 1	CENTER		PT	22	BEI				
MMT TATC 1	KILLJOY		CT	23	BLL			-	
RANGE CTRL	DPRAC	126.05	CT	24	TAN	01	-	-	-
CH-53 TAC	MOBIUS	347.75		-	COC	.0.		-	-
ROCKHAMPTON	TOWER	118.1		,	000	-	-		-
MEU AIR CMD	CENTURION	285.7	CT	-	FUSC	HIA	1000	200	1000
	-		1				N	AVAIDS	5
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1				-	-	-	YAN	AB	94)
AME		191				-	ENAUD	ONMEN	TALE
LL TO	8.5		ITT	INT	TITT	TTT	SR/SS	and the second se	6/173
MSN	16.7	0 1 2 3	4 8 8 7		12344	17.1.	MR/M		8/041
OKER LZ-SHIP	3.6			SPINS		-1-1-1-1	EENT/I		6/94
IGER HA-SHIP	3.6	WO	RD	LETTER	NUR	HER	LLL		ONE
INGO LZ-SHIP	2.8					-	HLL		6-053
IOLD 5.0	1 6.5 / 8.5						-		

T/O TIME (Z): 00:00:00 LDG TIME (Z): 07:10:14 ETE: 07+10+14		DTG: TOT/	04-Aug	0.jrt-P 2017 1! T: 341.4	5:38:23	FUEL REQ LDG FUEL O		10000 16638 5264
V-22 NAV	LOG v1.1	MS	SN REI	POSITO	IRY:	MS	SN BIND	ER
		HDG	ALT	SPD	DIST	TIME		REMARKS
TP# / WP#/TAG	LATITUDE	MH	MSL	CAS	LEG	ETE	CONT	LOAD
DESCRIPTION	LONGITUDE	1911.9	COL	有效和认	CEO	50%	LEG	ONLOAD
LEG# / TYPE	MGRS	TH	AGL	GS	REM	ETA (Z)	AVAIL	GWT
FIX / SVAR/FREQ/CH	ELEV / MSA	1.11	100	TAS	1.02.00	ADTOT		
17	S 22 48.815		500					
	E 151 14,566		2000					
Departure	56K LV 19649 76044		500		341.4	0:00:00	10000	45547
CHICHIS	OFT/				1.4		10000	40041
2/	S 22 32 309	294	2500	220C	29.6	00+07+41	16251	0
	E 150 47.917	234	2.000	2200	25.0	00107141	367	10000
1 / CRUS	56K KA 73600 05900	304	2500	232G	311.8	0:07:41	9613	45160
DONALD	0 FT / 0	304	2000	232T	011.0		1 2013	40100
37	5 22 31.168	269	2585	220C	8.1	00+02+06	16145	Q
	E 150 39,253	203	2303	2200	0.1	00102100	106	0
2 / CRUS	56K KA 58710 07781	278	2500	232G	303.7	0:09:46	9507	45054
ANGELFISH	85 FT / 0	2/0	2500	2321	1303.7		3007	40004
4/	S 22 32.453	254	2510	2200	10.4	00+02+42	16009	Ó
	E 150 28.074	2.7	2310	2200	10.7	00102142	136	0
3 / CRUS	56K KA 39578 05095	263	2500	232G	293.2	0:12:29	9371	44918
DANDELION	10 FT / 0	203	2500	232T	233.2	A	8311	44810
5/	S 22 38.291	178	539	240C	5.9	00+01+26	15927	0
	E 150 27.267		- 335	2400	5.8	00101120	82	0
4 / CRUS	56K KV 38377 94295	187	500	246G	287.4	0:13:54	9289	44836
PEA	39 FT / 0	<u> </u>	300	246T	1.01.4			44000
6/	S 22 42.600	200	471	200C	5.1	00+01+30	15858	0
	E 150 24.570						69	0_
5 / CRUS	56K KV 33900 85890	209	300	204G	282.2	0:15:25	9220	44767
RC1	171 FT / 0		000	204T				
6/	S 22 42.800	200	471	0C#	0.0	00+20+00	15314	0
	E 150 24.570	<u> </u>					544	0
6 / IDLE	56K KV 33900 85890	209	300	0G#	282.2	0:35:25	8676	44223
.RC1	171 FT / 0			_0T#				
7/	S 22 42.756	345	464	200C	0.0	00+00+01	15313	0
	E 150 24.565	<u> </u>					1	0
7 / CRUS	56K KV 33890 85970	354	300	204G	282.2	0:35:26	8676	44222
RC2	164 FT / 0	Ļ		204T		<u> </u>		
67	S 22 42.713	359	464	200C	0.0	00+00+01	15312	0
	E 150 24.572	L,			- 36		1	0
B / CRUS	58K KV 33900 86050	a	300	204G	282.1	0:35:27	8675	44222
RC3	164 FT / 0	لللل		204T				
9/	S 22 40.059	51	562	240C	52	00+01+17	15239	0
	E 150 29.444	<u> </u>					73	0
9 / CRUS	56K KV 42163 91093	60	500	246G	276.9	0:36:43	6602	44149
SUSAN	62 FT / 0	<u> </u>	1	246T		1		

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TP# / WP#/TAG	LATITUDE	мн	MSL	CAS	LEG	ETE	CONT	LOAD
DESCRIPTION	LONGITUDE	ME	Mal	CAS	LEG	EIE	LEG	ONLOAD
LEG# / TYPE	MGRS	тн	AGL	GS	REM	ETA (Z)	AVAIL	GWT
FIX / SVAR/FREQ/CH	ELEV/MSA		AGE	TAS	INC.IN	ADTOT	AVAIL	GAAL
107	5 22 32.835	6	2000	0000	44.7	00+03+47	15049	0
	E 150 43.343	52	3000	220C	14.7	00+03+47	190	0
10/CRUS	56K KA 65771 04812		3000	233G	000.0	0:40:31	0440	40050
WARRIORS	0 FT / 0	61	3000	233T	262.2		8413	43959
117	S 22 37.058	94	3000	220C	40.0	00+04+51	14807	Ó
	E 151 03.190	94	3000	2200	10.B	00+04+51	242	D
11/CRUS	56K KV 99900 97500	103	3000	233G	243.3	0:45:21	8171	43718
.GOOFY	0 FT / 0	103	3000	233T	243,3		81/1	43/18
12/	S 22 48 815	400	600	0000	45.7	00104140	14596	0
	E 151 14.566	129	500	220C	15.7	00+04+12	211	0
12 / CRUS	56K LV 19649 76044	400		225G		0:49:33		4050-
CHICHIS	0FT/0	138	500	225T	227.6		7960	43507
12/	S 22 48.815	400	Enc	0.07			11876	0
	E 151 14.566	129	500	0C#	0.0	01+40+00	2720	3700
13/IDLE	56K LV 19649 76044	400	600	0G#	007.0	2:29:33		
CHICHIS	0 FT / 0	138	500	OT#	227,6		8939	44487
13/	S 22 32.309		500		20.0	00.07.54	11477	0
	E 150 47.917	294	500	220C	29,6	00+07+54	399	0
14 / CRUS	56K KA 73600 05900	304	500	225G	198.0	2:37:27	8540	44087
DONALD	0 FT/0	304	500	225T_	198.0	1000	6540	44087
14 /	S 22 31.168	269	585	220C	8.1	00+02+09	11368	0
	E 150 39.253	209	505	2200	0.1	00102109	109	0
15 / CRUS	56K KA 58710 07781	278	500	225G	189.9	2:39:37	8432	43978
ANGELFISH	85 FT / 0	2/0	500	225T	109.9		0432	43810
14/	S 22 31,168	269	585	150C#	0.0	01+10+00	8794	0
	E 150 39.253	209	565	1300#	0.0	01410400	2574	0
16 / LOIT	56K KA 58710 07781	276	500	154G#	189.9	3:49:37	5858	41405
ANGELFISH	85 FT / 0	2/0	500	154T#	103.9		5636	41403
15/	S 22 32 453	254	510	220C	10.4	00+02+47	8656	0
	E 150 28.074		0.0	2200	10.4	00102141	138	0
17 / CRUS	56K KA 39578 05095	263	500	225G	179.4	3:52:24	5720	41267
DANDELION	10 FT / 0			225T	110.4			
16 /	S 22 38,291	178	539	220C	5.9	00+01+34	8578	0
	E 150 27.267				0.0		78	D
18 / CRUS	56K KV 38377 94295	187	500	225G	173.6	3:53:57	5642	41189
PEA	39 FT / 0			225T				111100
17/	S 22 42 800	200	671	220C	5.1	00+01+22	8510	0
	E 150 24,570		<u> </u>				68	0
19 / CRUS	56K KV 33900 85890	209	500	226G	168.4	3:55:19	5574	41121
RC1	171 FT / 0	L		226T	100.4			
177	S 22 42.800	200	671	0C#	0.0	00+20+00	7969	0
	E 150 24.570	L	<u> </u>	- +	0.0		541	0
20 / IDLE	56K KV 33900 85890	209	500	0G#	168.4	4:15:19	5033	40580
RC1	171 FT / 0			0T#	100,4		2000	10000

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TP# / WP#/TAG	LATITUDE	MH	MSL	CAS	LEG	ETE	CONT	LOAD
DESCRIPTION	LONGITUDE	MID	MOL	CAS	LEG	GIG	LEG	ONLOAD
LEG# / TYPE	MGRS	TH	AGL	GS	REM	ETA (Z)	AVAIL	GWT
FIX / SVAR/FREQ/CH	ELEV / MSA	100	AGL	TAS	PCE M	ADTOT	AVAIL	GWI
187	S 22 42,758	245	004	2000	0.0	00.00.04	7968	0
—	E 150 24.565	345	664	220C	0.0	00+00+01	1	D
21 / CRUS	56K KV 33890 85970	354	500	226G	168.4	4:15:20	5032	40570
.RC2	164 FT / 0	354	200	226T	1168.4		5032	40579
19/	S 22 42.713	359	664	220C	0.0	00+00+01	7967	D
	E 150 24,572	228	004	2200	0.0	00+00+01	1	0
22 / CRUS	56K KV 33900 86050	в	500	226G	168.3	4:15:21	5032	40578
RC3	164 FT / 0	l °	500	226T	168.3		5032	405/8
207	S 22 40.059	51	562	220C	5.2	00+01+24	7896	0
26 - Yi	E 150 29.444	51	302	2200	3.2	00+01+24	69	0
23 / CRUS	56K KV 42183 91093	60	500	225G	163.1	4:16:44	4963	40510
.SUŜAN	62 FT / 0	60	500	225T	193,1		4903	40510
21 /	5 22 32.835	63	500	220C	14.7	00+03+56	7703	0
	E 150 43.343	52	300	2200	14.7	00+03+96	195	0
24 / CRUS	56K KA 65771 04812	.61	500	225G	148.4	4:20:40	4768	40315
WARRIORS	0 FT / 0	.01	500	225T	140.4		4/00	40315
22 /	S 22 37.058	94	500	220C	18.8	00+05+01	7455	0
	E 151 03.190	94	300	2200	10.0	00103101	248	0
25 / CRUS	56K KV 99900 97500	103	500	225G	129.5	4:25:42	4520	40067
GOOFY	0 FT / 0	103	300	225T	129.0		4320	40007
23/	S 22 48.815	129	500	220C	15.7	00+04+12	7248	0
	E 151 14.566	129	500	2200	15.7	00704712	207	0
26 / CRUS	56K LV 19649 76044	135	500	225G	113.B	4:29:54	4313	39860
.CHICHIS	0.FT/0		1000	225T	110.0		4010	30000
23/	S 22 48.615	129	500	0C#	0.0	00+30+00	6432	0
	E 151 14.566	12.0		00#	0.0	00.00.00	816	7000
27 / IDLE	56K LV 19649 76044	138	500	0G#	113.8	4:59:54	10496	46044
.CHICHIS	0 FT / 0		000	OT#	110.0		10400	
24 /	S 22 32.309	294	500	220C	29.6	00+07+54	6030	Ö
	E 150 47.917				2010		_402	0
28 / CRUS	56K KA 73600 05900	304	500	225G	64.2	5:07:4B	10094	45641
DONALD	0 FT / 0			225T			_	
25 /	S 22 31.168	269	585	220C	8.1	00+02+09	5920	0
	E 150 39.253 ·		-				110	0
29 / CRUS	56K KA 58710 07781	278	500	225G	76.1	5:09:57	9984	45531
ANGELFISH	85 FT / 0		1	225T				
25 /	S 22 31.168	269	585	150C#	0.0	01+40+00	2207	0
	E 150 39.253		-	1040			3713	0
3D / LOIT	56K KA 58710 07781	276	500	154G#	76.1	6:49:57	6272	41818
ANGELFISH	85 FT / 0			154T#	_	_ <u></u>		
26 /	S 22 32.453	254	510	220C	10.4	00+02+47	2069	0
	E 150 28.074						138	0
31 / CRUS	56K KA 39578 05095	263	500	225G	65.6	6:52:44	6133	41681
DANDELION	10 FT / 0	L		225T	100			

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TP# / WP#/TAG	LATITUDE	мн	MSL	CAS	LEG	ETE	CONT	LOAD
DESCRIPTION	LONGITUDE	MIT	Mar	CAS	LEG	EIE	LEG	ONLOAD
LEG# / TYPE FIX / SVAR/FREQ/CH	MGRS ELEV/M8A	TH	AGL	GS	REM	ETA (Z) ADTOT	AVAIL	GWT
27 /	S 22 38 291	170					1991	0
	E 150 27.267	178	539	220C	5.9	00+01+34	78	0
32 / CRUS	56K KV 38377 94295	1.05		225G		6:54:18		
PEA	39 FT / 0	187	500	225T	59.8		6055	41602
28 /	S 22 42.800						1923	0
	E 150 24.570	200	671	220C	5.1	00+01+22	68	0
33 / CRUS	56K KV 33900 85890	0.00	500	228G		6:55:40		
RC1	171 FT / 0	209	500	226T	54.6		5987	41534
29 /	S 22 42.756	0.15	0.04	0000			1922	0
	E 150 24,565	345	664	220¢	0.0	00+00+01	1	0
34 / CRU\$	56K KV 33890 85970		1 200	226G		6:55:40		
RC2	164 FT / 0	354	500	226T	54.6		5987	41533
30 /	S 22 42.713	359	664	220C			1921	0
	E 150 24.572	358	664	2200	0.0	00+00+01	1	0
35 / CRUS	56K KV 33900 86050		500	226G	54.5	6:55:41		14500
RC3	164 FT / 0	В	500	226T	54.5		5986	41533
31 /	S 22 40.059	51	562	220C	5.2	00+01+24	1852	0
	E 150 29.444	1 21	302	2200	J.2	00+01+24	69	0
36 / CRUS	56K KV 42163 91093	60	500	225G	49.3	6:57:05	5917	41464
SUSAN	62 FT / 0		500	225T	49.3		2811	41404
32 /	S 22 32 835	52	500	220C	14.7	00+03+56	1657	0
	E 150 43,343	32	300	2200	14.7	00+03+36	195	0
37 / CRUS	56K KA 65771 04812	61	500	225G	34.6	7:01:00	5722	41269
WARRIORS	0 FT / 0	<u> </u>	500	2257	54.0		3122	41205
33 /	S 22 37.058	94	500	220C	18.6	00+05+01	1407	0
	E 151 03.190		500	2200	10.0	00403401	250	0
38 / CRUS	56K KV 99900 97500	103	500	225G	15.7	7:06:02	5472	41019
GOOFY	0 FT / 0		500	225T	13.7		3412	41018
34 /	S 22 48.815	129	500	220C	15.7	00+04+12	1199	0
	E 151 14.566	12.3			10.7	00104112	208	0
39 / CRUS	56K LV 19849 76044	138	500	225G	0.0	7:10:14	5264	40811
CHICHIS	OFT/O			225T	0.0		-204	40011

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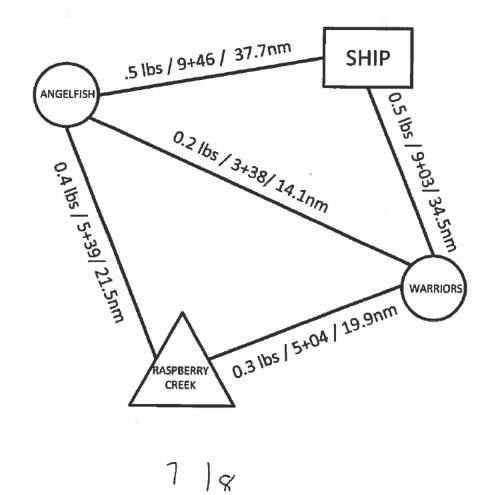
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	AIT COMM	SHEET	W/CHANGES HIGHLI	GHTED		
AGENCY	CALLSIGN	I	NET	COLOR	FREQ	CT/PT
		PRI	MEU TAC 1	BLUE	32.825	СТ
MC	CENTURION	ALT		DEVE	02.010	PT
4110	40100	PRI	AIR MSN CMN 1	LAPIS 01	301.100	PT
AMC	ACHILLES	ALT	AIR MSN CMN 2	LAPIS 02	301.750	PT
TACC	ICEPACK	PRI	TATC 1	WHITE	347.900	PT
1400		ALT	TATC 2	MAUVE	292.200	PT
VMM CMN	PUFF/MOEBIUS	PRI	VMM CMN 1	CORK 02	347.95	СТ
	FUFF/MOEBIUS	ALT	VMM CMN 2	CORK 03	348.275	СТ
AFL	PUFF/MOEBIUS	PRI	ASLT FLT CMN 1	MAGENTA 01	294.950	СТ
	1 OI TIMOEDIOO	ALT	ASLT FLT CMN 2	MAGENTA 02	301.850	PT
EFL	KOMODO	PRI	ESCORT FLT CMN 1	MINT 03	293.300	СТ
	KOMODO	ALT	ESCORT FLT CMN 2	MINT 04	296.850	PT
SFL	TOMCAT	PRI	STRIKE CMN 1	ORANGE 3	300.400	СТ
JFL .	TOMOAT	ALT	STRIKE CMN 2	ORANGE 4	301.900	PT
TAD A		PRI	TAD 1	IVORY 01	300.900	PT
IND A		ALT	TAD 2	IVORY 02	297.050	PT
TAD B		PRI	TAD 3	IVORY 03	292.100	PT
IAUB		ALT	TAD 4	IVORY 04	295.900	PT
PZ CONTROL	DARKHORSE	PRI	LZ CNTRL 1	PLUM 01	62.350	СТ
-Z CONTROL	DARKHURGE	ALT	LZ CNTRL 2	PLUM 02	302.500	PT
LZ CONTROL	KILLJOY	PRI	MMT TATC 1	TAN 01	348.625	СТ
LZ COMIROL	NILLJO I	ALT	MMT TATC 3	TAN 03	139.350	СТ
ASE/DASC	WILDCARD	PRI	TATC 3	CRIMSON	296.000	СТ
ASEDASC	WIEDGARD	ALT	TATC 4	EMERALD 01	301.050	PT
K Co	SLEDGEHAMMER	PRI	K Co TAC	AUBURN	F822	
NC0	SLEDGERAWINER	ALT	K Co TAC 2	AUBURN 02	F823	
100	RONIN	PRI	I Co TAC	MAROON 01	F816	
	RONIN	ALT	I Co TAC 2	MAROON 02	F817	
L Co	HAVOC	PRI	L Co TAC	PEACH	F829	
	11400	ALT	L Co TAC 2	PEACH 2	F830	
BLT 3/5	DARKHORSE	PRI	BLT TAC 1	GOLD 01	26737	HF
		ALT	BLT TAC 2	GOLD 02	62.425	СТ
81s PLT	THUMPER	PRI	TRAP TAC	ORCHID	F827	
		ALT	TRAP PLT TAC	ORCHID 02	41.700	CT

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MAX ALLOWABLE PAYLOAD 10%: 14.9 MAX ALLOWABLE PAYLOAD 5%: 15.9

MSN: 16.7 TIGER HA -> SHIP: 3.6 JOKER SHIP @ RASPBERRY CREEK: 3.6 BINGO SHIP @ RASPBERRY CREEK : 2.8



		EVENT				MODE	X			
PILOT		COPILOT				CREW		_		
	il fies	S. Salar		CHICHIS		19880-0	CLOCKE.	6]	RCI	US2 PLO
SURFACE TEMP / WINDS	CAN STOL			ARTUR	3	182.04		STIN	ATION	0
SURFACE PA / SURFACE DA	Chillion II a	24		C/ 0/0			23.7	°C/	0/0	
HOVER ENGINES / ANTI-ICE	Constant.	_		/ 1047		-	171	<u>ft /</u>	1223	n
TO VER ENGINES / ANTI-ICE	1000	100) %	<u>/ off</u>			100	%/	Off	
BASIC WEIGHT	361123	<u> </u>				<u> </u>				
+ CREW	64.235-14 +	<u> </u>			87 lbs				3488	7 ibs
+ MISC (MSN SPEC. KITS)	19962	<u> </u>			80 lbs			_		0 Ibs
	Section 2	<u> </u>		_	00 (bs				30	0 lbs
OPERATING WEIGHT FUEL				-	57 lbs				3606	7 lbs
THE WAR ALTERNAME TO SHARE THE ALTERNAME THE				1000	00 lbs				918	2 Ibs
+ PAYLOAD	260				10 lbs /				6600) Ibs
- MISSION WEIGHT	ES:A940			5080	7 lbs				51849	_
ADI NI MODELCI.	24953	C.G.	L		WD-AFT)	C.G	392	LIM		WD-AF
APLN MODE (inches)	14	388.5		380,7		393		381		395
VTOL MODE (inches)	10120	398.3		390.6		402	8	390	9 .	404.
		11.52	And a second	HICHIS		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		6R		38.60
MAST TORQUE AVAIL (N/I)	()		_	ARTURE		REAL			ATION	125.11
MAST TORQUE REQ (HOGE)	(8)		100%	. (-)	117%	, (N)	100	%	/(I)	E179
MAST TORQUE REQ (HIGE)	(b)		114%)		107%	(N)	120	% -	/(1)	1129
	(c)		196%		99%	(N)	111	%	/(I)	103%
MAST TORQ MARG (HOGE)	(a-b)		-14%		10%	(N)	-201	::	/(1)	5%
MAST TORQ MARG (HIGE)	(a-c)	(N)	-6%	/(I)	18%	3	-112	K. [/(I)	14%
MAX HOGE WT WITH	25/94		_	~	10 %TM		_		- 7	
TORQUE MARGIN (I)	(d)			51	018 lbs				670	5 %T
OPERATING WEIGHT	(c)				067 lbs			_		58 lbs 67 lbs
MAX ALL PAYLOAD	(d-c)		_		951 lbs					91 lbs
MAX HOGE WEIGHT (I)	39.25							_	- (139	91 195
				.5.3.	3.36 lbs				531	83 Ibs
ZERO TORQUE MARGIN)	(1)									
ZERO TORQUE MARGIN)	0						1.15			
		WOR	ST C	ASE LEO	- 5/(2)/(2)	10 20 22 B	EST C	ASE	LEG	4
FLIGHT DATA		WOR		ASE LEG	5	B		ASE	LEG -	4
FLIGHT DATA URFACE TEMP / SURFACE PA	W	WOR 23.7		RC1	R-5	B 23	5	_	_	的原始
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV		12000	6	RC1 171	的复数动	des ba	.9 °(PE	39	A A
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV MISSION WEIGHT		23.7	6 °C/	RC1 171 90	ñ	23	.9 °(PE	A 39 90	n °C
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV IISSION WEIGHT OWER REQ / MHGW 0% TM	(J) (g)	23.7 471	6 °C/	RC1 171 90 519	ñ °C	23	.9 °(PE 2 / /	2A 39 9 0 5020	n °C 97 Ibs
FLIGHT DATA URFACE TEMP / SURFACE PA LITITUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED		23.7 471	6 ℃/ ſt /	RC1 171 90 519 / 531	ft °C 22 lbs	23	.9 °(9 fi	PE 2 / /	39 9.0 5020 / 5330	R °C 17 Ibs 13 Ibs
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV AISSION WEIGHT OWER REQ / MHGW 0% TM AX RANGE AIRSPEED AX ENDURANCE AIRSPEED	(g)	23.7 471	6 ℃/ ſt /	RC1 / 171 90 519 / 531 2	ft °C 222 lbs 83 lbs	23	.9 °(9 fi	PE 2 / /	2A 39 9 0 5020 / 5330 22	n °C 17 Ibs 13 Ibs 26 KCA
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE)	(g) (h)	23.7 471	6 °C/ ft/ 12%	RC1 / 171 90 515 / 531 2 1	ft °C 222 lbs 83 lbs 28 KCAS	23	.9 °(9 fi	PE	2A 39 9.0 5020 / 5330 22 14	n °C)7 lbs)3 lbs 26 KCA 22 KCA
FLIGHT DATA URFACE TEMP / SURFACE PA LITITUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE)	(g) (h) (i)	23,7 471	6 °C/ ft/ 12%	RC1 / 171 90 519 / 531 2 1 @ 1	ñ °C 222 lbs 83 lbs 28 KCAS 46 KCAS	23 53 21	5 .9 °(9 ft 104%	PE 7 6)	2A 39 9 0 5020 / 5330 22 14 @ 12	ft °C 17 lbs 13 lbs 26 KCA 2 KCA 26 KCA
FLIGHT DATA URFACE TEMP / SURFACE PA LTITUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE)	(g) (h) (i) (j)	23.7 471 1 2036-	6 °C/ ft/ 12%	RC1 90 515 / 531 2 1 @ 1 10 2	ft °C 22 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS	23 53 21	5 .9 °C 9 ft 104%	PE 7 6)	A 39 9 0 5020 / 5330 22 14 (a) 12 10 26	n °C 77 lbs 13 lbs 16 KCA 12 KCA 16 KCA 17 KCA
FLIGHT DATA URFACE TEMP / SURFACE PA LUTITUDE / TEMP DEV AISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE	(g) (h) (i) (j) (k)	23.7 471 1 2036- 14	6 °C/ ft / 12% 4 ft	RC1 90 515 / 531 2 1 @ 1 to 2 178	ft °C 22 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS	23 53 21	5 .9 °(9 ft 104% 244 ft 138	PE	A 39 9 0 5020 / 5330 22 14 @ 12 to 26 1869	n °C 77 lbs 13 lbs 16 KCA 12 KCA 16 KCA 17 KCA
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS	(g) (h) (i) (j) (k)	23.7 471 1 2036- 14	6 °C / ft / 12% 4 ft 1	RC1 / 171 90 515 / 531 2 1 @ 1 10 2 178 F CASE	ft °C 22 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 47 ft	23 53 53 21 21	5 .9 °C 9 ft 104% 244 ft 138 BES	PE	39 9 0 5020 / 5330 22 14 @ 12 to 26 1869 ASE	n °C 77 Ibs 33 Ibs 26 KCA 27 KCA 26 KCA 27 KCA 28 R
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS DEGREES ANGLE OF BANK	(g) (h) (i) (j) (k)	23.7 471 1 2036- 14	6 °C / A / 12% 4 A 1 0RST	RC1 / 171 90 515 / 531 2 1 @ 1 to 2 178 F CASE POWE	ft °C '22 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 47 ft 'R-OFF	23 53 21 21	5 .9 °(9 ft 104% 244 ft 138 BES R-ON	PE	A 39 90 5020 / 5330 22 14 30 12 to 26 1869 ASE POWER	n °C 77 lbs 33 lbs 26 KCA 32 KCA 36 KCA 37 KCA 8 fl 38 R
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS DEGREES ANGLE OF BANK	(g) (h) (i) (j) (k) (l) (l) (m) (n)	23.7 471 1 2036- 14 W POWER-0 117 KC 128 KC	6 °C / ft / 12% 4 ft 1 ORS ORS	RC1 / 171 90 515 / 531 2 1 (@ 1 to 2 178 F CASE POWE 125 136	ft °C 222 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 66 KCAS 47 ft R-OFF KCAS KCAS	23 53 21 21 POWE 115	5 .9 °C 9 ft 104% 244 ft 138 BES	PE	39 9 0 5020 / 5330 22 14 @ 12 to 26 1869 ASE POWEH 122	n °C 17 15 13 15 16 17 18 17 18 17 18 18 18 18 10 10 10 11 12 13 14 15 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18 18 19 10 10 10 10 10 10 10 10 10 10
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS DEGREES ANGLE OF BANK D DEGREES ANGLE OF BANK	(g) (h) (i) (j) (k) (l) (l) (m) (m) (n)	23.7 471 1 2036- 14 W POWER-0 117 KC 128 KC 147 KC	6 °C / ñ / 12% 4 ñ 1 0RS 0 0N AS AS AS	RC1 / 171 90 515 / 531 2 1 0 2 178 F CASE POWE 1255 136 155	ħ °C 222 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 47 ħ R-OFF KCAS KCAS KCAS	23 53 21 21 POWE 115 1 125 1 143 1	5 .9 °(9 ft 104% 244 ft 138 BES R-ON CAS CAS	PE	39 90 90 5020 / 5330 22 14 24 39 12 10 26 1869 1869 ASE POWEB 122 133 151 151	n °C 77 lbs 33 lbs 66 KCA 72 KCA 76 KCA 76 KCA 77 KCA 8 fl 8 fl<
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ANGE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS DEGREES ANGLE OF BANK D DEGREES ANGLE OF BANK D DEGREES ANGLE OF BANK SENGLE ENGINE LEVEL FLIG	(b) (i) (i) (i) (k) (l) (l) (m) (m) (m) (m) (m) (m) (m) (m) (m) (m	23.7 471 1 2036- 14 W POWER- 14 117 KC 128 KC 147 KC 147 KC	6 °C / R / 12% 4 R 1 12% 4 R 1 12% 5 7 7 8 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	RC1 / 171 90 515 / 531 2 1 (@ 1 to 2 178 F CASE POWE 125 136 155 E (95% E	ħ °C 222 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 47 ħ R-OFF KCAS KCAS KCAS NCAS	23 53 21 21 10 115 125 125 143 1 8ES	5 .9 % 9 ft 104% 244 ft 138 BES R-ON CAS CAS CAS	PE	A 39 90 5020 / 5330 22 14 @ 12 to 26 1869 ASE POWER 122 133	n °C 77 lbs 33 lbs 66 KCA 72 KCA 76 KCA 76 KCA 77 KCA 8 fl 8 fl<
FLIGHT DATA URFACE TEMP / SURFACE PA LITTUDE / TEMP DEV MISSION WEIGHT OWER REQ / MHGW 0% TM MAX RANGE AIRSPEED MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE) /S ENVELOPE (APLN MODE) EST CRUISE ALTITUDE STALL SPEEDS DEGREES ANGLE OF BANK D DEGREES ANGLE OF BANK	(g) (h) (i) (j) (k) (l) (l) (m) (m) (n)	23.7 471 1 2036- 14 W POWER-0 117 KC 128 KC 147 KC	6 °C/ ft / 12% 4 ft 1 VORSS VORSS ON AS AS AS AS AS AS AS AS AS AS	RC1 / 171 90 515 / 531 2 1 @ 1 to 2 178 F CASE POWE 125 136 155 E (95% E	ħ °C 222 lbs 83 lbs 28 KCAS 46 KCAS 40 KCAS 66 KCAS 47 ħ R-OFF KCAS KCAS KCAS	23 53 21 21 POWE 115 1 125 1 143 1 BES	5 .9 % 9 ft 104% 244 ft 138 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	PE	39 9 0 5020 / 5330 22 14 @ 12 to 26 1869 ASE POWER 122 1 133 1 554 EN	n °C 77 lbs 33 lbs 46 KCA 42 KCA 46 KCA 46 KCA 47 KCA 8 fl 40 FF KCAS KCAS KCAS G

8/8





BHR MV-22 Mishap METOC Data Capture

IVO Shoalwater Bay, Queensland, Australia

Date/Time: 05AUG2017 0600Z

Location: 22-35.32 S, 151-06.20 E



BHR 05AUG 00Z TAF



NBHR TAF 0500/0600 35006KT 9999 FEW020 BKN080 QNH2991INS FM 051200 02006KT 9999 VCSH SCT025 BKN080 QNH2996INS BECMG 0502/0504 VRB06KT FEW020 SCT080 QNH2993INS **BECMG 0516/0518 8000 – SHRA BKN025 QNH2997INS** T23/05Z T21/18Z

MAX TEMP F/C: 75 / 23

MAX DEW PT F/C: 68 / 20

RH % / AH g/m³: 64 / 13

MIN FZ LVL: 140

TURB: NO SIGNIFICANT

ICING: NO SIGNIFICANT

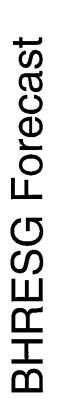
MIN ALT: 29.91

<u>MAX PA/DA:</u> 85 / 1370 SEA TEMP: 71 / 21

<u>SEA HEIGHT (FT): 2-4</u>

DITCH HDGS: 140







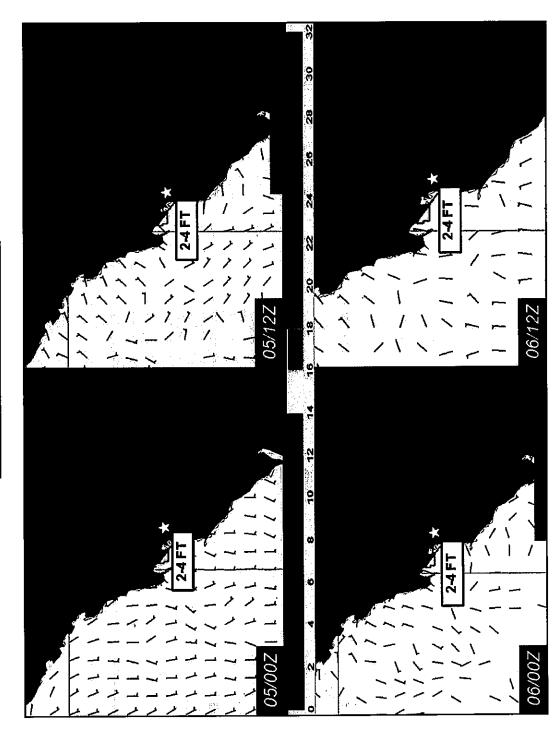
Winds/Temps Aloft



BHRESG Forecast



NAVGEM Winds/Seas



الهيجا أيتناقل 机机机



BHRESG Forecast

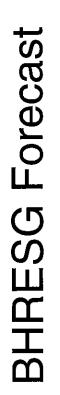


05AUG Extended Forecast

(2.1)

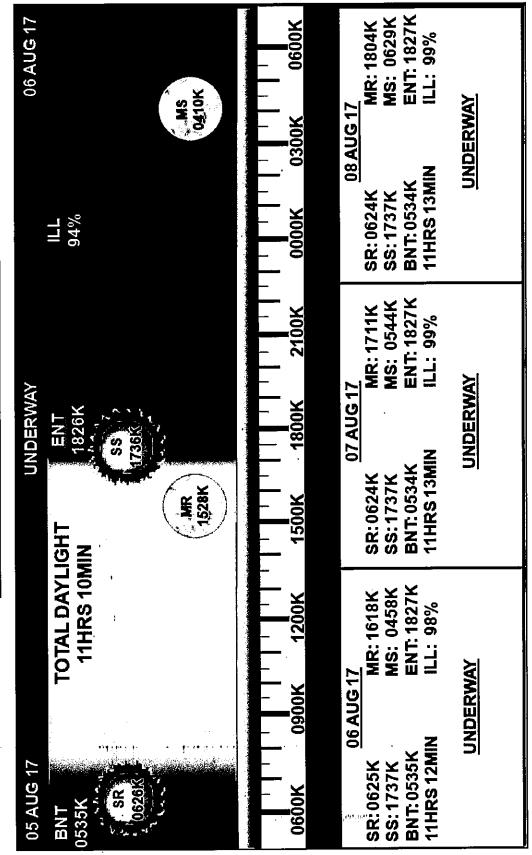
	THOME	SATURDAY	r 05AUG17	SUNDAY 06AUG17	D6AUG17	MONDAY 07AUG17	07AUG17	TUESDAY 08AUG17	08AUG17
×ω≻.	C CELLINO I COMO V VIERLITY V VIERLITY V VIERLITY E 200 B 200 THENGENETICEUR		R	×		物			
Ī	MAX/MIN	75	20	74	68	74	70	. 75	70
≯ .	(MN) SIA / XM	UNREST	UNRESTRICTED	UNRESTRICTED, BECOMING 4.6 IN RAIN SHOWERS BY EARLY MORNING	INRESTRICTED, BECOMING 4.6 in Rain Showers By Early Morning	4.6 IN RAIN BECOMING UN BY MOI	4.6 IN RAIN SHOWERS, BECOMING UNRESTRICTED BY MORNING	UNREST	UNRESTRICTED
ک	WINDS (KTS)	NNE 10-15, DECREASIN LGT&VRB BY EARLY MORNING	15, DECREASING VRB BY EARLY MORNING	LGT&VRB	VRB	LGT&VRB, INCREASING V 05-10 BY MID-MORNING	LGT&VRB, INCREASING W 05-10 BY MID-MORNING	W 05-10, INCREASING SSE 10-15 BY MIDMORNING, 15-20 BY EVENING	(05-10, INCREASING SSE 10-15 BY MIDMORNING, 15-20 BY EVENING
,	SEAS (FT)	Ň	24	Ň	24	5	24	2.4, BUILDING 3.5 BY LATE Afternoon	LDING 3.5 BY LATE Afternoon
	VALID TIME	-06-18K	18-06K	06-18K	18-06K	06-18K	18-06K	06-18K	18-06K
21 11 1	JET				C/V	1124-2			
- 1.46 [HELO				cıv				
	RHIB (7M)								S
	ГСЛ								
	LCAC								ĸ
	CRRC								S
	AAV								
2	UNREP / RAS								5

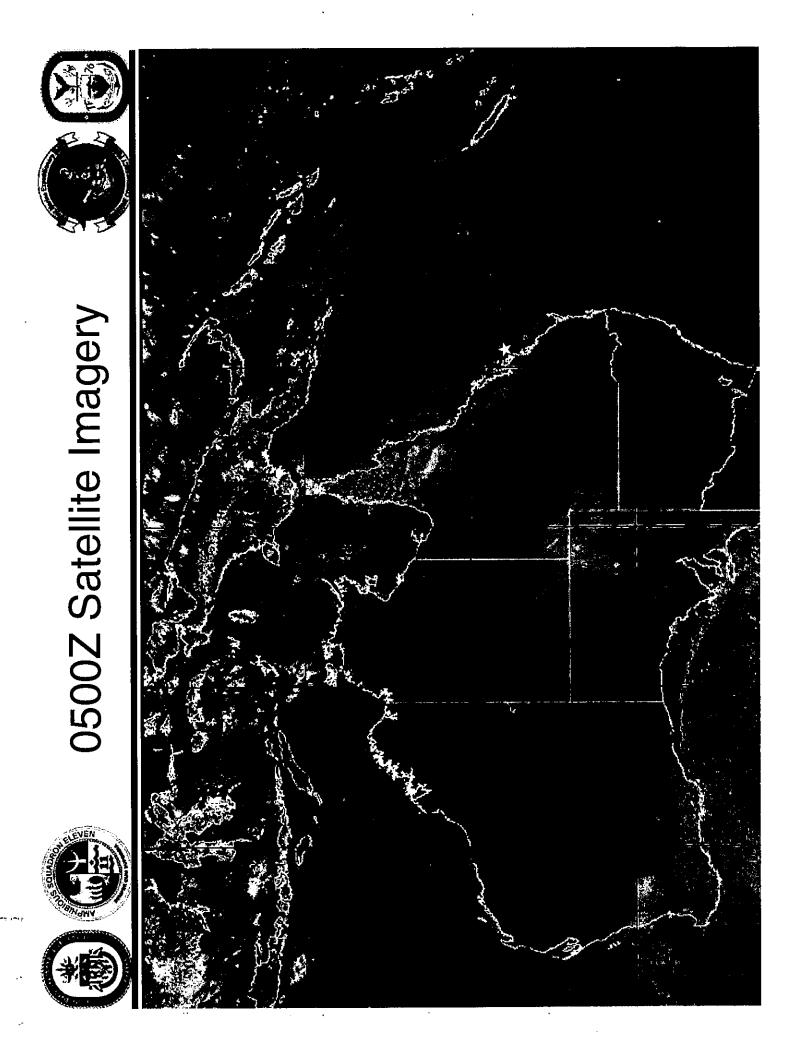


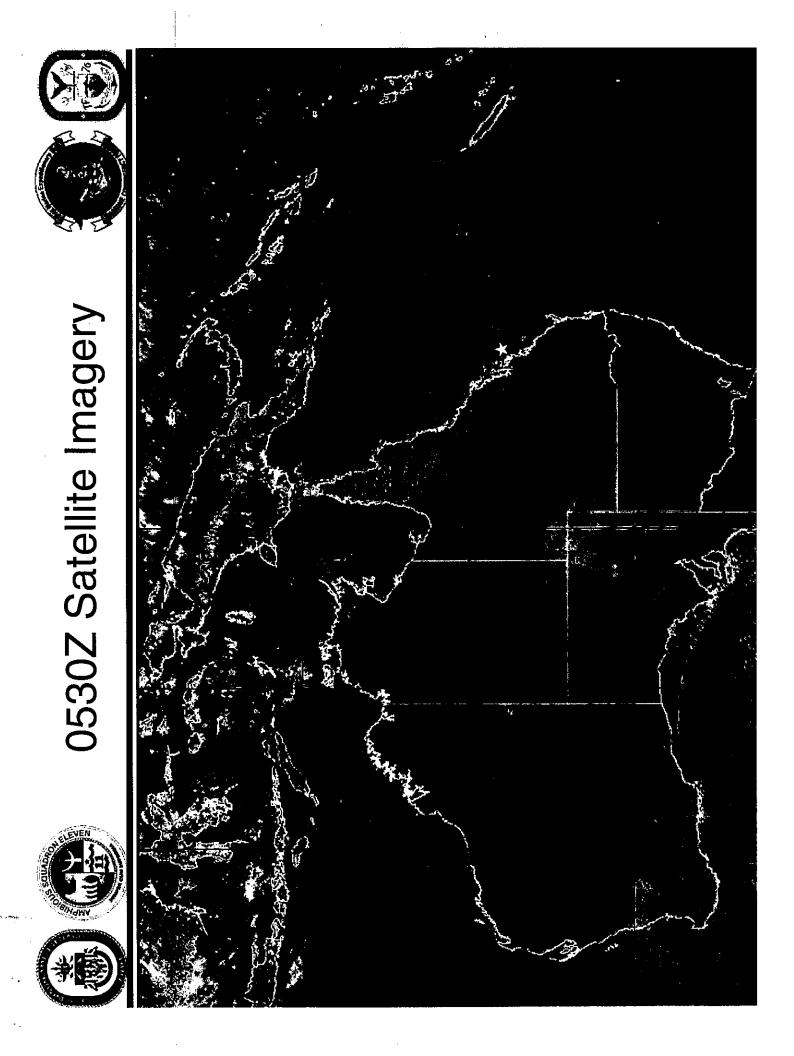


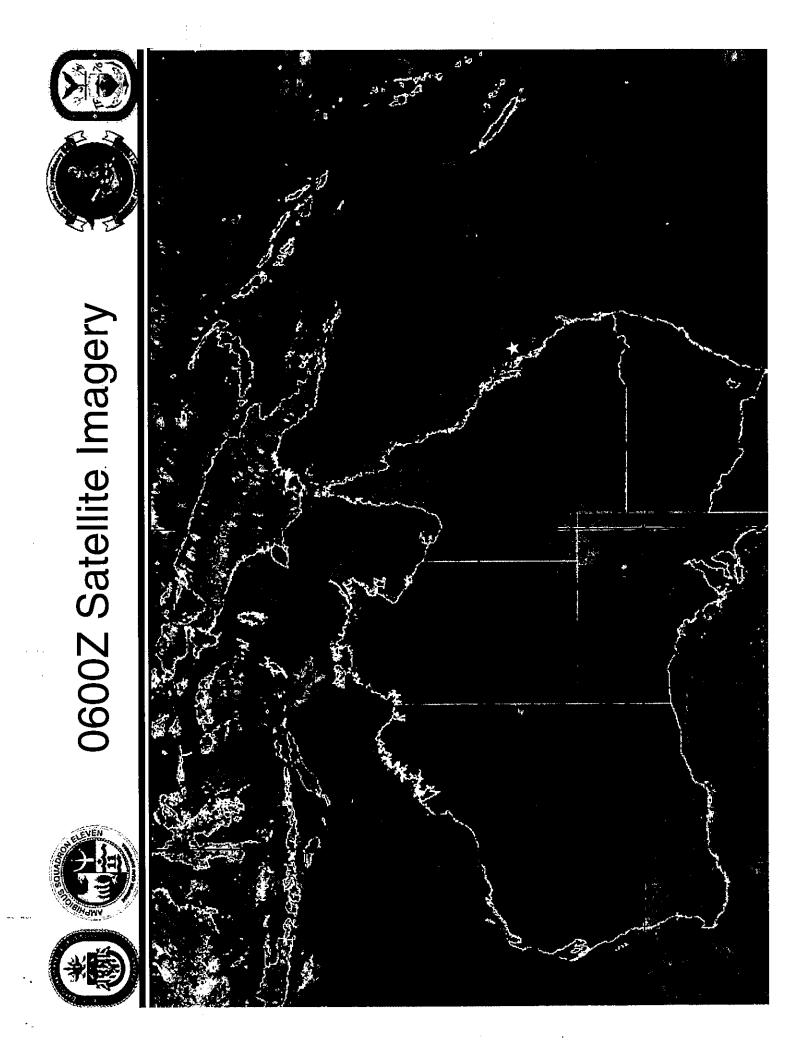


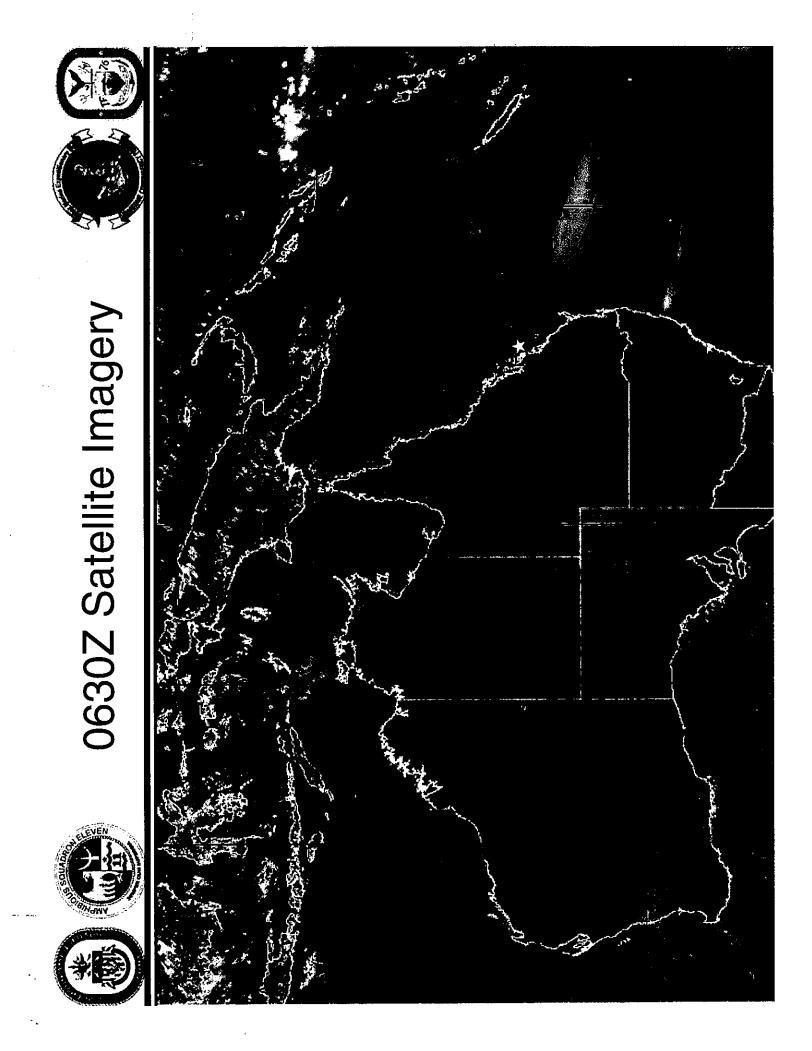
BHR 05AUG Astronomical Data

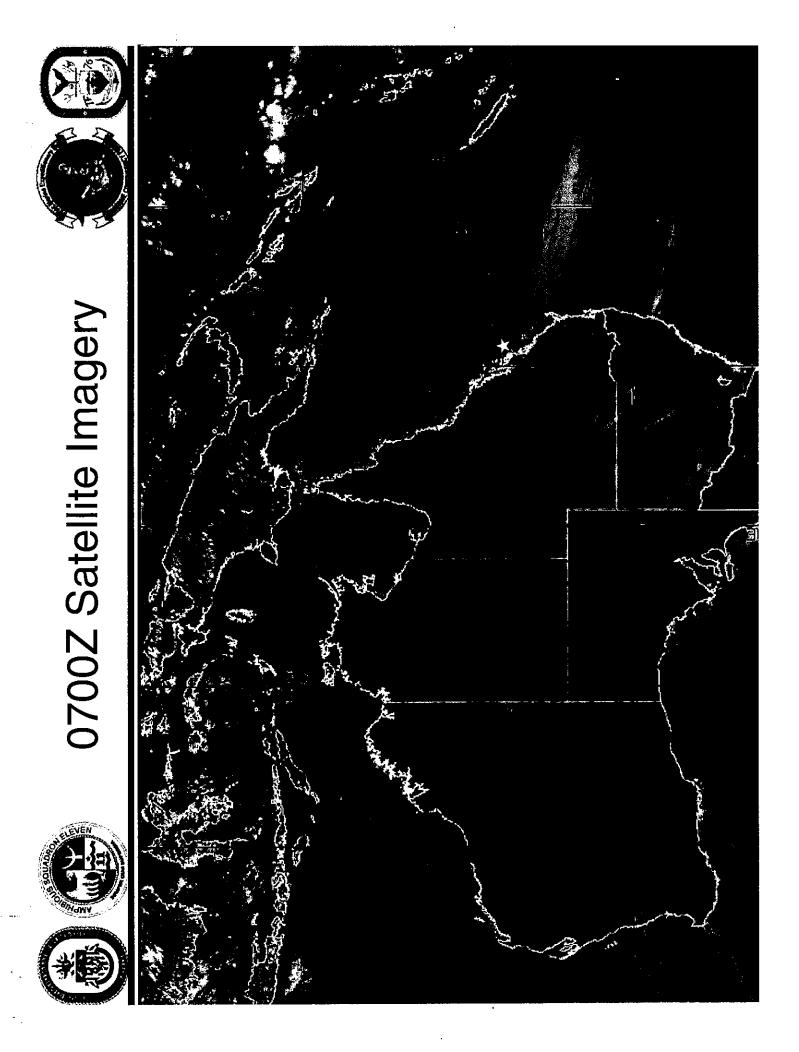


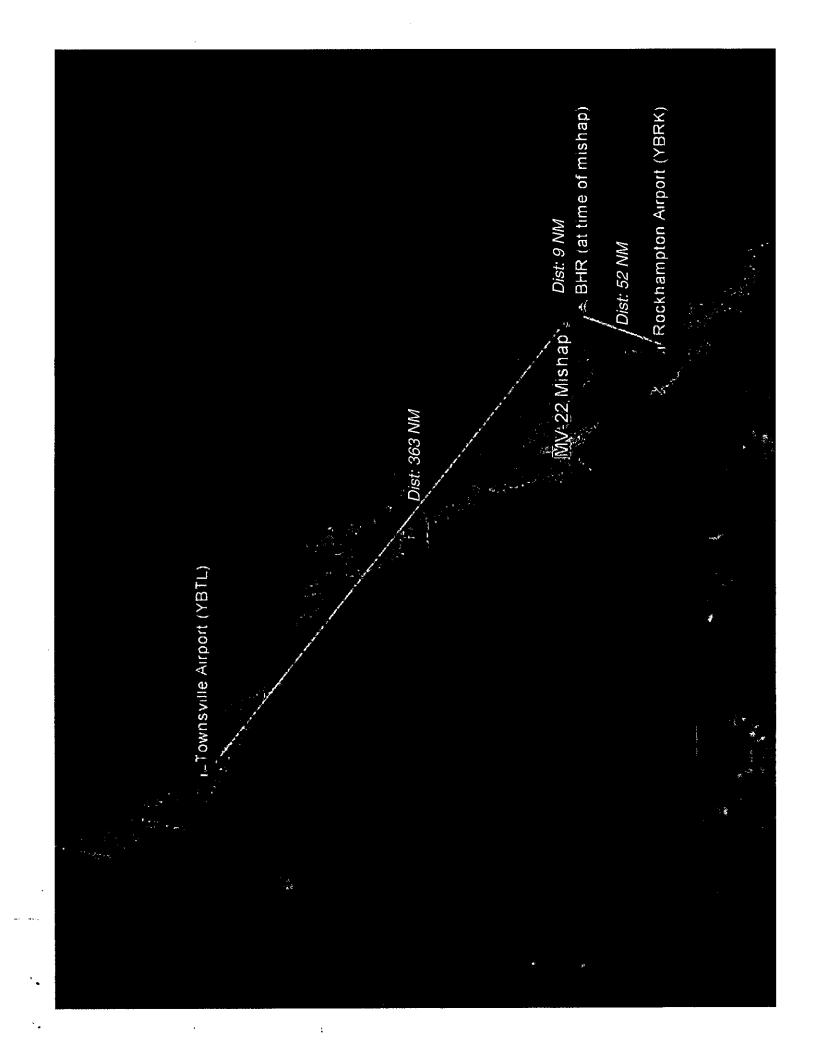














BHR Surface Observations



05 August 2017

									1.				
SWELL	0	0	0		o	0	0	- -		0	0	0	0
<u>PRI</u> SWELL	0	0	0		0	•	0	c		0	0	0	0
<u>WIND</u> WAVE	0102	0102	0102		0102	0102	0102	0107		0102	0102	0102	0102
SST	22.5	23.1	23.1		23.1	22.0	22.0	0.64		20.9	20.9	20.9	20.9
SPD SPD	ы	ŝ	11		11	33	15	1		1	1	1	ť
SHIP SHIP CSE SPD	065	000	020		165	325	335	010		025	350	305	090
LAT/LONG CSE	3 22.8/ 151.1	3 22.8/ 151.2	3 22.7/ 151.2		3 22.7/ 151.2	3 22.7/ 151.2	3 22.6/ 151.1	3 22.6/ 151 1	19.00 5	151.1	3 22.6/ 151.1	3 22.6/ 151.1	3 22.6/ 151.1
OBSERVER	(b) ((6)											
<u>SKY</u> COVER	ъ	ъ	7		7	7	7	~	·	7	7	7	7
SLP	153	148	143	• •	144	143	148	846		153	155	158	162
<u>STA</u> PRES	76 +20 +1490 29.885 153	79 +29 +1347 29.870 148	80 +48 +1353 29.855		76 +38 +1450 29.860 144	83 +48 +1273 29.855 143	80 +29 +1261 29.870 148	77 +20 +1273 29 870148		+1221 29.885 153	82 +11 +1227 29.890 155	+1227 29.900 158	-7 +1193 29.910 162
DA	-1490	1347	1353		+1450	+1273	+1261	1773		+1221	+1227	+1227	+1193
PA	+20	+29	+48		+38	+48	+29	00,4		+20	+11	1 2	۲
퓐응	92	<u>ور</u>	8	_	76	8	8	7		80	82	8	81
ALTIMETER	2998	2997	2995		2996	2995	2997	7007		2998	2999	3000	3001
W PT WET BULB	21.6	20.8	20.8		21.1	20.5	20.4	1.00	****	20.1	20.4	20.4	20.3
<u>DEW PT</u> [C]	20	20	20		20	20	61	ą		19	19	61	19
TEMP [C]	24.8	23.4	23.3		24.2	22.6	22.8	0 C C		22.6	22.7	22.8	22.6
SKY COND	FEW010 BKN080	SCT010 BKN080	SCT010 BKN080	FEW008	FEW010 BKN070	FEW007 BKN070	FEW007 BKN070	FEW007 FEW030 BXM070	FEW007	BKN070	FEW007 FEW030 BKN070	FEW007 FEW030 BKN070	FEW007 FEW030 BKN070
PRESENT WX	NONE	NONE	NONE		NONE	NONE	NONE	MONE		NONE	NONE	NONE	NONE
	9	9	ę		9	9	10	Ę	4	9	9	9	9
(KTS)	4	<u>د</u>	4		7	13	11 .	•	, 	ņ	5	, "	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
TIME WDIR (UTC) (DEG)		1	50		Ő			ę		50	20	8	340
TIME: (UTC)		0355	0455		0555	0612	0655	0.71 C		0755	0815	0855	0915
81월					Ψ	-	•			ΜE	Ľ	Σ	L L



Rockhampton (YBRK) METAR



05 August 2017

VI NA JUNA 10 JUNA	
METAR YERK 051030Z AUTO 05003KT 9999 // SCT050 BKN098 22/19 Q1017=	
METAR YERK 051000Z AUTO 03004KT 9999 // SCT046 EKN055 EKN098 22/19 Q1017=	
METAR YERK 0509302 AUTO 03005KT 9999 // SCT049 SCT056 23/19 Q1016=	
METAR YERK 0509002 AUTO 03005KT 9999 // EKN045 23/19 Q1016=	
METAR YERK 0508302 AUTO 04007KT 9999 // OVC047 23/19 21015 RF00/0/000/0=	
METAR YBRK 0508002 AUTO 03007KT 9999 // BKN045 OVC054 23/18 Q1015=	
METAR YERK 0507302 AUTO 04008KT 9999 // SCT060 23/18 Q1015 RF00/0/000/0=	
METAR YERK 0507002 AUTO 03011KT 9999 // SCT060 SCT073 24/18 Q1014=	
NETAR YERK 0506302 AUTO 03011XT 9999 // NCD 24/17 01014 RF00/0/000/0=	
METAR YERK 0506002 RUTO 02011KT 9999 // SCT052 26/17 Q1014=	
METAR YERK 050530Z AUTO 36007KT 300V020 9999 // SCT047 SCT056 EKN077 26/17 Q1013=	
METAR YERK 0505002 AUTO 36004KT 9999 // SCT049 27/14 Q1013=	
METAR YEAK 0504302 AUTO 34007KT 9999 // NCD 27/14 Q1014 KF00/0/000/0=	
METAR YERK 0504002 AUTO 35005KT 330V040 9999 // NCD 27/15 Q1014=	
METAR YARK 0503302 AUTO 27004KT 220V333 9999 // NCD 27/15 Q1014 RF00/0/0000/0=	
METAR YERK 0503002 AUTO 36004KT 310V040 9999 // NCD 26/15 Q1015=	
METAR YERK 0502302 AUTO 27003KT 9999 // NCD 26/16 Q1015 RF00/0/000/0=	
METAR YBRK 0502002 AUTO 26005KT 230V010 9999 // SCT031 25/15 Q1016=	
METAR YERK 0501302 AUTO 20005KT 9999 // SCT031 25/16 Q1016 RF00/0/000/0=	
METAR YERK 0501002 AUTO 22005KT 190V260 9999 // NCD 24/16 Q1017=	
METAR YERK 0500302 AUTO 21005KT 9999 // NCD 23/17 Q1017 RF00/0/000/0=	
METAR YARK 0500022 AUTO 25004KT 210V290 9999 // SCT012 22/18 Q1018=	
SPECI YARK 0500002 AUTO 24004KT 210V280 9999 // SCT010 SCT014 22/17 21018=	

11 1

1 Country of

1.105

p.



Townsville (YBTL) METAR



05 August 2017

METAR YBIL 0503302 05009KI 9999 FEW035 SCI350 27/17 Q1014 NOSIG RMK USE TAF FOR ARRIVALS AFTER 04302= SPECI YBTL 0510002 AUTO 07007KT 9999 // BXN010 BXN016 OVC085 23/22 Q1016= Q1016= SFECI YBIL 0509532 AUTO 06007KT 9999 // BKN010 BKN013 OVC085 23/22 Q1016= METAR YEIL 051000Z AUTO 07007KT 9999 // EKN010 EKN016 OVC085 23/22 SPECI YBIL 0510362 AUTO 07007KT 99999 // SCT008 OVC083 23/22 Q1016= METAR YETL 0509002 AUTO 07009XT 9999 // SCT008 OVC087 23/21 Q1015= SPECI YBTL 051030Z AUTO 07008KT 9999 // SCT008 OVC081 23/22 Q1016= METAR YEIL 0509302 AUTO 06009KT 9999 // SCT008 OVC083 23/21 Q1015= METAR YBTL 0504002 05010KT 9999 FEW035 SCT350 27/17 Q1014 NOSIG= METAR YEIL 0508002 AUTO 07009KT 9999 // EXN037 23/21 Q1014= METAR YEIL 0507302 AUTO 06011KT 9999 // EXNOS7 24/21 01014= METAR HAIL 0506302 AUTO 06013KT 9999 // CVC091 25/20 01013= 25/20 01013= METAR YBTL 0505002 AUTO 05010KT 9999 // BKN093 26/18 Q1013= Q1013= METAR YBTL 0508302 AUTO 06010XT 9999 // OVC087 23/21 01014= METAR YBTL 0505302 AUTO 06012KT 9999 // OVC091 25/19 Q1013= METAR YBIL 0504302 AUTO 05009KT 9999 // NCD 27/17 Q1013= 9999 // OVC089 24/21 METAR WEIL 0506002 AUTO 06012KT 9999 // CVC091 METAR FAIL 0507002 AUTO 06013KT

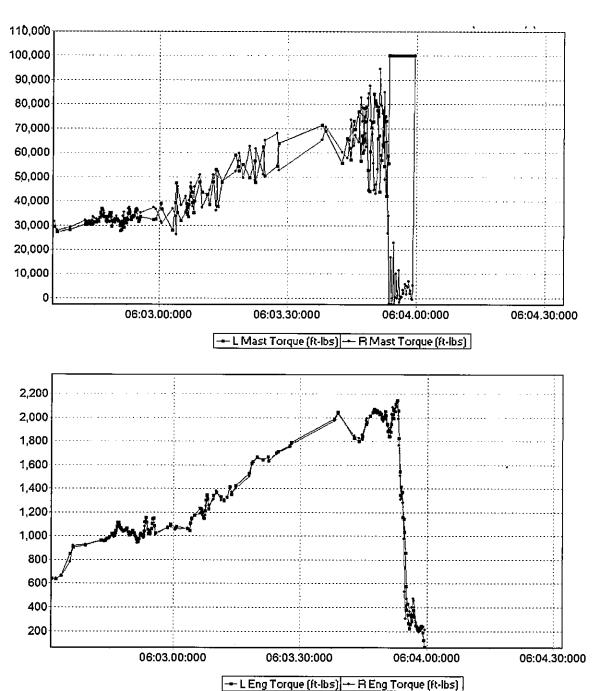
METAR YBTL 050300Z 07009XT 9999 FEW035 SCI350 27/15 21015 NOSIG=

Flight Event Summary for BUNO 168634 12 August 2017 By (1005CS130)(100, NAVAIR ASIST

GENERAL SUMMARY:

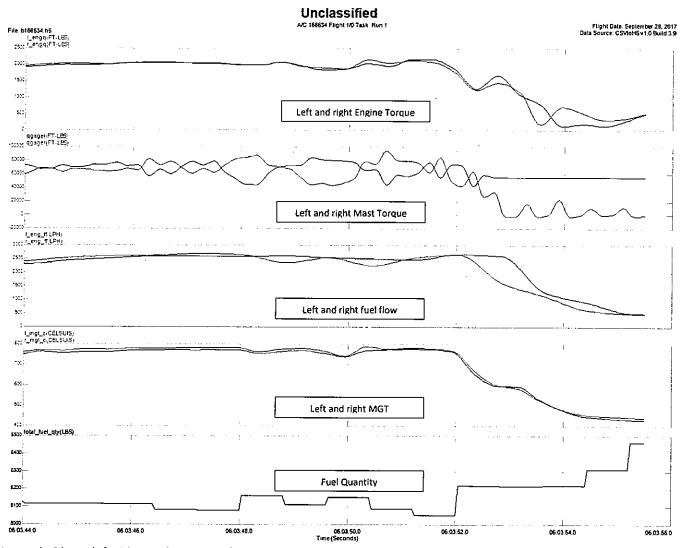
Takeoff was captured at 05:49:58. Last data point in the file is at 06:03:54. When data is synchronized with the ship video, the GMT times were offset from the local time shown on the ship camera by approximately 22 minutes and 35 seconds.

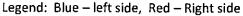
TIME (ZULU) HH:MM:SS	Significant Event	Notes
05:49:58	Takeoff event	Weight off wheels recorded
05:50:05	Brief ENG TEMP advisory is set	
05:59:26	ECM PRGMR FAIL caution set for 3 seconds	
06:01:41	Transition to helicopter mode started	Altitude: 690 feet, 172 knots
06:01:59	Gear down	Altitude: 540 feet, 123 knots
06:03:46	TCL OVERTRAVEL advisory set	
06:03:48	R ENG TEMP advisory set	
06:03:49	Left wing begins to drop	Bank angle reaches 16 degrees left wing down
06:03:51	NOSEWHL STEER FAIL caution set L TAGB PRESS LOW advisory set POSITION DISAGREE advisory set R PRTR OVERTORQUE caution set L TAGB PRESS LOST caution set CRIT CVRSN ACTR FLT caution set CVRSN ACTR FAIL caution set MULTI CVRSN ACTR FLT advisory alert set PFCS FAIL RESET advisory set	Nosewheel likely failed due to impact with ship
06:03:51 - 06:03:52	Approximate time of rotor impact with ship	
06:03:52	L NAC BLOWER FAIL caution set	
06:03:53	The following cautions are set: COUPLE DISENG L PRTR OVERTORQUE ECL NOT IN FLY R NAC CONTR FAIL	ECL NOT IN FLY was likely due to the fact that both ECLs were placed below FLY
06:03:54	The following cautions are set: L TAGB PRESS LOST FLAPPING CRITICAL L TORQUE SENSOR FAIL	
06:03:55.4	Last Data point recorded on KVADR	



VSLED Data set

KVADR Data set





Day	Time(H:M:S)	Fault Code	System ID	Record Type	Fault ID	Set/ Reset	WRA Status	BIT Mode Maint Mode	Num Occurances	Historical/ Interim	Notes (DLE)
1	'00 00 00.000	0x1001	INS 1	WCA-Advisory	ATT 1 FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000 '00 00 00.000	0x1007 0x1012	INS 1 INS 1	WCA-Advisory WCA-Advisory	HDG 1 FAIL NAV 1 FAIL	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.000	0x1002	INS 1	WCA-Caution	ATT 1 2 FAIL INS 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000	0x1008	INS 1	WCA-Caution	HDG 1 2 FAIL INS 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000 '00 00 00.000	0x1013 0x1003	INS 1 INS 1	WCA-Caution WCA-Caution	NAV 1 2 FAIL INS 1 ATT 1 3 FAIL INS 1	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	'00 00 00.000	0x1004	INS 1	WCA-Caution	ATT 1 2 3 FAIL INS 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000	0x1207	INS 2	WCA-Advisory	HDG 2 FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000 '00 00 00.000	0x1201 0x1203	INS 2 INS 2	WCA-Advisory WCA-Caution	ATT 2 FAIL ATT 2 3 FAIL INS 2	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	'00 00 00.000	0x1212	INS 2	WCA-Advisory	NAV 2 FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.000 '00 00 00.016	0x1401 0x1014	INS 3 INS 1	WCA-Advisory WCA-Caution	ATT 3 FAIL NAV 1 3 FAIL INS 1	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.016	0x1014 0x1015	INS 1	WCA-Caution	NAV 1 2 3 FAIL INS 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.016	0x1009	INS 1	WCA-Caution	HDG 1 3 FAIL INS 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.016 '00 00 00.016	0x100a 0x1214	INS 1 INS 2	WCA-Caution WCA-Caution	HDG 1 2 3 FAIL INS 1 NAV 2 3 FAIL INS 2	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.016	0x1209	INS 2	WCA-Caution	HDG 2 3 FAIL INS 2	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.016	0x1407	INS 3	WCA-Advisory	HDG 3 FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.016 '00 00 00.031	0x1412 0x0100	INS 3 0	WCA-Advisory CMI	NAV 3 FAIL MISSION CMPTR COLD START	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	'00 00 00.031	0x9482	74	WRA	DATA LOADER RECEPTACLE		Failed	PBIT Off	1	Interim	
1	00 00 00.109	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.109 '00 00 00.188	0x9500 0x9482	74 74	CMI WRA	DATA LOADER RCPT HOT DATA LOADER RECEPTACLE		N/A Operational	N/A Off PBIT Off	1	Interim Interim	
1	'00 00 00.281	0x582a	Engine	WCA-Advisory	R FADEC MAN XFR FLT	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.281 '00 00 00.281	0x5828 0x5829	Engine	WCA-Advisory	R FADEC AUTO XFR FLT L FADEC MAN XFR FLT	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.281	0x5829 0x5827	Engine Engine	WCA-Advisory WCA-Advisory	L FADEC MAN XFR FLT L FADEC AUTO XFR FLT	Set	N/A N/A	N/A Off	1	Interim	
1	'00 00 00.281	0x9500	74	CMI	DATA LOADER RCPT HOT	Reset	N/A	N/A Off	1	Interim	
1	'00 00 00.453 '00 00 00.484	0x0105 0x0e00	0 GPS	CMI WCA-Caution	GPS FAIL	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.484	0x0e00 0x5931	Engine	CMI	GPS FAIL COANDA AUTO SELECTED		N/A N/A	N/A Off	1	Interim	
1	'00 00 00.578	0x592e	Engine	CMI	EAPS AUTO SELECTED	Set	N/A	N/A Off	1	Interim	
1	'00 00 00.578 '00 00 00.578	0x6601 0x6600	Internal/External Lighting Internal/External Lighting	WCA-Advisory WCA-Advisory	L SRCH LIGHT STOWED R SRCH LIGHT STOWED	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 00.578	0x8600	70	WCA-Advisory WCA-AdvisAlert	WXR FAIL	Set	N/A N/A	N/A Off	1	Interim	
1	'00 00 01.078	0x6294	Hydraulic	WRA	HYD 3 RESERVOIR		Failed	PBIT Off	1	Interim	
1	'00 00 01.156 '00 00 01.172	0x6008 0x7122	FWS Ice Protection - Engine/Rotor	WCA-Caution CMI	WNG FIRE CONTR OFF	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 01.250	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 01.250	0x464f	FCC 1	WCA-Caution	AFCS DISENGAGE FCC 1	Set	N/A	N/A Off	1	Interim	
1	'00 00 01.250 '00 00 01.250	0x4654 0x463d	FCC 1 FCC 1	WCA-Advisory WCA-Caution	PFCS FAIL RESET 1 STRL LOAD LIMIT FAIL FCC 1	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 02.375	0x582a	Engine	WCA-Advisory	R FADEC MAN XFR FLT	Reset	N/A	N/A Off	1	Interim	
1	'00 00 02.453	0x5829	Engine	WCA-Advisory	L FADEC MAN XFR FLT	Reset	N/A	N/A Off	1	Interim	
1	'00 00 02.453 '00 00 02.500	0x5828 0x4318	Engine APU	WCA-Advisory	R FADEC AUTO XFR FLT APU CLUTCH ENGAGED	Reset Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	'00 00 02.500	0x4317	APU	CMI	APU RUN (23)		N/A	N/A Off	1	Interim	
1	'00 00 02.656 '00 00 02.734	0x5408 0x2000	Cargo Handling	WCA-Caution	FWD HOOK LOAD SENSOR FAIL WCA ECM PRGMR FAIL	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 02.734	0x2000 0x2080	Chaff/Flare Chaff/Flare	WCA-Caution WRA	PROGRAMMER		No Comm	PBIT Off	1	Interim	
1	'00 00 03.172	0x1a02	Helmet Mounted Display	WCA-Advisory	L R PILOT HUD FAIL	Set	N/A	N/A Off	1	Interim	
1	'00 00 03.172 '00 00 03.172	0x1a00 0x1a01	Helmet Mounted Display Helmet Mounted Display	WCA-Advisory WCA-Advisory	L PILOT HUD FAIL R PILOT HUD FAIL	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 03.172	0x1a01 0x1a82	Helmet Mounted Display	WRA	SIGNAL DATA CONV		No Comm	PBIT Off	1	Interim	
1	'00 00 03.234	0x8c82	70	WRA	WRS RECEIVER TRANSMITTER		No Comm	PBIT Off	1	Interim	
1	'00 00 03.563 '00 00 05.453	0x5827 0x0e03	Engine GPS	WCA-Advisory WCA-Advisory	L FADEC AUTO XFR FLT GPS PERFORMANCE DEGR	Reset Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
1	00 00 05.734	0x0e03	GPS	WCA-Advisory	GPS 2 HR TO INOP	Set	N/A	N/A Off	1	Interim	
1	00 00 06.000	0x7122	Ice Protection - Engine/Rotor	CMI	ICE PROTECT SYSTEM OFF		N/A	N/A Off	1	Interim	
1 216	'00 00 06.000 '22 06 08.000	0x7121 0x0102	Ice Protection - Engine/Rotor 0	CMI CMI	ICE PROTECT SYSTEM ON MISSION CMPTR TIME NEW		N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	22 06 09.031	0x0e03	GPS	WCA-Advisory	GPS PERFORMANCE DEGR	Reset	N/A	N/A Off	1	Interim	
216	22 06 09.156	0x5003	ACS	WCA-Advisory	AVIONIC COOLING FLT	Set	N/A	N/A Off	1	Interim	
216 216	'22 06 09.156 '22 06 11.188	0x5104 0x5304	ACS BFWS	CMI CMI	R BAY AIR FLOW DEFICIENT BFWS FULL STOW		N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	'22 06 12.000	0x4d0a	FMU 1	CMI	WING TANK SEQ		N/A	N/A Off	1	Interim	
216	22 06 12.000	0x611e	FWS	CMI	T HANDLE DISARM		N/A	N/A Off	1	Interim	
216 216	'22 06 12.594 '22 06 12.641	0x2e12 0x5703	MDL Drive Train	WCA-Caution CMI	LAT CG EXCEEDED EMER LUBE ADD OIL	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	22 06 12.641	0x5720	Drive Train	CMI	R PRGB ADD OIL		N/A	N/A Off	1	Interim	
216	22 06 13.156	0x7121	Ice Protection - Engine/Rotor	CMI	ICE PROTECT SYSTEM ON		N/A	N/A Off	1	Interim	
216 216	'22 06 13.156 '22 06 14.000	0x7122 0x5484	Ice Protection - Engine/Rotor Cargo Handling	CMI WRA	ICE PROTECT SYSTEM OFF FWD HOOK LOAD SENSOR FAIL		N/A Failed	N/A Off PBIT Off	2	Interim Interim	
216	'22 06 14.000	0x6400	Ice Protection - Windshield	WCA-Caution	IPS FAIL	Set	N/A	N/A Off	1	Interim	
216 216	'22 06 15.703 '22 06 18.313	0x2e12 0x5201	MDL BFWS	WCA-Caution WCA-Caution	LAT CG EXCEEDED BFWS NOT FLIGHT RDY	Reset Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	22 06 18.313	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A N/A	N/A Off	1	Interim	
216	22 06 22.656	0x70ae	Ice Protection - Engine/Rotor	WRA	L NIPC		Failed	PBIT Off	1	Interim	
216 216	'22 06 24.344 '22 06 31.609	0x2e03 0x0e04	MDL GPS	WCA-Advisory WCA-Advisory	BUNO MISMATCH GPS MONITOR FAULT	Set Set	N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	'22 06 49.656	0x1c07	Digital Map	WCA-Advisory	MAP 1 FAIL	Set	N/A	N/A Off	1	Interim	
216	22 06 49.656	0x1c08	Digital Map	WCA-Advisory	MAP 2 FAIL	Set	N/A	N/A Off	1	Interim	
216 216	'22 06 49.656 '22 06 49.656	0x9080 0x9280	72 73	WRA WRA	OVERALL MODULE STATUS OVERALL MODULE STATUS		Failed Failed	PBIT Off PBIT Off	1	Interim Interim	
216	'22 06 52.172	0x0a04	Intercom	WCA-Advisory	TROOP CMDR ISC FAIL	Set	N/A	N/A Off	1	Interim	
216 216	'22 06 52.172 '22 07 04.172	0x0a86 0x0401	Intercom VHF/UHF Radio 2	WRA WCA-Advisory	TROOP COMMANDER ISC COMM 2 FAIL	N/A Set	Failed N/A	PBIT Off N/A Off	1	Interim Interim	
216 216	'22 07 04.172 '22 07 05.656	0x0401 0x0401	VHF/UHF Radio 2 VHF/UHF Radio 2	WCA-Advisory WCA-Advisory	COMM 2 FAIL COMM 2 FAIL	Set Reset	N/A N/A	N/A Off N/A Off	1	Interim	
216	'22 07 10.094	0x0800	IFF	WCA-Caution	IFF FAIL	Set	N/A	N/A Off	1	Interim	
216 216	'22 07 10.094 '22 07 11.094	0x0880 0x1001	IFF INS 1	WRA WCA-Advisory	IFF RCVR XMITTER ATT 1 FAIL	N/A Reset	No Comm N/A	PBIT Off N/A Off	1	Interim Interim	
216	22 07 11.094	0x1001 0x1002	INS 1 INS 1	WCA-Advisory WCA-Caution	ATT 1 2 FAIL INS 1	Reset	N/A N/A	N/A Off	1	Interim	
216	'22 07 11.094	0x1003	INS 1	WCA-Caution	ATT 1 3 FAIL INS 1	Reset	N/A	N/A Off	1	Interim	
216 216	'22 07 11.094 '22 07 11.422	0x1005 0x1005	INS 1 INS 1	WCA-Advisory WCA-Advisory	SAME INS SOURCE INS 1 SAME INS SOURCE INS 1	Set Reset	N/A N/A	N/A Off N/A Off	1	Interim Interim	
216 216	'22 07 11.422 '22 07 11.422	0x1005 0x1203	INS 1 INS 2	WCA-Advisory WCA-Caution	ATT 2 3 FAIL INS 2	Reset Reset	N/A N/A	N/A Off N/A Off	1	Interim	
216	'22 07 11.422	0x1401	INS 3	WCA-Advisory	ATT 3 FAIL	Reset	N/A	N/A Off	1	Interim	
216 216	'22 07 11.734 '22 07 13.203	0x1201 0x1004	INS 2 INS 1	WCA-Advisory WCA-Caution	ATT 2 FAIL ATT 1 2 3 FAIL INS 1	Reset Reset	N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	22 07 13.203	0x1004 0x0800	INS 1 IFF	WCA-Caution WCA-Caution	IFF FAIL	Reset	N/A N/A	N/A Off	1	Interim	
216	'22 07 21.500	0x0805	IFF	WCA-Advisory	MODE 4 CMPT FAIL	Set	N/A	N/A Off	1	Interim	
216 216	'22 07 21.500 '22 07 21.500	0x0907 0x0905	IFF	CMI CMI	KEK INVALID (7) QKEK INVALID		N/A N/A	N/A Off N/A Off	1	Interim Interim	
216	22 07 21.500	0x0905 0x0906	IFF	CMI	AEK INVALID		N/A N/A	N/A Off	1	Interim	
216	'22 07 22.344	0x0805	IFF	WCA-Advisory	MODE 4 CMPT FAIL	Reset	N/A	N/A Off	1	Interim	
216 216	'22 07 22.344 '22 07 22.344	0x0905 0x0906	IFF	CMI CMI	QKEK INVALID AEK INVALID		N/A N/A	N/A Off N/A Off	1	Interim Interim	
210	22 07 22.344	0,0500	117	CIVII	AEK INVALID	neset	in/ M	N/A UII	-	mentti	

216	'22 07 24.016	0x0101	0	CMI	MISSION CMPTR TIME OLD	Reset	N/A	N/A	Off	1	Interim
216	22 07 24.016	0x0808	IFF	WCA-Caution	IFF MODE 5 FAIL	Set	N/A	N/A	Off	1	Interim
216	'22 07 27.000	0x0102	0	CMI	MISSION CMPTR TIME NEW	Reset	N/A	N/A	Off	2	Interim
216	22 07 27.328	0x0e00	GPS	WCA-Caution	GPS FAIL	Reset	N/A	N/A	Off	1	Interim
216	'22 07 28.000	0x0102	0	CMI	MISSION CMPTR TIME NEW	Reset	N/A	N/A	Off	3	Interim
216	'22 07 28.188	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Reset	N/A	N/A	Off	1	Interim
216	'22 07 28.484	0x0101	0	CMI	MISSION CMPTR TIME OLD	Reset	N/A	N/A	Off	2	Interim
216	'22 07 29.328	0x0808	IFF	WCA-Caution	IFF MODE 5 FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 08 01.734	0x463d	FCC 1	WCA-Caution	STRL LOAD LIMIT FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 08 02.031	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Set	N/A	N/A	Off	2	Interim
216	22 08 05,406	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 08 05.500	0x6294	Hydraulic	WRA	HYD 3 RESERVOIR		Operational	PBIT	Off	1	Interim
216	22 08 06.250	0x4654	FCC 1	WCA-Advisory	PFCS FAIL RESET 1	Reset	N/A	N/A	Off	1	Interim
216	22 08 10.719	0x2e03	MDL	WCA-Advisory	BUNO MISMATCH	Reset	N/A	N/A	Off	1	Interim
210	22 08 10.715	0x2e03	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A	Off	2	Interim
210	22 08 10.781	0x3400 0x1c08		WCA-Advisory	MAP 2 FAIL	Reset	N/A	N/A	Off	1	Interim
210	22 08 11.781	0x1c08	Digital Map	WCA-Advisory	MAP 1 FAIL	Reset	N/A	N/A	Off	1	Interim
210	22 08 11.781	0x1007 0x9080	Digital Map 72	WRA	OVERALL MODULE STATUS		Operational	PBIT	Off	1	Interim
210	22 08 11.781	0x9080	72	WRA	OVERALL MODULE STATUS		Operational	PBIT	Off	1	Interim
210	22 08 11.781	0x9280 0x9400	73	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	2	Interim
216	22 08 13.781	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A	Off	3	Interim
216	22 08 17.375	0x9400 0x9400	74		DATA LOADER FAIL	Reset			Off	3	
216	22 08 20.375	0x9400 0x8c00	74 70	WCA-Advisory	WXR FAIL	Reset	N/A	N/A N/A	Off	1	Interim
216	22 08 52.078	0x8c00	70	WCA-AdvisAlert WRA	WXR FAIL WRS RECEIVER TRANSMITTER		N/A	PBIT	Off	1	Interim
216	22 08 54.406	0x8c82 0x4654	FCC 1				Operational N/A	N/A	Off		Interim
216	22 09 05.391			WCA-Advisory	PFCS FAIL RESET 1 HYD 3 RESERVOIR	Set N/A		PBIT	Off	2	Interim
		0x6294	Hydraulic	WRA			Failed			2	Interim
216	22 09 41.578	0x8c00	70	WCA-AdvisAlert	WXR FAIL	Set	N/A	N/A	Off	2	Interim
216	22 10 06.359	0x0880	IFF	WRA	IFF RCVR XMITTER		Operational	PBIT	Off	1	Interim
216	22 10 54.375	0x0101	0	CMI	MISSION CMPTR TIME OLD		N/A	N/A	Off Off	3	Interim
216 216	'22 10 55.000 '22 10 56.000	0x0102 0x0102	0	CMI	MISSION CMPTR TIME NEW MISSION CMPTR TIME NEW		N/A	N/A N/A	Off	4	Interim
216	22 10 56.000		0	CMI	MISSION CMPTR TIME NEW MISSION CMPTR TIME OLD		N/A	N/A N/A	Off	4	Interim
		0x0101	-				N/A				Interim
216	22 10 58.797	0x5304	BFWS	CMI	BFWS FULL STOW	Reset	N/A	N/A	Off	1	Interim
216	'22 11 06.688 '22 11 12.359	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Reset	N/A	N/A	Off Off	2	Interim
216 216		0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT BEWS FLIGHT READY	Set	N/A	N/A	Off	3	Interim
	22 12 13.000	0x5303	BFWS	UMI MCA Carrie	BFWS FLIGHT RDY	Set	N/A	N/A		1	Interim
216	22 12 18.328	0x5201	BFWS	WCA-Caution		Reset	N/A	N/A	Off	1	Interim
216	22 14 30.375	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	1	Interim
216	22 14 40.047	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	1	Interim
216	22 14 43.203	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	2	Interim
216	22 14 51.219	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	2	Interim
216	22 15 14.719	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A	Off	4	Interim
216	'22 15 17.719 '22 15 26.172	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off Off	4	Interim
216		0x2e03	MDL	WCA-Advisory	BUNO MISMATCH	Set	N/A	N/A		2	Interim
216	22 16 07.453	0x4644	FCC 1	WCA-Advisory	L NAC CONTR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 16 08.281	0x4643	FCC 1	WCA-Caution	R NAC CONTR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 16 08.281	0x4654	FCC 1	WCA-Advisory	PFCS FAIL RESET 1	Reset	N/A	N/A	Off	2	Interim
216	22 16 12.484	0x6294	Hydraulic	WRA	HYD 3 RESERVOIR		Operational	PBIT	Off	2	Interim
216	22 16 37.281	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Reset	N/A	N/A	Off	3	Interim
216	22 16 38.250	0x1014	INS 1	WCA-Caution	NAV 1 3 FAIL INS 1	Reset	N/A	N/A	Off	1	Interim
216 216	'22 16 38.250 '22 16 38.250	0x1015	INS 1 INS 1	WCA-Caution	NAV 1 2 3 FAIL INS 1 DEGRADED NAV READY INS 1	Reset	N/A	N/A N/A	Off Off	1	Interim
216	22 16 38.250	0x1016 0x1007	INS 1	WCA-Advisory	HDG 1 FAIL	Set Reset	N/A	N/A N/A	Off	1	Interim
216	22 16 38.250	0x1007 0x1008	INS 1	WCA-Advisory	HDG 1 2 FAIL INS 1	Reset	N/A	N/A N/A	Off	1	Interim
216	22 16 38.250		INS 1	WCA-Caution	HDG 1 2 FAIL INS 1 HDG 1 3 FAIL INS 1		N/A	N/A	Off	1	Interim
216	22 16 38.250	0x1009 0x100a	INS 1	WCA-Caution	HDG 1 2 3 FAIL INS 1	Reset Reset	N/A	N/A	Off	1	Interim
216	22 16 38.250	0x100a	INS 1	WCA-Caution WCA-Advisory	NAV 1 FAIL	Reset	N/A N/A	N/A	Off	1	Interim Interim
216	22 16 38.250	0x1012 0x1013	INS 1	WCA-Caution	NAV 1 2 FAIL INS 1	Reset	N/A	N/A	Off	1	Interim
216	22 16 38.250	0x1013 0x1412	INS 3	WCA-Advisory	NAV 12 FAIL INS 1 NAV 3 FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 16 38.250	0x1412 0x1407	INS 3	WCA-Advisory	HDG 3 FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 16 38.250	0x1407 0x1212	INS 2	WCA-Advisory	NAV 2 FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 16 38.261	0x1212 0x464f	FCC 1	WCA-Caution	AFCS DISENGAGE FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 16 38.547	0x464e	FCC 1		AFCS DISENGAGE FCC 1 AFCS FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 10 38.347	0x464e	70	WCA-Advisory WCA-AdvisAlert	WXR FAIL	Reset	N/A	N/A	Off	2	Interim
216	22 16 33.313	0x1207	INS 2	WCA-Advisory	HDG 2 FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 16 41.172	0x1207	INS 2	WCA-Caution	NAV 2 3 FAIL INS 2	Reset	N/A	N/A	Off	1	Interim
216	22 16 41.172	0x1214	INS 2	WCA-Caution	HDG 2 3 FAIL INS 2	Reset	N/A	N/A	Off	1	Interim
216	22 10 41.172	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set	N/A	N/A	Off	1	Interim
216	22 17 22.109	0x1a02	Helmet Mounted Display	WCA-Advisory	L R PILOT HUD FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 17 32.109	0x1a01	Helmet Mounted Display	WCA-Advisory	R PILOT HUD FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 17 34.813	0x1a01	Helmet Mounted Display	WCA-Advisory	L PILOT HUD FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 17 35.438	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Reset	N/A	N/A	Off	1	Interim
216	22 17 36 109	0x1a82	Helmet Mounted Display	WRA	SIGNAL DATA CONV	N/A	Operational	PBIT	Off	1	Interim
216	22 17 38 766	0x0e02	GPS	WCA-Advisory	GPS 2 HR TO INOP	Reset	N/A	N/A	Off	1	Interim
216	22 17 56.047	0x2e03	MDL	WCA-Advisory	BUNO MISMATCH	Reset	N/A	N/A	Off	2	Interim
216	22 17 56.047	0x2e03 0x9400	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A	Off	5	Interim
216	22 17 59.109	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	5	Interim
216	22 18 43.281	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	3	Interim
216	22 18 47.281	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	3	Interim
216	22 19 44.797	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	4	Interim
216	22 19 48.797	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	4	Interim
216	22 19 53.594	0x464e	FCC 1	WCA-Advisory	AFCS FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 20 54.156	0x6008	FWS	WCA-Caution	WNG FIRE CONTR OFF	Reset	N/A	N/A	Off	1	Interim
216	22 21 01.734	0x464a	FCC 1	WCA-Warning	STALL FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 21 04.797	0x464a	FCC 1	WCA-Warning	STALL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 21 09.656	0x4643	FCC 1	WCA-Caution	R NAC CONTR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 21 10.500	0x4644	FCC 1	WCA-Advisory	L NAC CONTR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 22 39.516	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 22 39.516	0x460a	FCC 1	WCA-Caution	HYD 1 FAIL	Set	N/A	N/A	Off	1	Interim
216	'22 22 39.516	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 22 40.438	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 22 40.438	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 22 41.359	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 22 46.109	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 22 46.109	0x460a	FCC 1	WCA-Caution	HYD 1 FAIL	Reset	N/A	N/A	Off	1	Interim
216	'22 22 46.109	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 22 47.031	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 22 47.031	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 22 47.031	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 22 49.688	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	2	Interim
216	22 22 49.688	0x460a	FCC 1	WCA-Caution	HYD 1 FAIL	Set	N/A	N/A	Off	2	Interim
216	22 22 49.688	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	2	Interim
216	'22 22 50.594	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Set	N/A	N/A	Off	2	Interim
216	22 22 50.594	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Set	N/A	N/A	Off	2	Interim
216	22 22 50.594	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Set	N/A	N/A	Off	2	Interim
216	22 22 55.359	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	2	Interim
216	22 22 55.359	0x460a	FCC 1		HYD 1 FAIL	Reset	N/A	N/A	Off	2	Interim
216	22 22 55.359	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	2	Interim
216	22 22 56.203	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Reset	N/A	N/A	Off	2	Interim
216	22 22 56.203	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Reset	N/A	N/A	Off	2	Interim
216	22 22 56.203	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Reset	N/A	N/A	Off	2	Interim
216	22 22 59.359	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	3	Interim
216	'22 22 59.359	0x460a	FCC 1	WCA-Caution	HYD 1 FAIL	Set	N/A	N/A	Off	3	Interim

216	'22 22 59.359	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	3	Interim
216	'22 23 00.203	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Set	N/A	N/A	Off	3	Interim
216	'22 23 00.203	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Set	N/A	N/A	Off	3	Interim
216	22 23 01.031	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Set	N/A	N/A	Off	3	Interim
216	22 23 05.516	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	3	Interim
216	22 23 05.516	0x460a	FCC 1	WCA-Caution	HYD 1 FAIL	Reset	N/A	N/A	Off	3	Interim
216	22 23 05.516	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	3	Interim
216	22 23 06.359	0x4615	FCC 1	WCA-AdvisAlert	SWPL FLT FCC 1	Reset	N/A	N/A	Off	3	Interim
216	22 23 06.359	0x4616	FCC 1	WCA-AdvisAlert	MULTI SWPL FLT FCC 1	Reset	N/A	N/A	Off	3	Interim
216	22 23 06.359	0x4614	FCC 1	WCA-Caution	CRITICAL SWPL FLT FCC 1	Reset	N/A	N/A	Off	3	Interim
216	'22 23 47.328	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set	N/A	N/A	Off	1	Interim
216	'22 23 53.172	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Reset	N/A	N/A	Off	1	Interim
216	'22 23 57.688	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Reset	N/A	N/A	Off	1	Interim
216	'22 24 00.203	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	Operational	PBIT	Off	1	Interim
216	'22 24 09.250	0x4643	FCC 1	WCA-Caution	R NAC CONTR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 24 10.094	0x4644	FCC 1	WCA-Advisory	L NAC CONTR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 24 17.094	0x4643	FCC 1	WCA-Caution	R NAC CONTR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 24 17.750	0x4644	FCC 1	WCA-Advisory	L NAC CONTR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 24 22.781	0x592e	Engine	CMI	EAPS AUTO SELECTED	Reset	N/A	N/A	Off	1	Interim
216	22 24 22.781	0x5930	Engine	CMI	EAPS OFF SELECTED	Set	N/A	N/A	Off	1	Interim
216	22 24 23.047	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	4	Interim
216	22 24 23.047	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	4	Interim
216	22 24 23.047	0x4624	FCC 1	WCA-Caution	CRIT CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 24 23.047	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	4	Interim
216	22 24 34.547	0x4624	FCC 1	WCA-Caution	CRIT CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 24 34.547	0x4624	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Reset	N/A	N/A	Off	4	Interim
210		0x4020 0x1017	INS 1			Set			Off	4	
216	'22 25 16.297 '22 25 16.297	0x1017 0x1016	INS 1	WCA-Advisory	PARTIAL NAV READY INS 1	Reset	N/A	N/A	Off	1	Interim
216		0x1016 0x1018	INS 1	WCA-Advisory	DEGRADED NAV READY INS 1		N/A	N/A	Off	1	Interim
	22 25 17.250			WCA-Advisory	NAV READY INS 1	Set	N/A	N/A			Interim
216	22 25 19.391	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	1	Interim
216	22 25 19.391	0x1017	INS 1	WCA-Advisory	PARTIAL NAV READY INS 1	Reset	N/A	N/A	Off	1	Interim
216	22 25 23.391	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	1	Interim
216	22 25 25.719	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	2	Interim
216	'22 25 29.719	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	2	Interim
216	'22 25 31.063	0x640a	Ice Protection - Windshield	WCA-Advisory	IPS AUTO MODE FAIL	Set	N/A	N/A	Off	1	Interim
216	'22 25 34.063	0x640a	Ice Protection - Windshield	WCA-Advisory	IPS AUTO MODE FAIL	Reset	N/A	N/A	Off	1	Interim
216	22 26 54.672	0x4654	FCC 1	WCA-Advisory	PFCS FAIL RESET 1	Set	N/A	N/A	Off	1	Interim
216	22 26 54.672	0x4640	FCC 1	WCA-Caution	R TORQUE SENSOR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 26 54.672	0x4642	FCC 1	WCA-Advisory	R TORQUE SENSOR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 26 54.672	0x463d	FCC 1	WCA-Caution	STRL LOAD LIMIT FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 26 54.672	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	'22 26 54.672	0x463f	FCC 1	WCA-Caution	L TORQUE SENSOR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 26 54.672	0x4641	FCC 1	WCA-Advisory	L TORQUE SENSOR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
216	22 26 55.500	0x4641	FCC 1	WCA-Advisory	L TORQUE SENSOR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 55.500	0x4642	FCC 1	WCA-Advisory	R TORQUE SENSOR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 55.500	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 57.531	0x463f	FCC 1	WCA-Caution	L TORQUE SENSOR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	22 26 57.531	0x463d	FCC 1	WCA-Caution	STRL LOAD LIMIT FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 57.531	0x4640	FCC 1	WCA-Caution	R TORQUE SENSOR FAIL FCC 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 57.531	0x4654	FCC 1	WCA-Advisory	PFCS FAIL RESET 1	Reset	N/A	N/A	Off	1	Interim
216	'22 26 57.750	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	3	Interim
216	'22 27 01.750	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	3	Interim
216	'22 27 40.016	0x5930	Engine	CMI	EAPS OFF SELECTED	Reset	N/A	N/A	Off	1	Interim
216	'22 27 40.016	0x592e	Engine	CMI	EAPS AUTO SELECTED	Set	N/A	N/A	Off	1	Interim
216	'22 29 11.469	0x1c06	Digital Map	WCA-Advisory	MAP MODE ERROR	Set	N/A	N/A	Off	1	Interim
216	'22 31 49.172	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	4	Interim
216	22 31 52.328	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	4	Interim
216	22 36 32,406	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	5	Interim
216	22 36 36.406	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	5	Interim
216	22 37 36.141	0x0207	VHF/UHF Radio 1	WCA-Advisory	NO SINGCARS TIME COMM 1	Set	N/A	N/A	Off	1	Interim
216	22 37 30.141	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Set	N/A	N/A	Off	1	Interim
216	22 38 20.563	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Reset	N/A	N/A	Off	1	Interim
216	22 38 20.303	0x0207	VHF/UHF Radio 1	WCA-Advisory	NO SINGCARS TIME COMM 1	Reset	N/A	N/A	Off	1	Interim
216	22 38 30.484	0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	6	Interim
216	22 41 29.328	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	6	Interim
216	22 42 27.672	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	7	Interim
216	22 42 27.072	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	7	Interim
216	22 42 31.010	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	8	Interim
216	22 42 37.344	0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	8	Interim
216	22 42 40.510	0x0107	0	CMI	L ENG START	Set	N/A	N/A	Off	1	Interim
216	22 42 43.750	0x5303	BFWS	CMI	BFWS FLIGHT READY		N/A	N/A	Off	1	Interim
216	22 42 43.750	0x5303 0x0801	IFF		MODE 4 REPLY	Set	N/A	N/A N/A	Off	9	
216	22 43 30.203	0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY	Reset	N/A N/A	N/A	Off	9	Interim Interim
216	22 43 34.203	0x0109	0	WCARAUVISOTY	R ENG START	Set	N/A N/A	N/A	Off	1	Interim
216	22 44 31.703		IFF	WCA Advisory	MODE 4 REPLY	Set		N/A	Off	10	
216	22 44 31.703	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Set Reset	N/A N/A	N/A N/A	Off	10 10	Interim Interim
216	22 44 35.703	0x0801 0x431a	APU	WCA-Advisory	APU SHUTDOWN (26)	Set	N/A N/A	N/A N/A	Off	10	Interim
216	22 44 59.234		APU						Off		
216	22 44 59.234	0x4318 0x4319	APU	CMI	APU CLUTCH ENGAGED APU CLUTCH DISENGAGED	Set	N/A N/A	N/A N/A	Off	1	Interim Interim
216	22 44 59.234	0x4319 0x4317	APU	CMI	APU CLUTCH DISENGAGED APU RUN (23)	Set Reset	N/A N/A	N/A N/A	Off	1	Interim
216	22 44 59.234	0x4317 0x5931	Engine	CMI	COANDA AUTO SELECTED	Reset	N/A N/A	N/A N/A	Off	1	Interim
216	22 45 20.313	0x5931 0x5932	Engine	CMI	COANDA AOTO SELECTED	Set	N/A	N/A	Off	1	Interim
216	22 45 20.313	0x5932 0x5931	Engine	CMI	COANDA MANUAL OFF SELECTED	Set	N/A N/A	N/A N/A	Off	1	Interim
216	22 45 23.141	0x5931 0x5932	Engine	CMI	COANDA AUTO SELECTED	Reset	N/A N/A	N/A N/A	Off	1	Interim
216	22 45 34.234	0x3932 0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	11	Interim
216	22 45 34.234	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	11	Interim
216	22 45 37.391	0x0801 0x4c15	FMU 1	WCA-Advisory WCA-Advisory	PSO TEST IN PROGRESS FMU 1	Set	N/A N/A	N/A N/A	Off	1	Interim
216	22 45 50.234	0x4c15 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY	Set	N/A N/A	N/A N/A	Off	12	Interim
216	22 46 35.734	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY	Reset	N/A N/A	N/A N/A	Off	12	Interim
216	22 46 39.734	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Set	N/A N/A	N/A N/A	Off	12	Interim
216	22 46 40.578	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Reset	N/A N/A	N/A N/A	Off	13	Interim
216	22 46 43.734	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Set	N/A N/A	N/A N/A	Off	13 14	Interim
216 216			IFF			Set Reset			Off		
216 216	22 47 41.422	0x0801		WCA-Advisory	MODE 4 REPLY		N/A	N/A	Off	14 1	Interim
216 216	22 48 06.281	0x4c15	FMU 1 IFF	WCA-Advisory	PSO TEST IN PROGRESS FMU 1	Reset	N/A	N/A	Off		Interim
216 216	22 48 39.109	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	15 15	Interim
216	22 48 43.109	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off		Interim
216 216	22 48 51.125	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	16 16	Interim
	22 48 55.125	0x0801		WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A		16	Interim
216	22 49 26.297	0x4c15	FMU 1	WCA-Advisory	PSO TEST IN PROGRESS FMU 1	Set	N/A	N/A	Off	2	Interim
216	22 49 40.625	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	17	Interim
216	22 49 45.453	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	17	Interim
216	22 50 43.156	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	18	Interim
216	22 50 47.156	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	18	Interim
216 216	22 51 34.328	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off Off	19	Interim
216 216	22 51 38.328	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	19 20	Interim
216 216	22 51 44.656	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	20	Interim
	22 51 48.656	0x0801		WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A			Interim
216	22 52 22.344	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	21	Interim
216	22 52 26.344	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	21	Interim
216	22 52 27.172	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	22	Interim
216 216	'22 52 31.172	0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Reset Set	N/A	N/A N/A	Off Off	22 23	Interim Interim
210	22 52 46 244										
210	22 52 46.344	0x0801					N/A				
216	'22 52 46.344 '22 52 51.188	0x0801 0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A N/A	N/A	Off	23	Interim

216						
	'22 53 24.688	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set
216	22 53 28,688	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	22 53 48.031	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set
216	22 53 52.688	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	22 54 03.203	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set
216	'22 54 10.375	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 54 18.500	0x9105	72	CMI	L FLIR VID SYNC LOST	Set
216	'22 54 18.578	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Set
216	'22 54 20.078	0x9105	72	CMI	L FLIR VID SYNC LOST	Reset
216	'22 54 21.703	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Reset
216	'22 55 45.563	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 55 56.063	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 56 58.406	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 57 26.422	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 58 00.109	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 59 01.609	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 59 20.781	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 59 39.297	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 59 44.781	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'22 59 48.781	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'23 00 04.141	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'23 00 08.141	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	23 00 18.469	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset
216	'23 00 32.141	0x4c15	FMU 1	WCA-Advisory	PSO TEST IN PROGRESS FMU 1	Reset
216	23 19 30.094	0x5837	Engine	WCA-AdvisAlert	POWER LIMITING	Set
216	'23 19 30.094	0x5838	Engine	WCA-AdvisAlert	L POWER LIMITING	Set
216	'23 19 30.094	0x5839	Engine	WCA-AdvisAlert	R POWER LIMITING	Set
216	'23 19 30.250	0x5839	Engine	WCA-AdvisAlert	R POWER LIMITING	Reset
216	'23 19 30.422	0x0106	0	CMI	WEIGHT OFF WHEELS	Set
216	'23 19 33.063	0x5838	Engine	WCA-AdvisAlert	L POWER LIMITING	Reset
216	23 19 33.063	0x5837	Engine	WCA-AdvisAlert	POWER LIMITING	Reset
216	23 19 37.781	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set
216	23 19 39.578	0x5824	Engine	WCA-Advisory	R ENG TEMP	Set
216	23 19 43.094	0x5823	Engine	WCA-Advisory	L ENG TEMP	Set
216	23 19 46.344	0x5823	Engine	WCA-Advisory	L ENG TEMP	Reset
216	23 19 46.703	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Reset
216	23 19 49.719	0x5824	Engine	WCA-Advisory	R ENG TEMP	Reset
216	23 34 29.547	0x4d0a	FMU 1	CMI	WING TANK SEQ	Reset
216	23 34 29.547	0x4d0b	FMU 1	CMI	FWD SPSN TANK SEQ	Set
216	23 35 46.063	0x4635	FCC 1	WCA-Warning	RPM LOW FCC 1	Set
216	23 35 46.719	0x4635	FCC 1	WCA-Warning	RPM LOW FCC 1	Reset
216	'23 37 50.797 '23 43 28.391	0x0105	0 Drive Train	CMI	WEIGHT ON WHEELS	Set
216	'23 43 28.391 '23 43 34.391	0x5687	Drive Train Drive Train	WRA WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216 216	'23 43 34.391 '23 43 36.719	0x5687 0x5687	Drive Train Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
	23 43 36.719				LPRGB OIL TEMP TRANSDUCER	N/A
216 216	23 43 46.188	0x6400	Ice Protection - Windshield	WCA-Caution	IPS FAIL	Reset
216	23 43 46.188	0x70ae 0x5687	Ice Protection - Engine/Rotor	WRA	L NIPC	N/A
216	23 44 12.391		Drive Train 0	WRA CMI	LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS	N/A
216	23 44 12.484	0x0106 0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	Set N/A
216	23 44 13.347	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 44 20.063	0x5687 0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 44 54.375	0x5687 0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 46 03.203	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 46 43.188	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 40 43.188		FCC 1			
216	23 47 48.391	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set
216	23 48 03.391	0x4652 0x5687		WCA-Advisory WRA	TCL OVERTRAVEL 1	Reset
216	23 48 20.344		Drive Train Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A
216	23 49 19.156	0x5687	Drive Train	WRA		N/A
216		0x5687		WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 50 02.313	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	'23 53 41.109 '23 53 49.766	0x5687 0x5687	Drive Train Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A N/A
210	23 53 49.700	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 58 23.705	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A
216	23 58 33.375	0x5687 0x0902	IFF			
217	00 00 00.453	0x0902 0x0903	IFF	CMI CMI	1 DAY MODE 4 KEY RRMNG 1 DAY MODE 5 KEY RMNG	Set Set
217	00 00 00.435	0x0303	0	CMI	WEIGHT ON WHEELS	Set
217	00 03 51.400	0x0103 0x2007	Chaff/Flare	WCA-Advisory	ECM AUTO FAIL	Set
217	00 03 56.063	0x2007 0x200e	Chaff/Flare	WCA-Advisory WCA-Advisory	ECM SEMI AUTO FAULT	Set
217	00 10 38.297			WCA-Advisory		
217 217	'00 10 38.297 '00 10 42.297	0x0806 0x0806	IFF		IFF MODE 4 OFF	Set
17	'00 10 42.297 '00 10 47.141	0x0806 0x0806	IFF	WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Reset Set
17	00 10 47.141	0x0806 0x0806	IFF	WCA-Advisory WCA-Advisory	IFF MODE 4 OFF	Resot
17	00 10 50.109	0x0806 0x0806	IFF	WCA-Advisory WCA-Advisory	IFF MODE 4 OFF	Set
17	00 10 51.797	0x0806 0x0806	IFF	WCA-Advisory WCA-Advisory	IFF MODE 4 OFF	Reset
217	00 10 57.469	0x0806	IFF	WCA-Advisory WCA-Advisory	IFF MODE 4 OFF	Set
217	00 11 11.141	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 11 14.105	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17	00 11 22.313	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 11 32.641	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17	00 11 44.641	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 11 46.313	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17	00 11 51.156	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 11 53.484	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17	00 12 04.656	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 12 05.484	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17	00 12 15.156	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	00 12 20.000	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
	'00 12 41.500	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset
17	'00 12 44.016	0x4d0b	FMU 1	CMI	FWD SPSN TANK SEQ	Reset
	'00 12 44.016	0x4d0a	FMU 1	CMI	WING TANK SEQ	Set
17	00 12 44.010		IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17 17	00 12 44.010	0x0806	IFF		IFF MODE 4 OFF	Reset
17 17 17		0x0806 0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set
17 17 17 17	'00 13 00.672		IFF	WCA-Advisory WCA-Advisory		Reset
17 17 17 17 17	'00 13 00.672 '00 13 04.016	0x0806			IFF MODE 4 OFF	
17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344	0x0806 0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set
17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344	0x0806 0x0806 0x0806	IFF IFF	WCA-Advisory WCA-Advisory		
17 17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344 '00 13 22.344	0x0806 0x0806 0x0806 0x0806	IFF IFF	WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF	Set
17 17 17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344 '00 13 22.344 '00 13 29.516	0x0806 0x0806 0x0806 0x0806 0x0806	IFF IFF IFF IFF	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset
17 17 17 17 17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344 '00 13 22.344 '00 13 29.516 '00 13 32.016	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	IFF IFF IFF IFF	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set
17 17 17 17 17 17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344 '00 13 22.344 '00 13 29.516 '00 13 32.016 '00 13 39.188	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	IFF IFF IFF IFF IFF	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Reset
17 17 17 17 17 17 17 17 17 17 17 17 17	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 18.344 '00 13 22.344 '00 13 22.016 '00 13 32.016 '00 13 39.188 '00 14 16.688	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	1FF 1FF 1FF 1FF 1FF 1FF	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Reset Set
17 17 17 17 17 17 17 17 17 17 17 17 17 1	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 39.188 '00 14 16.688 '00 14 21.531 '00 14 22.359	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	177 1FF 1FF 1FF 1FF 1FF 1FF	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Reset Set Reset
217 217 217 217 217 217 217 217 217 217	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 32.018 '00 14 16.688 '00 14 22.531 '00 14 22.531	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Set Reset Set Set Reset Set
117 117 117 117 117 117 117 117 117 117	00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 22.344 '00 13 22.516 '00 13 32.016 '00 13 32.016 '00 13 32.616 '00 13 32.016 '00 13 32.016 '00 13 32.016 '00 14 21.531 '00 14 22.551 '00 14 22.551 '00 14 22.531 '00 14 28.031	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Reset Set Reset Set
17 17 17 17 17 17 17 17 17 17 17 17 17 1	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 12.344 '00 13 22.344 '00 13 22.516 '00 13 32.016 '00 13 39.188 '00 14 22.531 '00 14 25.531	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	77] 77] 77] 71] 71] 71] 71] 71] 71] 71]	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Reset Set Reset Set Reset
17 17 17 17 17 17 17 17 17 17 17 17 17 1	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 12.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 32.018 '00 14 16.688 '00 14 21.531 '00 14 22.359 '00 14 22.351 '00 14 20.319 '00 14 20.319 '00 14 30.719 '00 14 31.203	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Set Set Reset Set Set
17 17 17 17 17 17 17 17 17 17 17 17 17 1	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 12.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 39.188 '00 14 16.688 '00 14 22.531 '00 14 22.531 '00 14 28.031 '00 14 30.719 '00 14 31.203 '00 14 38.359	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Reset Set Reset Set Reset Set
117 117 117 117 117 117 117 117 117 117	'00 13 00.672 '00 13 4.016 '00 13 13.344 '00 13 13.2.016 '00 13 32.016 '00 13 32.016 '00 13 32.016 '00 14 31.203 '00 14 21.531 '00 14 25.531 '00 14 28.031 '00 14 31.203 '00 14 31.203 '00 14 32.531 '00 14 32.531 '00 14 31.203 '00 14 31.203 '00 14 31.203 '00 14 33.539 '00 14 32.359	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	귀기 귀기 귀기 귀기	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Set Set Reset Set Set
2217 2217 2217 2217 2217 2217 2217 2217	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 12.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 39.188 '00 14 16.688 '00 14 2.531 '00 14 2.551 '00 14 28.031 '00 14 30.719 '00 14 38.359	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Reset Set Reset Set Reset Set Set
217 217 217 217 217 217 217 217 217 217	'00 13 00.672 '00 13 04.016 '00 13 14.344 '00 13 12.344 '00 13 22.344 '00 13 22.344 '00 13 32.016 '00 13 39.188 '00 14 12.531 '00 14 22.559 '00 14 22.551 '00 14 22.511 '00 14 23.531 '00 14 30.719 '00 14 32.235 '00 14 42.375 '00 14 42.375 '00 14 42.755 '00 14 42.755	0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806 0x0806	771 771 771 771 771 771 771 771 771 771	WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	IFF MODE 4 OFF IFF MODE 4 OFF	Set Reset Set Set Set Reset Set Reset Set Reset Reset Reset

N/A	Off	24
N/A N/A	Off	24
N/A	Off	25
N/A	Off	25
N/A	Off	26
N/A	Off	26
N/A N/A	Off Off	1
N/A	Off	1
N/A	Off	1
N/A	Off	27
N/A	Off	28
N/A	Off	29
N/A	Off	30
N/A	Off	31
N/A N/A	Off Off	32 33
N/A	Off	34
N/A	Off	35
N/A	Off	36
N/A	Off	37
N/A	Off	38 39
N/A N/A	Off Off	39
N/A	Off	1
N/A N/A	Off Off	1
N/A N/A	Off	1
N/A	Off	2
N/A	Off	1
N/A	Off	1
N/A	Off	1
N/A	Off Off	2
N/A N/A	Off Off	1 1
N/A N/A	Off	1
N/A	Off	1
N/A	Off	1
N/A	Off	1
PBIT	Off	1
PBIT PBIT	Off Off	1 2
N/A	Off	1
PBIT	Off	1
PBIT	Off	2
N/A	Off	2
PBIT	Off	3
PBIT	Off	3
PBIT PBIT	Off Off	4 4
PBIT	Off	5
PBIT	Off	5
N/A	Off	3
N/A	Off	3
PBIT	Off	6
PBIT PBIT	Off Off	6 7
PBIT	Off	7
PBIT	Off	8
PBIT	Off	8
PBIT	Off	9
PBIT	Off	9
N/A N/A	Off Off	1
N/A	Off	2
N/A	Off	1
N/A	Off	1
N/A	Off	1
N/A N/A	Off Off	1 2
N/A N/A	Off	2
N/A	Off	3
N/A	Off	3
N/A	Off	4
N/A	Off	4
N/A N/A	Off Off	5
N/A N/A	Off	6
N/A	Off	6
N/A	Off	7
N/A	Off	7
N/A	Off	8
N/A	Off Off	8 9
N/A N/A	Off	9
N/A	Off	10
N/A	Off	10
N/A	Off	1
N/A	Off	1
N/A N/A	Off Off	11 11
N/A N/A	Off	12
N/A	Off	12
N/A	Off	13
N/A	Off	13
N/A	Off	14
N/A N/A	Off Off	14 15
N/A N/A	Off	15
N/A	Off	16
N/A	Off	16
N/A	Off	17
N/A	Off	17
N/A N/A	Off Off	18 18
N/A N/A	Off	18
N/A	Off	19
N/A	Off	20
PBIT	Off	10
N/A	Off	20

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217	'00 15 04.344	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	10
217	00 15 05.531	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	21
217	00 15 08.703	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	21
217	00 15 12.047	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	22
217	'00 15 43.500	0x5687	Drive Train	WRA		N/A	Failed	PBIT	Off	11
217	'00 15 46.000	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	11
217	'00 16 17.563	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	22
217	'00 16 18.391	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	23
217	'00 16 30.328	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Failed	PBIT	Off	12
217	'00 16 35.234	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	23
217	'00 16 42.328	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	12
217	'00 16 45.563	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	24
217	'00 16 48.531	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	24
217	'00 16 51.234	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	25
217	'00 17 00.078	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	25
217	'00 17 10.406	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	26
217	'00 17 13.578	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	26
217	'00 17 16.078	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	27
217	'00 17 31.250	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	27
217	'00 17 36.094	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	28
217	'00 17 41.578	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	28
217	'00 17 43.250	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	29
217	'00 17 51.250	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	29
217	'00 17 53.281	0x200e	Chaff/Flare	WCA-Advisory	ECM SEMI AUTO FAULT	Reset	N/A	N/A	Off	1
217	'00 17 53.281	0x2007	Chaff/Flare	WCA-Advisory	ECM AUTO FAIL	Reset	N/A	N/A	Off	1
217	'00 17 56.094	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	30
217	'00 18 03.266	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	30
217	'00 18 14.422	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	31
217	'00 18 17.344	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	31
217	'00 18 19.266	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	32
217	'00 18 22.422	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	32
217	'00 18 24.109	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	33
217	'00 18 27.016	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	33
217	'00 18 33.594	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	34
217	'00 18 36.500	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	34
217	'00 19 01.609	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	35
217	'00 19 04.500	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	35
217	'00 19 25.609	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Set	N/A	N/A	Off	36
217	'00 19 29.609	0x0806	IFF	WCA-Advisory	IFF MODE 4 OFF	Reset	N/A	N/A	Off	36
217	'00 20 44.797	0x4d01	FMU 1	CMI	FUEL BST MANUAL ON	Set	N/A	N/A	Off	1
217	'00 20 55.313	0x4d01	FMU 1	CMI	FUEL BST MANUAL ON	Reset	N/A	N/A	Off	1
217	'00 27 49.359	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Failed	PBIT	Off	13
217	'00 27 56.516	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	13
217	'00 36 08.766	0x5839	Engine	WCA-AdvisAlert	R POWER LIMITING	Set	N/A	N/A	Off	2
217	'00 36 09.359	0x0106	0	CMI	WEIGHT OFF WHEELS	Set	N/A	N/A	Off	3
217	'00 36 11.625	0x5839	Engine	WCA-AdvisAlert	R POWER LIMITING	Reset	N/A	N/A	Off	2
217	'00 36 15.484	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set	N/A	N/A	Off	4
217	'00 36 18.359	0x5824	Engine	WCA-Advisory	R ENG TEMP	Set	N/A	N/A	Off	2
217	'00 36 23.156	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Reset	N/A	N/A	Off	4
217	'00 36 23.281	0x5824	Engine	WCA-Advisory	R ENG TEMP	Reset	N/A	N/A	Off	2
217	'00 41 32.031	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Failed	PBIT	Off	14
217	'00 41 35.516	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	14
217	'00 46 27.531	0x0105	0	CMI	WEIGHT ON WHEELS	Set	N/A	N/A	Off	3
217	'00 46 27.688	0x0106	0	CMI	WEIGHT OFF WHEELS	Set	N/A	N/A	Off	4
217	'00 46 28.438	0x0105	0	CMI	WEIGHT ON WHEELS	Set	N/A	N/A	Off	4
			0	CIVII						
217	'00 47 11.453	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Failed	PBIT	Off	15
217 217	'00 47 11.453 00 47 18.609	0x5687 0x5687				N/A N/A			Off Off	15 15
			Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER		Failed	PBIT		
217	00 47 18.609	0x5687	Drive Train Drive Train	WRA WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A	Failed Operational	PBIT PBIT	Off	15
217 217	00 47 18.609 00 53 04.219	0x5687 0x5687	Drive Train Drive Train Drive Train	WRA WRA WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A N/A	Failed Operational Failed	PBIT PBIT PBIT	Off Off	15 16
217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547	0x5687 0x5687 0x5687	Drive Train Drive Train Drive Train Drive Train	WRA WRA WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A N/A N/A	Failed Operational Failed Operational	PBIT PBIT PBIT PBIT	Off Off Off	15 16 16
217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453	0x5687 0x5687 0x5687 0x0106	Drive Train Drive Train Drive Train Drive Train 0	WRA WRA WRA CMI	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS	N/A N/A N/A Set	Failed Operational Failed Operational N/A	PBIT PBIT PBIT N/A	Off Off Off Off	15 16 16 5
217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453 '00 56 48.359	0x5687 0x5687 0x5687 0x0106 0x5824	Drive Train Drive Train Drive Train Drive Train O Engine	WRA WRA WRA CMI WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP	N/A N/A N/A Set Set	Failed Operational Failed Operational N/A N/A	PBIT PBIT PBIT N/A N/A	Off Off Off Off Off	15 16 16 5 3
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453 '00 56 48.359 '00 56 49.125 '00 56 51.203 '00 56 54.203	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5824 0x5823	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP R ENG TEMP L ENG TEMP L ENG TEMP	N/A N/A N/A Set Set Set Reset Reset	Failed Operational Failed Operational N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453 '00 56 48.359 '00 56 49.125 '00 56 51.203 '00 56 54.203 '01 03 56.359	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5824 0x5823 0x5823 0x3c02	Drive Train Drive Train Drive Train Orive Train Engine Engine Engine Engine FDP	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP L ENG TEMP L ENG TEMP BALT DISENG	N/A N/A Set Set Reset Reset Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453 '00 56 48.359 '00 56 49.125 '00 56 51.203 '00 56 54.203 '01 03 56.359 '01 03 59.453	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5824 0x5823 0x5823 0x5822 0x3c02 0x3c02	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine FDP FDP	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP L ENG TEMP L ENG TEMP BALT DISENG	N/A N/A Set Set Set Reset Reset Set Reset	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 48.359 '00 56 48.359 '00 56 49.125 '00 56 51.203 '01 03 56.359 '01 03 59.453 '01 10 47.516	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5824 0x5823 0x5823 0x3c02 0x3c02 0x3c02 0x0105	Drive Train Drive Train Drive Train O engine Engine Engine Engine FDP FDP 0	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution CMI	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG	N/A N/A Set Set Set Reset Reset Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 53 06.547 '00 56 38.453 '00 56 48.359 '00 56 49.125 '00 56 54.203 '01 03 56.359 '01 03 59.453 '01 10 47.516 '01 12 27.703	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5823 0x3622 0x3c02 0x3c02 0x0105 0x0106	Drive Train Drive Train Drive Train O Engine Engine Engine Engine FDP FDP 0 0	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution WCA-Caution CMI	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP R ENG TEMP L ENG TEMP BALT DISENG WEIGHT OFF WHEELS WEIGHT OFF WHEELS	N/A N/A Set Set Set Reset Set Set Set Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 '00 56 30 6.547 '00 56 38.453 '00 56 48.359 '00 56 49.125 '00 56 49.125 '00 56 54.203 '01 03 56.359 '01 03 59.453 '01 10 47.516 '01 12 27.703 '01 12 42.469	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5823 0x5823 0x3c02 0x3c02 0x0105 0x0106 0x5824	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine FDP FDP 0 0 Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution CMI CMI CMI WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP BALT DISENG R ENG TEMP	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 5 6 4
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 00 53 06.547 '00 56 48.359 '00 56 48.359 '00 56 48.203 '00 56 54.203 '00 56 54.203 '01 03 56.359 '01 10 47.516 '01 12 42.459 '01 12 45.344	0x5687 0x5687 0x5687 0x0106 0x5824 0x5823 0x5824 0x5823 0x3c02 0x3c02 0x3c02 0x0105 0x0106 0x5824 0x5824	Drive Train Drive Train Drive Train O Engine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution WCA-Caution CMI CMI WCA-Advisory	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP	N/A N/A N/A Set Set Reset Reset Set Set Set Set Set Set Reset	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 5 6 4 4
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18.609\\ 00\ 53\ 06.547\\ (00\ 53\ 06.547\\ (00\ 56\ 38.453)\\ (00\ 56\ 38.453)\\ (00\ 56\ 48.159\\ (00\ 56\ 51.203\\ (00\ 56\ 51.203\\ (00\ 56\ 51.203\\ (01\ 03\ 56\ 53.59)\\ (01\ 03\ 56\ 35.39)\\ (01\ 03\ 56\ 35.39)\\ (01\ 10\ 47.516\\ (01\ 12\ 27.703\\ (01\ 12\ 42.469\\ (01\ 12\ 53.444\\ (01\ 15\ 11.594)\\ \end{array}$	0x5687 0x5687 0x5687 0x50106 0x5824 0x5823 0x5824 0x5823 0x3c02 0x3c02 0x3c02 0x3c02 0x0105 0x0106 0x5824 0x5824 0x0105	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine FDP FDP FDP 0 0 Engine Engine Engine 0	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP L ENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP WEIGHT ON WHEELS WEIGHT ON WHEELS	N/A N/A N/A Set Set Reset Reset Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 5 6 4 4 4 6
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18.609\\ 00\ 53\ 06.547\\ 00\ 53\ 06.547\\ 00\ 56\ 48.359\\ 00\ 56\ 49.125\\ 00\ 56\ 49.125\\ 00\ 56\ 51.203\\ 00\ 56\ 51.203\\ 00\ 56\ 54.203\\ 01\ 03\ 59.453\\ 01\ 10\ 47.516\\ 01\ 12\ 27.703\\ 01\ 12\ 42.469\\ 01\ 12\ 45.344\\ 01\ 15\ 11.594\\ 01\ 37\ 56\ 141\\ \end{array}$	0x5687 0x5687 0x05687 0x0106 0x5824 0x5823 0x3622 0x3602 0x3602 0x0105 0x0106 0x5824 0x5824 0x5824 0x0105 0x0106	Drive Train Drive Train Drive Train O Engine Engine Engine Engine FDP FDP 0 Engine Engine Engine Engine Engine 0 0 0	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution WCA-Caution CMI CMI WCA-Advisory WCA-Advisory CMI CMI	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP WEIGHT ON WHEELS WEIGHT ON WHEELS WEIGHT OF WHEELS	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set Set	Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 4 6 7
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18.609\\ 00\ 53\ 06.547\\ 00\ 53\ 06.547\\ 00\ 56\ 08.433\\ 00\ 56\ 48.359\\ 00\ 56\ 48.439\\ 00\ 56\ 48.203\\ 00\ 56\ 45.203\\ 01\ 56\ 51.203\\ 01\ 56\ 54.203\\ 01\ 56\ 54.203\\ 01\ 10\ 3\ 56.359\\ 01\ 10\ 3\ 56\ 359\\ 01\ 12\ 27.703\\ 01\ 12\ 42.469\\ 01\ 12\ 42.469\\ 01\ 12\ 42.469\\ 01\ 12\ 42.344\\ 01\ 15\ 11.594\\ 01\ 37\ 56.141\\ 01\ 37\ 56.142\\ 01\ 37\ 56.422\\ \end{array}$	0x5687 0x5687 0x5687 0x1066 0x5824 0x5823 0x5823 0x5823 0x3c02 0x3c02 0x3c02 0x3c02 0x0105 0x5824 0x5824 0x5824 0x5824	Drive Train Drive Train Drive Train O Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Engine Engine Engine Engine O 0 0 C	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Caution CMI CMI WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R L OVERTRAVEL 1	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18\ 609\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 548\\ 00\ 54\ 83\ 59\\ 00\ 56\ 48\ 125\\ 00\ 56\ 48\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 01\ 03\ 58\ 493\\ 01\ 10\ 47\ 516\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 15\ 11\ 594\\ 01\ 57\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 129\\ \end{array}$	0x5687 0x5687 0x5087 0x5824 0x5824 0x5824 0x5823 0x3c02 0x3c02 0x3025 0x0105 0x0106 0x5824 0x5824 0x0105 0x0106 0x4652 0x0106 0x4652	Drive Train Drive Train Drive Train Orive Train O Brigine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine 0 0 FCC 1 Engine	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP BALT DISENG CUEGHT OFF WHEELS R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CUEGHT OFF WHEELS TCL OVERTRAVEL 1 R ENG TEMP	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	PBIT PBIT PBIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 2 3 2 1 1 5 6 4 4 6 7 5 5
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18\ 609\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 548\ 4339\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 01\ 56\ 42\ 03\ 59\\ 01\ 03\ 56\ 329\\ 01\ 10\ 47\ 516\\ 01\ 12\ 27\ 703\\ 01\ 12\ 24\ 534\\ 01\ 15\ 11\ 594\\ 01\ 12\ 45\ 344\\ 01\ 15\ 11\ 594\\ 01\ 37\ 56\ 422\\ 01\ 38\ 01\ 212\\ 01\ 38\ 01\ 219\ 01\ 38\ 01\ 219\ 01\ 38\ 01\ 219\ 01\ 38\ 01\ 01\ 01\ 01\ 01\ 01\ 01\ 01\ 01\ 01$	0x5687 0x5687 0x5687 0x5824 0x5824 0x5823 0x5823 0x3c02 0x3c02 0x3c02 0x3c02 0x0105 0x0105 0x0106 0x5824 0x0106 0x4552 0x0106 0x4552 0x5824	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Engine Engine Chaff/Flare	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R LT DISENG WEIGHT ON WHEELS WEIGHT ON WHEELS TCL OVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	РВІТ РВІТ РВІТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 5 6 4 4 6 7 5 5 2
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18. \ 609 \\ 00 \ 53 \ 06. \ 547 \\ 00 \ 53 \ 06. \ 547 \\ 00 \ 56 \ 38. \ 453 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 54. \ 203 \\ 01 \ 03 \ 56. \ 399 \\ 01 \ 12 \ 47. \ 570 \\ 01 \ 12 \ 470 \\ 01 \ 570 \ 570 \\ 01 \ 570 \ $	0x5687 0x5687 0x6106 0x5824 0x5824 0x5823 0x3602 0x3602 0x3002 0x3005 0x105 0x5824 0x5824 0x5824 0x105 0x105 0x105 0x105 0x4652 0x5824 0x2007	Drive Train Drive Train Drive Train Orive Train O Drive Train O D Engine Engine Engine Engine Engine Engine O O FCC 1 Engine Chaff/Flare	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory CMI CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	L PRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R OVERTRAVEL TCL OVERTRAVEL R ENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT	N/A N/A Set Set Set Set Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Райт Райт Райт N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 2 3 2 1 5 6 4 4 6 7 5 5 2 2
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18\ 609\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 548\\ 00\ 56\ 48\ 4359\\ 00\ 56\ 48\ 239\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 01\ 56\ 42\ 03\ 56\ 323\\ 01\ 10\ 47\ 516\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 12\ 43\ 344\\ 01\ 15\ 11\ 594\\ 01\ 37\ 56\ 121\\ 01\ 37\ 56\ 121\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 02\ 541\\ 01\ 38\ 03\ 541\\ 01\ 561\ 561\ 561\ 561\ 561\ 561\ 561\ 56$	0x5687 0x5687 0x0106 0x5827 0x8224 0x5823 0x3202 0x3002 0x3002 0x3005 0x0106 0x5824 0x0105 0x0106 0x4652 0x0106 0x4652 0x5824 0x5824	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP 0 0 Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R OVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAIL L ENG TEMP	N/A N/A Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	РАТ РАТ РАТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18. \ 609 \\ 00 \ 53 \ 04.2 \ 19 \\ 00 \ 53 \ 06.5 \ 47 \\ 100 \ 56 \ 38. \ 453 \\ 00 \ 56 \ 48. \ 359 \\ 100 \ 56 \ 49. \ 125 \\ 100 \ 56 \ 49. \ 125 \\ 100 \ 56 \ 49. \ 125 \\ 101 \ 03 \ 56. \ 359 \\ 101 \ 03 \ 56. \ 359 \\ 101 \ 03 \ 56. \ 359 \\ 101 \ 12 \ 27. \ 703 \\ 101 \ 12 \ 27. \ 703 \\ 101 \ 12 \ 42. \ 469 \\ 101 \ 51 \ 154 \\ 101 \ 37 \ 56. \ 41 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 37 \ 56. \ 42 \\ 101 \ 38 \ 0.2 \ 531 \\ 101 \ 38 \ 0.2 \ 531 \\ 101 \ 38 \ 0.2 \ 531 \\ 101 \ 38 \ 0.3 \ 391 \\ 101 \ 380 \ 391 \ 391 \\ 101 \ 380 \ 391 \ 3$	0x5687 0x5687 0x0106 0x5824 0x5824 0x5824 0x5823 0x3c02 0x105 0x1005 0x1005 0x5824 0x5824 0x1005 0x5824 0x1016 0x4652 0x5824 0x200e 0x2002 0x2007 0x5823	Drive Train Drive Train Drive Train Orive Train O Drive Train O Engine Engine Engine Engine Engine Engine Chaff/Hare Engine Chaff/Hare Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP R ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R OVERTRAVEL 1 R RNG TEMP ECM SEMI AUTO FAULT ECM AUTO FAIL L ENG TEMP L ENG TEMP	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A	Рат Рат Рат ИА N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 2 2 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18\ 609\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 547\\ 00\ 56\ 38\ 453\\ 00\ 56\ 48\ 259\\ 00\ 56\ 48\ 259\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 01\ 03\ 56\ 343\\ 01\ 10\ 47\ 516\\ 01\ 12\ 27\ 703\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 12\ 42\ 469\\ 01\ 15\ 11\ 594\\ 01\ 51\ 1594\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 38\ 02\ 537\\ 01\ 38\ 02\ 547\\ 01\ 38\ 03\ 391\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ \end{array}$	0x5687 0x5687 0x5687 0x5824 0x5823 0x5823 0x5823 0x3c02 0x1005 0x0106 0x5824 0x1005 0x0106 0x5824 0x105 0x0105 0x0106 0x5822 0x5823 0x5823 0x5823	Drive Train Drive Train Drive Train Orive Train O Engine Engine Engine FDP O Chagine Engine Engine Engine Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Depretional N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	РАТ РАТ РАТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 2 2 2 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18.609\\ 00 \ 53 \ 04.219\\ 00 \ 53 \ 06.547\\ 00 \ 56 \ 38.433\\ 00 \ 56 \ 48.359\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 41.203\\ 01 \ 03 \ 56.359\\ 01 \ 10 \ 47.516\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 47.516\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 53.44\\ 01 \ 15 \ 11.594\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.422\\ 01 \ 38 \ 01.29\\ 01 \ 38 \ 00.2531\\ 01 \ 38 \ 00.2531\\ 01 \ 38 \ 00.2531\\ 01 \ 38 \ 00.779\\ 01 \ 00 \ 00 \ 00 \ 00 \ 00 \ 00 \ 00 $	0x5687 0x5687 0x106 0x5823 0x5823 0x5823 0x5823 0x5823 0x102 0x105 0x106 0x105 0x106 0x5824 0x5824 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x5823 0x5823 0x5823	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R M SEMIA JUTO FAULT ECM AUTO FAUL LENG TEMP ECM SEMIA JUTO FAULT ECM AUTO FAUL LENG TEMP LENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP R ENG TEMP LENG TEMP CLOVERTRAVEL 1	N/A N/A Set Set Set Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Рат Рат Рат N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 5
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.453\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 54.203\\ 01 03 56.389\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 10 11 2 45.344\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 01.219\\ 10 38 0.2531\\ 01 38 0.2547\\ 01 38 0.397\\ 10 38 0.397\\ 10 38 0.5531\\ \end{array}$	0x5687 0x5687 0x5687 0x5824 0x5824 0x5823 0x5823 0x3c02 0x3c02 0x3c02 0x3c02 0x3c02 0x0105 0x0105 0x0105 0x5824 0x4052 0x4652 0x4652 0x5823 0x5823 0x5823 0x5823	Drive Train Drive Train Drive Train Orive Train Orive Train Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Chaff/Flare Engine En	WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAL LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAL LENG TEMP R ENG TEMP	N/A N/A Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	РАНТ РАНТ РАНТ И/А N/А N/А N/А N/А N/А N/А N/А N/А N/А N	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 5 5 2 3 5 5 2 2 3 5 5 2
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18.609\\ 00 \ 53 \ 04.219\\ 00 \ 53 \ 06.547\\ 00 \ 56 \ 88.453\\ 00 \ 56 \ 48.359\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 12 \ 27.703\\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 01 \ 27.703\ 0$	0x5687 0x5687 0x106 0x5823 0x5824 0x5823 0x3202 0x105 0x1005 0x1006 0x1005 0x1006 0x5824 0x5824 0x5824 0x5824 0x5824 0x1016 0x4052 0x5824 0x200e 0x2007 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824 0x5824 0x5823 0x5824 0x58	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory WC	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP COVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL L ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL L ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT L ENG TEMP R ENG TEMP R ENG TEMP C TEL SEMI AUTO FAULT ECM AUTO FAULT L ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP TCL OVERTRAVEL 1 WING TANK SEQ	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A	Рат Рат Рат N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 5
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18.609\\ 00 \ 53 \ 04.219\\ 00 \ 53 \ 06.547\\ 00 \ 53 \ 06.547\\ 00 \ 56 \ 08.433\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 54.203\\ 00 \ 56 \ 54.203\\ 01 \ 03 \ 56.343\\ 01 \ 10 \ 47.516\\ 01 \ 12 \ 47.703\\ 01 \ 12 \ 47.703\\ 01 \ 12 \ 47.543\\ 01 \ 12 \ 47.543\\ 01 \ 12 \ 47.543\\ 01 \ 15 \ 11.594\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.142\\ 01 \ 37 \ 56.142\\ 01 \ 37 \ 56.142\\ 01 \ 37 \ 56.142\\ 01 \ 37 \ 56.142\\ 01 \ 37 \ 56.142\\ 01 \ 38 \ 0.2531\\ 01 \ 38 \ 0.2531\\ 01 \ 38 \ 0.2531\\ 01 \ 38 \ 0.2531\\ 01 \ 38 \ 0.2531\\ 01 \ 38 \ 0.384\\ 03 \ 39 \ 719\\ 01 \ 38 \ 0.5531\\ 02 \ 03 \ 56.531\\ 02 \ 03 \ 56.531\\ 02 \ 03 \ 56.531\\ 02 \ 03 \ 56.531\\ 02 \ 01 \ 14.7250\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x823 0x3202 0x3020 0x105 0x105 0x106 0x5824 0x106 0x5824 0x106 0x4652 0x5824 0x2007 0x5823 0x2007 0x5823 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5824 0x207 0x5823 0x5824 0x207 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5823 0x5824 0x207 0x5823 0x5823 0x5824 0x207 0x5823 0x5824 0x207 0x5823 0x5824	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Engine Engine Chaff/Hare Engine Chaff/Hare Engine En	WRA WRA WRA CMI WCA-Advisory WC	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP R ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R M SEMI AUTO FAULT ECM AUTO FAUL ECM AUTO FAUL ECM TEMP R ENG R ENG R ENG R ENG R ENG R ENG R ENG R ENG R ENG R ENG R	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A	Рат Рат Рат ИА N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 5 2 2 2 2 2
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00\ 47\ 18\ 609\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 547\\ 00\ 53\ 06\ 548\\ 43\ 59\\ 00\ 56\ 48\ 259\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 00\ 56\ 49\ 125\\ 01\ 03\ 56\ 342\\ 01\ 03\ 56\ 342\\ 01\ 03\ 56\ 342\\ 01\ 12\ 27\ 703\\ 01\ 12\ 24\ 499\\ 01\ 12\ 42\ 499\\ 01\ 12\ 42\ 499\\ 01\ 12\ 42\ 499\\ 01\ 15\ 11\ 594\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 37\ 56\ 142\\ 01\ 38\ 02\ 531\\ 01\ 38\ 02\ 537\\ 01\ 38\ 03\ 391\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 797\\ 01\ 38\ 08\ 5531\\ 02\ 03\ 56\ 551\\ 02\ 03\ 56\ 551\\ 02\ 03\ 56\ 551\\ 02\ 44\ 72\ 50\ 65\ 511\\ 02\ 44\ 72\ 50\ 65\ 511\\ 02\ 44\ 72\ 50\ 65\ 511\\ 02\ 44\ 72\ 50\ 551\\ 02\ 44\ 72\ 50\ 56\ 551\\ 02\ 44\ 72\ 50\ 56\ 511\\ 02\ 44\ 72\ 50\ 56\ 551\\ 02\ 44\ 72\ 50\ 56\ 551\\ 02\ 44\ 72\ 50\ 56\ 51\ 50\ 50\ 50\ 50\ 50\ 50\ 50\ 50\ 50\ 50$	0x5687 0x5687 0x106 0x5824 0x5824 0x5824 0x3202 0x3020 0x3020 0x0105 0x0105 0x0105 0x0106 0x4652 0x5824 0x0105 0x0106 0x4652 0x5823 0x5824 0x5823 0x583 0x58	Drive Train Drive Train Drive Train O 0 Engine Engine Engine FDP O 0 Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine	WRA WRA WRA CMI WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory WCA-Advisory CMI CMI WCA-Advisory WCA-Adv	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP L ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL L ENG TEMP ECM SEMI AUTO FAULT ECM SE	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A	Рат Рат Рат N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 01 56 48.359\\ 00 56 49.125\\ 00 56 51.203\\ 00 56 51.203\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 12 53.44\\ 01 15 11.594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 37 56.142\\ 01 38 02.531\\ 01 38 02.547\\ 01 38 02.531\\ 01 38 02.531\\ 01 38 02.531\\ 01 38 09.719\\ 01 38 09.719\\ 01 38 09.719\\ 01 38 09.719\\ 01 38 09.755\\ 10 38 09.719\\ 01 38 45.533\\ 02 03 56.531\\ 02 03 56.531\\ 02 48 52.566\\ 02 45 0.2500\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x0106 0x5824 0x0106 0x4652 0x4005 0x200 0x2007 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5824 0x5826 0x5824 0x5826 0x58	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP FDP 0 0 Engine Engine Engine Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine	WRA WRA WRA CMI WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 UNING TANK SEQ WEIGHT OF WHEELS WIGHT OF WHEELS	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A	Рат Рат Рат N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	Off Off Off Off Off Off Off Off Off Off	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 2 2 3 3 5 5 2 2 7
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609 \\ 00 53 06.547 \\ 00 56 08.433 \\ 00 56 49.125 \\ 00 56 49.125 \\ 00 56 49.125 \\ 00 56 49.125 \\ 00 56 49.125 \\ 01 03 56 39.433 \\ 01 10 47.516 \\ 01 12 27.703 \\ 01 12 42.469 \\ 01 12 45.344 \\ 01 51 1.594 \\ 01 37 56.141 \\ 01 37 56.141 \\ 01 37 56.142 \\ 01 38 0.2547 \\ 01 38 0.2547 \\ 01 38 0.2547 \\ 01 38 0.391 \\ 01 38 0.391 \\ 01 38 0.5531 \\ 02 03 56.531 \\ 02 03 56.531 \\ 02 03 56.531 \\ 02 04 4 58.266 \\ 02 44 50.2500 \\ 02 44 50.2500 \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5824 0x5824 0x3202 0x3020 0x3020 0x3020 0x3020 0x3020 0x105 0x105 0x105 0x105 0x105 0x106 0x5824 0x5823 0x5823 0x5824 0x5823 0x5824 0x400b 0x5823 0x400b 0x5824	Drive Train Drive Train Drive Train Drive Train 0 Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Hare Chaff/Hare Chaff/Hare Engine	WRA WRA WRA CMI WCA-Advisory	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER MEIGHT OFF WHEELS R ENG TEMP L ENG TEMP L ENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM MAUTO FAULT ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT ECM MAUTO FAULT ECM MAUTO FAULT ECM SEMI AUTO FAUL	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A	Рант Рант Рант Рант N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110 110 110	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18.609\\ 00 \ 53 \ 04.219\\ 00 \ 53 \ 06.547\\ 00 \ 56 \ 38.433\\ 00 \ 56 \ 48.359\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 01 \ 56 \ 49.125\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 03 \ 56 \ 359\\ 01 \ 10 \ 47.516\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 47.516\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 55.344\\ 01 \ 13 \ 56.141\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.141\\ 01 \ 37 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 56.143\ 01 \ 01 \ 01 \ 01 \ 01 \ 01 \ 01 \ 01$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x4652 0x4652 0x4652 0x5823 0x5823 0x5824 0x105 0x105 0x5823 0x105 0x105 0x5823 0x105 0x105 0x105 0x5823 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x5823 0x105 0x105 0x105 0x105 0x5823 0x5823 0x105 0x105 0x105 0x105 0x5823 0x5823 0x105 0x105 0x105 0x105 0x5823 0x5823 0x105 0x105 0x5823 0x105 0x105 0x105 0x105 0x5823 0x5823 0x105 0x105 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x58	Drive Train Drive Train Drive Train Orive Train O 0 Engine Engine Engine FDP O 0 Engine Engine Engine Chaff/Flare Chaff/Flare Engine En	WRA WRA WRA CMI WCA-Advisory	L PRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM AUTO FAULT ECM TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLENG TEMP L ENG TEMP L ENG TEMP	N/A N/A N/A Set Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A N	Рат Рат Рат И/А N/А N/А N/А N/А N/А N/А N/А N	110 110 110 110 110 110 110 110	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 4 4 6 7 5 2 3 2 7 8 8 6 4 8 9 8 9 9 10 10 10 5 9 2 3 2 7 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18. \ 609 \\ 00 \ 53 \ 04. \ 219 \\ 00 \ 53 \ 06. \ 547 \\ 00 \ 53 \ 06. \ 547 \\ 00 \ 56 \ 83 \ 453 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 00 \ 56 \ 49. \ 125 \\ 01 \ 10 \ 35 \ 639 \\ 01 \ 12 \ 47. \ 703 \\ 01 \ 12 \ 47. \ 516 \\ 01 \ 12 \ 47. \ 703 \\ 01 \ 12 \ 44. \ 544 \\ 01 \ 51 \ 154 \\ 11 \ 544 \\ 10 \ 37 \ 56. \ 441 \\ 01 \ 37 \ 56. \ 442 \\ 01 \ 38 \ 0. \ 219 \\ 02 \ 35 \ 531 \\ 02 \ 03 \ 5531 \\ 02 \ 03 \ 5531 \\ 02 \ 03 \ 5531 \\ 02 \ 03 \ 5531 \\ 02 \ 04 \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \\ 02 \ 45 \ 0. \ 553 \ 0. \ 553 \ 02 \ 553 \ 0. \ 553 \ 02 \ 553 \ 02 \ 553 \ 02 \ 553 \ 02 \ 553 \ 02 \ 553 \ 02 \ 553 \ 02 \ 03 \ 03 \ 03 \ 03 \ 03 \ 03 \ 0$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x106 0x5824 0x105 0x106 0x5824 0x5824 0x5824 0x106 0x5824 0x2007 0x5823 0x5823 0x5824 0x4d0a 0x44652 0x440a 0x44652 0x440a 0x44652 0x440a 0x440b 0x423 0x582	Drive Train Drive Train Drive Train Orive Train O Drive Train O Engine Engine Engine Engine Engine Chaff/Hare Engine	WRA WRA WRA CMI WCA-Advisory	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT LENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A >>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	РАТ РАТ РАТ 1911 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110 110 110	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 6\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 \ 47 \ 18.609\\ 00 \ 53 \ 04.219\\ 00 \ 53 \ 06.547\\ 00 \ 56 \ 88.453\\ 00 \ 56 \ 48.359\\ 00 \ 56 \ 49.125\\ 00 \ 56 \ 49.125\\ 01 \ 03 \ 56 \ 49.125\\ 01 \ 03 \ 56 \ 49.125\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 03 \ 56 \ 49.23\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 24.569\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 27.703\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 42.469\\ 01 \ 12 \ 42.469\\ 01 \ 13 \ 40.531\\ 01 \ 13 \ 40.531\\ 01 \ 38 \ 0.2541\\ 01 \ 38 \ 0.2541\\ 01 \ 38 \ 0.2541\\ 01 \ 38 \ 0.2551\\ 02 \ 03 \ 55531\\ 02 \ 04 \ 55.531\\ 02 \ 44 \ 52.66\\ 02 \ 45 \ 0.250\\ 02 \ 45 \ 0.5541\\ 02 \ 0.5541\ 00 \ 0.5541\\ 02 \ 0.5541\ 00 \ 0.5541\ 00 \ 0.5541\ 00 \ 0.5541\ 00 \ 0.5541\ 00 \ 0.5541\ 00 \ 0.5541\ 00 \ 00 \ 00 \ 00 \ 00 \ 00 \ 00 \ 0$	0x5687 0x5687 0x106 0x5824 0x5824 0x5824 0x3202 0x3020 0x3020 0x105 0x1015 0x1015 0x1015 0x1015 0x1015 0x1015 0x1016 0x4824 0x5823 0x5823 0x5823 0x5823 0x400a 0x400b 0x1015 0x1015 0x1015 0x1015 0x2007 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x2642 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5824 0x5824 0x5823 0x5823 0x5823 0x5824 0x5824 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5823 0x5824 0x4005 0x4652 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x260 0x5824 0x260 0x260 0x5824 0x260 0x260 0x260 0x260 0x5824 0x260 0x260 0x260 0x260 0x5824 0x260 0x260 0x260 0x260 0x5824 0x260 0x260 0x260 0x260 0x5824 0x260 0x260 0x260 0x5824 0x260 0x260 0x5824 0x260 0x260 0x5824 0x260 0x260 0x5824 0x260 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x260 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x58	Drive Train Drive Train Drive Train O Ne Train O Engine Engine Engine Engine FDP O O Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engine	WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECC OVERTRAVEL 1 R ENG TEMP ECC SEMI AUTO FAULT ECC AUTO FAUL LENG TEMP R ENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	Рат Рат Рат N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 4 4 6 7 5 2 3 2 7 8 8 6 4 8 9 8 9 9 10 10 10 5 9 2 3 2 7 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 08.439\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 54.203\\ 01 03 59.453\\ 01 10 35 6.359\\ 01 10 3 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 15 11.594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.531\\ 01 38 0.5422\\ 01 38 0.531\\ 02 35.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 56.531\\ 02 44 58.266\\ 02 45 0.2500\\ 02 44 50.2500\\ 02 45 0.3544\\ 03 0.516\\ 02 45 0.3544\\ 03 0.516\\ 03 00 35.161\\ 03 00 35.161\\ 03 00 35.219\\ 03 00 37.219\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x0106 0x5824 0x0106 0x5824 0x0106 0x5824 0x0106 0x4052 0x4052 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x5824 0x105 0x105 0x105 0x106 0x105 0x106 0x5824 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5825 0x585 0	Drive Train Drive Train Drive Train O 0 Engine Eng	WRA WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMIA JUTO FAULT ECM AUTO FAUL LENG TEMP LENG TEMP LENG TEMP R ENG TEMP CL OVERTRAVEL 1 R ENG TEMP LENG TEMP LENG TEMP R ENG TEMP LENG TEMP R ENG TEMP LENG TEMP LENG TEMP R ENG TEMP R ENG TEMP LENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	Рат Рат Рат ИА N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110 110 110	$\begin{array}{c} 15\\ 16\\ 5\\ 2\\ 2\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 49.125\\ 00 56 449.125\\ 00 56 449.125\\ 00 56 449.125\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 12 45.344\\ 01 51 1594\\ 01 51 1594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.391\\ 01 38 0.5542\\ 01 38 0.551\\ 01 38 0.551\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 44 58.266\\ 02 44 50.250\\ 02 44 50.250\\ 02 44 50.250\\ 02 45 0.3594\\ 02 45 0.8524\\ 02 45 1.547\\ 03 00 50.516\\ 30 00 57.16\\ 30 00 37.119\\ 03 07 11.422\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5824 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x106 0x4652 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824 0x4652 0x4652 0x4652 0x4652 0x5824 0x4006 0x5823 0x5824 0x4005 0x5823 0x5824 0x4005 0x5823 0x5824 0x4005 0x5823 0x5824 0x4005 0x5823 0x5824 0x5823 0x5824 0x4005 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0	Drive Train Drive Train Drive Train Orive Train O Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT LENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FA	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	Рат Рат Рат 11 11 11 11 11 11 11 11 11 11 11 11 11	011 011 011 011 011 011 011 011 011 011	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\\ 8\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 01 56 38.433\\ 01 50 56 43.203\\ 01 56 34.203\\ 01 56 34.203\\ 01 10 3 56.359\\ 01 10 3 99.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 12 51.544\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 02.547\\ 01 38 02.531\\ 01 38 02.547\\ 01 38 02.531\\ 01 38 08.797\\ 01 38 08.797\\ 01 38 08.5531\\ 02 03 56.531\\ 02 44 58.266\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.5516\\ 03 00 55.16\\ 03 00 55.16\\ 03 00 55.16\\ 03 00 71.1422\\ 03 07 11.422\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x0106 0x5824 0x0105 0x0106 0x5824 0x0105 0x105 0x106 0x4652 0x5823 0x5824 0x2643 0x5824 0x5823 0x5824 0x2643 0x5824 0x2643 0x5824 0x2643 0x5824 0x2643 0x2643 0x64444 0x264444 0x2644444 0x26444444444444444444444444444444444444	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP O 0 Engine Engine Engine Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine FCC 1 FMU 1	WRA WRA WRA CMI WCA-Advisory WC	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT LENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP LENG TEMP LENG TEMP R ENG TEMP R ENG TEMP LENG TEMP R ENG TEMP R ENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP R ENG TEMP LENG TEMP LENG TEMP LENG TEMP R ENG TEMP FPUN MINIMUM FUEL WEIGHT ON WHEELS WEIGHT ON WHEELS	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	Рат Рат Рат ИА N/A N/A N/A N/A N/A N/A N/A N/A	011 011 011 011 011 011 011 011	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\\ 8\\ 2\\ 2\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 08.4339\\ 00 56 49.125\\ 00 56 44.23\\ 00 56 44.23\\ 01 03 56 349\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 12 45.344\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2547\\ 01 38 0.3516\\ 01 38 0.3516\\ 01 38 0.3516\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 56.531\\ 02 04 56.531\\ 02 04 56.531\\ 02 44 58.266\\ 02 45 0.2500\\ 02 45 0.3594\\ 02 45 0.8422\\ 02 45 11.547\\ 03 00 50.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 40.734\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x105 0x106 0x5824 0x5824 0x5824 0x5824 0x105 0x106 0x105 0x106 0x5824 0x200 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5824 0x5824 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824	Drive Train Drive Train Drive Train Drive Train 0 Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Hare Chaff/Hare Chaff/Hare Chaff/Hare Engine	WRA WRA WRA CMI WCA-Advisory WC	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAL LENG TEMP R ENG TEMP L ENG TEMP L ENG TEMP L ENG TEMP R ENG R ENG R ENG R ENG R ENG R	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	Рат Рат Рат 1911 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110 110 110	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.359\\ 00 56 49.125\\ 00 56 14.203\\ 01 03 9453\\ 01 03 9453\\ 01 01 23 9453\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 24.469\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 51.544\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.56331\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 56.531\\ 02 04 56.531\\ 02 44 58.266\\ 02 45 0.2594\\ 02 45 0.3594\\ 02 45 0.3594\\ 03 05.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 07 11.422\\ 03 07 11.422\\ 03 07 11.422\\ 03 07 11.422\\ 03 05 16.466\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x4652 0x4652 0x4652 0x4652 0x4605 0x4605 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5824 0x5823 0x5824 0x4605 0	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engine	WRA WRA WRA CMI WCA-Advisory WC	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG BALT DISENG TCL OVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP KEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS R ENG TEMP R ENG TEMP R ENG TEMP FPLN MINIMUM FUEL RAD ALT INOP	N/A N/A N/A Set Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A N	Рат 941 951 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\\ 8\\ 2\\ 2\\ 1\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.1203\\ 00 56 49.125\\ 00 56 54.203\\ 01 03 59.453\\ 01 10 35 63.49\\ 01 12 27.703\\ 01 12 47.516\\ 01 12 27.703\\ 01 12 45.344\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.3531\\ 02 36.531\\ 02 44 58.266\\ 02 45 0.3531\\ 02 44 58.265\\ 02 45 0.3531\\ 02 44 58.265\\ 02 45 0.3531\\ 02 44 58.265\\ 02 45 0.3531\\ 02 45 0.3531\\ 02 45 0.3531\\ 02 45 0.3531\\ 02 45 0.3521\\ 03 02 51.257\\ 03 02 51.257\\ 03 02 51.257\\ 03 02 51.257\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 40.734\\ 03 15 16.406\\ 03 15 15.$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x1016 0x5824 0x1005 0x1016 0x5824 0x1016 0x5824 0x1016 0x4052 0x5824 0x2007 0x5823 0x2007 0x5823 0x5824 0x2007 0x5823 0x5824 0x400a 0x400a 0x400a 0x4652 0x5824 0x40b 0x105 0x1000 0x10000000000	Drive Train Drive Train Drive Train Drive Train 0 Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Hare Chaff/Hare Chaff/Hare Chaff/Hare Engine	WRA WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	РЫТ РЫТ РЫТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	011 011 011 011 011 011 011 011	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 8 2 2 1 5 6 4 4 6 7 5 5 2 3 2 1 5 6 4 6 6 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.359\\ 00 56 49.125\\ 00 56 12.03\\ 00 56 49.125\\ 01 03 59.453\\ 01 03 56.359\\ 01 03 56.359\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 24.469\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 24.544\\ 00 15 11.544\\ 10 13 7 56.422\\ 10 13 8 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2543\\ 01 38 0.2547\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 01 38 0.5541\\ 02 35 5551\\ 02 03 55531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 45 0.5504\\ 02 45 0.5504\\ 02 45 0.5504\\ 02 45 0.5504\\ 02 45 0.5504\\ 03 05 0.516\\ 03 00 50.516\\ 03 00 90.4734\\ 03 00 90.4734\\ 03 15 16.406\\ 03 15 19.344\\ 03 17 1.6781\\ \end{array}$	0x5687 0x5687 0x106 0x5824 0x5824 0x5824 0x5824 0x3202 0x105 0x105 0x105 0x105 0x106 0x4652 0x5824 0x5824 0x5824 0x5824 0x5824 0x5823 0x5824 0x5823 0x5824 0x400 0x5823 0x5824 0x400 0x5823 0x5824 0x400 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5824 0x400 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5823 0x5824 0x400 0x106 0x5824 0x800 0x106 0x5824 0x8000 0x800 0x8	Drive Train Drive Train Drive Train O Ne Train O Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine Engine FKU 1 FMU 1 FMU 1 MDL O FKU 1 FMU 1 FF	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT LENG TEMP R ENG TEMP R AD ALT INOP R AD ALT INOP R AD ALT INOP R AD ALT INOP	N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed N/A	РЫТ РЫТ 1911 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 5 5 2 2 7 8 6 4 4 6 1 8 2 1 1 5 2 2 1 1 5 6 4 4 6 7 5 5 2 3 2 1 1 5 6 4 4 6 6 7 5 7 5 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 01 56 49.125\\ 00 56 49.125\\ 01 56 54 2.03\\ 01 03 59.453\\ 01 10 3 99.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 15 11.594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 38 0.5231\\ 01 38 0.5231\\ 01 38 0.5231\\ 01 38 0.5531\\ 02 38 0.5531\\ 02 44 58.266\\ 02 45 0.2530\\ 03 0 5.516\\ 03 0 3 7.19\\ 03 0 0 5.16\\ 03 0 0 3.516\\ 03 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x0106 0x5824 0x0105 0x0106 0x5824 0x0105 0x0106 0x4652 0x5824 0x2007 0x5823 0x2007 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x105 0x100 0x105 0x105 0x105 0x105 0x	Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine FDP FDP 0 0 Engine	WRA WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER RENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAULT LENG TEMP RENG TEMP LENG TEMP RENG	N/A N/A N/A Set Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\\ 8\\ 2\\ 2\\ 1\\ 1\\ 1\\ 1\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 08.433\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 43.203\\ 01 03 56 349\\ 01 03 56 349\\ 01 03 59.453\\ 01 12 47.56\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 12 45.344\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2537\\ 01 38 0.2537\\ 01 38 0.2537\\ 01 38 0.2537\\ 01 38 0.5531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 55.534\\ 02 45 0.5250\\ 02 45 0.5250\\ 02 45 0.3594\\ 03 27 219\\ 03 09 711422\\ 03 09 711422\\ 03 09 4.724\\ 03 09 711422\\ 03 09 4.724\\ 03 09 4.724\\ 03 09 4.724\\ 03 09 4.724\\ 03 09 4.724\\ 03 09 4.724\\ 03 09 4.724\\ 03 15 16.466\\ 03 14 0.724\\ 03 15 16.466\\ 03 14 0.724\\ 03 15 19.344\\ 03 17 16.751\\ 03 21 31.72\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5824 0x5823 0x3c02 0x3c02 0x105 0x105 0x105 0x105 0x106 0x5824 0x5824 0x5824 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x5823 0x583	Drive Train Drive Train Drive Train Orive Train O Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Engine En	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP ECM SEMI AUTO FAULT LENG TEMP RENG TEMP ECM SEMI AUTO FAULT LENG TEMP RENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed N/A N/A </td <td>РАТ РАТ РАТ NIA NIA NIA NIA NIA NIA NIA NIA NIA NIA</td> <td>011 011 011 011 011 011 011 011 011 011</td> <td>15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 5 6 4 4 6 7 5 5 2 2 3 2 1 1 5 6 4 4 6 7 5 7 5 2 7 8 2 1 1 5 7 5 7 8 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8</td>	РАТ РАТ РАТ NIA NIA NIA NIA NIA NIA NIA NIA NIA NIA	011 011 011 011 011 011 011 011 011 011	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 5 6 4 4 6 7 5 5 2 2 3 2 1 1 5 6 4 4 6 7 5 7 5 2 7 8 2 1 1 5 7 5 7 8 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8	
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.125\\ 00 56 49.125\\ 01 56 51.203\\ 01 56 51.203\\ 01 56 51.203\\ 01 56 51.203\\ 01 51 51.203\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 24.269\\ 01 12 27.703\\ 01 12 42.469\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2543\\ 01 38 0.5425\\ 01 38 0.5531\\ 02 35 5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 44 52.5531\\ 02 45 0.5531\\ 02 45 0.5531\\ 02 45 0.5531\\ 02 45 0.5531\\ 03 07 11.422\\ 03 09 11.422\\ 03 09 0.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 40.734\\ 03 15 1.6406\\ 03 17 1.6781\\ 03 17 1.6781\\ 03 17 1.6781\\ 03 21 31.572\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x302 0x0105 0x0106 0x5824 0x0105 0x0106 0x5824 0x0105 0x0105 0x0106 0x5824 0x105 0x105 0x105 0x105 0x105 0x105 0x4052 0x405 0x405 0x405 0x405 0x4005 0x4005 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x2005 0x4000 0x820 0x8000 0x8000 0x800000000	Drive Train Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine Eng	WRA WRA WRA WRA CMI WCA-Advisory	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG BALT DISENG COUNT OF WHEELS R ENG TEMP R ENG TEMP R ENG TEMP COUNT OF WHEELS R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP COUNT OF WHEELS TCL OVERTRAVEL 1 R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP COUNT OF AUTO FPLN MINIMUM FUEL R ENG TEMP FPLN MINIMUM FUEL F FUEL R ENG TEMP F F F F F F F F F F F F F F F F F F F	N/A N/A N/A Set Set Set Set Reset Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed Operational N/A N	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0H HO 1HO HO 0H HO HO	$\begin{array}{c} 15\\ 16\\ 5\\ 3\\ 2\\ 1\\ 1\\ 5\\ 6\\ 4\\ 4\\ 6\\ 7\\ 5\\ 5\\ 2\\ 2\\ 3\\ 3\\ 5\\ 5\\ 2\\ 2\\ 7\\ 8\\ 6\\ 4\\ 4\\ 6\\ 1\\ 8\\ 2\\ 2\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\end{array}$
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 08.433\\ 00 56 48.139\\ 00 56 449.125\\ 00 56 449.125\\ 00 56 54.203\\ 01 03 59.453\\ 01 10 35 63.49\\ 01 12 27.703\\ 01 12 42.544\\ 01 15 11.544\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.3531\\ 02 03 56.331\\ 02 00$	0x5687 0x5687 0x5687 0x5687 0x5824 0x5823 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x106 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x105 0x106 0x5824 0x2007 0x5823	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LPRGB OLI TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT LENG TEMP CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT FPUN MINIMUM FUEL FPUN MINIMUM FUEL FUN FUN FUN FUN FUN FUN FUN FUN FUN FUN	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A	РЫТ РЫТ РЫТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0ff 110 0ff 0ff 0ff	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 2 2 9
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.359\\ 00 56 49.125\\ 00 56 14.203\\ 01 03 59.453\\ 01 03 59.453\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 24.269\\ 01 12 24.269\\ 01 12 24.269\\ 01 13 7 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 0.2547\\ 01 38 0.2531\\ 01 38 0.2547\\ 01 38 0.5531\\ 02 38 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 56.531\\ 02 04 56.531\\ 02 44 58.266\\ 02 45 0.2504\\ 02 45 0.3544\\ 03 05.516\\ 03 05.516\\ 03 02 37.219\\ 03 05 0.516\\ 03 00 5.516\\ 03 02 45 0.3544\\ 03 05 0.516\\ 03 04 0.734\\ 03 05 0.516\\ 03 04 0.734\\ 03 05 0.516\\ 03 04 0.734\\ 03 05 0.516\\ 03 04 0.734\\ 03 05 0.516\\ 03 04 0.734\\ 03 15 16.406\\ 03 15 19.344\\ 03 17 16.781\\ 03 21 18.172\\ 03 23 18.172\\ 03 34 16.531\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x105 0x105 0x524 0x105 0x105 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4605 0x4652 0x4605 0x5824 0x5823 0x5824 0x2605 0x4005 0x4605 0x4605 0x4605 0x4605 0x4605 0x4605 0x4605 0x4605 0x4605 0x4605 0x2607 0x4605 0x2607 0x4605 0x2607 0x4605 0x2607 0x607	Drive Train Drive Train Drive Train O Ne Train O Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engine E	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEM	N/A N/A N/A Set Set Set Set Set Reset Reset Set Set Set Set Set Set Set Set Set S	Failed Operational Failed N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2
2177 2177 217 217 217 217 217 217 217 21	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 08.433\\ 00 56 48.139\\ 00 56 449.125\\ 00 56 449.125\\ 00 56 54.203\\ 01 03 59.453\\ 01 10 35 63.49\\ 01 12 27.703\\ 01 12 42.544\\ 01 15 11.544\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.3531\\ 02 03 56.331\\ 02 00$	0x5687 0x5687 0x5687 0x5687 0x5824 0x5823 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x106 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x105 0x106 0x5824 0x2007 0x5823	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT CLOVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT LENG TEMP LENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A	РЫТ РЫТ РЫТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	011 011 011 011 011 011 011 011	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 2 2 9 6
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 49.125\\ 01 03 56.359\\ 01 03 59.453\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 142.469\\ 01 15 11.594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.5311\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 56.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 03 04 37.219\\ 03 07 11.422\\ 03 09 40.734\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 17 16.761\\ 03 24 31.726\\ 03 24 31.726\\ 03 24 31.726\\ 03 24 31.551\\ 03 24 31.551\\ 03 34 10.405\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x105 0x106 0x5824 0x106 0x5824 0x106 0x4052 0x4052 0x4052 0x4052 0x4052 0x4052 0x5824 0x2007 0x5823 0x5824 0x2007 0x5823 0x4005 0x106 0x4052 0x4005 0x4005 0x4005 0x4005 0x5824 0x5823 0x5824 0x5824 0x5823 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5825 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5825 0x5824 0x5825 0x5824 0x5825 0x5824 0x5825 0x5	Drive Train Drive Train Drive Train Orive Train O Engine	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT LENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP RAD ALT INOP RAD ALT INOP RAD ALT INOP RAD ALT INOP COMM MODE ERROR COMM FUEL	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Palled N/A	РЫТ РЫТ РЫТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 15 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 2 2 9 6 7
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 12.03\\ 00 56 49.125\\ 01 03 59.453\\ 01 03 59.453\\ 01 03 59.453\\ 01 12 27.703\\ 01 12 24.69\\ 01 12 24.5344\\ 01 15 11.594\\ 01 37 56.142\\ 01 37 56.142\\ 01 37 56.143\\ 01 37 56.143\\ 01 37 56.143\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.5541\\ 01 38 0.5541\\ 02 35531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 44 58.266\\ 02 45 0.5504\\ 02 45 0.5541\\ 03 04 0.5534\\ 02 03 56.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 02 04 55.531\\ 03 04 0.714\\ 03 05 0.516\\ 03 09 04.734\\ 03 09 04.734\\ 03 15 16.406\\ 03 15 19.344\\ 03 17 16.781\\ 03 17 16.781\\ 03 21 81.72\\ 03 24 18.172\\ 03 34 19.406\\ 03 34 12.261\\ 03 34 12.261\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5824 0x5823 0x5824 0x5823 0x3c02 0x105 0x105 0x105 0x105 0x105 0x105 0x105 0x106 0x5824 0x5824 0x5824 0x5823 0x5824 0x683 0x683 0x683 0x683 0x883 0x	Drive Train Drive Train Drive Train Drive Train O Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LRG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT LENG TEMP RENG TEMP RAD ALT INOP RAD TEMP TCL OVERTRAVEL 1 RENG TEMP TCL OVERTRAVEL 1	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational N/A N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	011 110 011 111 011	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 5 6 4 4 6 7 5 5 2 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 2 1 1 5 6 6 7 5 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 01 50 56 48.1203\\ 00 56 449.125\\ 01 56 54.203\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.5231\\ 01 38 0.5231\\ 01 38 0.5231\\ 01 38 0.5251\\ 01 38 0.5251\\ 02 45 0.5511\\ 02 45 0.5511\\ 02 45 0.5511\\ 02 45 0.5511\\ 02 45 0.5511\\ 03 02 5719\\ 03 02 5719\\ 03 07 11.422\\ 03 00 5516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 0.719\\ 03 07 11.422\\ 03 09 0.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 0.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 0.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 0.516\\ 03 17 19.656\\ 03 21 81.172\\ 03 24 0.1561\\ 03 24 31.8172\\ 03 34 19.406\\ 03 34 22.281\\ 03 34 19.406\\ 03 34 22.281\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x105 0x106 0x5824 0x105 0x106 0x4652 0x5824 0x4055 0x405 0x4052 0x5824 0x5823 0x5824 0x105 0x105 0x106 0x5824 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5824 0x105 0x10	Drive Train Drive Train Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP ECM SEMI AUTO FAULT LENG TEMP ECM SEMI AUTO FAULT LENG TEMP TCL OVERTRAVEL 1 R RENG TEMP TCL OVERTRAVEL 1 RENG TEMP RENG TEMP RENG TEMP TCL OVERTRAVEL 1 RENG TEMP RENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TE	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A >N/A N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.1203\\ 00 56 449.125\\ 00 56 54.203\\ 01 03 56.359\\ 01 03 59.453\\ 01 01 22.7703\\ 01 12 42.549\\ 01 12 42.544\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 02 35 0.2531\\ 03 34 0.2531\\ 03 34 0.2531\\ 03 34 0.25631\\ 03 34 $	0x5687 0x5687 0x5687 0x5827 0x5824 0x5823 0x5823 0x3c02 0x03c02 0x0105 0x105 0x0106 0x5824 0x105 0x0106 0x5824 0x105 0x0106 0x4652 0x5824 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x400a 0x400a 0x4052 0x400a 0x4823 0x5824 0x2007 0x5824 0x40b 0x105 0x105 0x105 0x105 0x106 0x105 0x105 0x106 0x105 0x105 0x106 0x105 0x106 0x105 0x105 0x106 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x105 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x105 0x100 0x105 0x105 0x105 0x105 0x105 0x105 0x100 0x105 0x105 0x100 0x105 0x105 0x105 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100 0x105 0x100	Drive Train Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP ECM SEMI AUTO FAULT CL OVERTRAVEL 1 RENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAL LENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP CL OVERTRAVEL 1 WEIGHT OF WHEELS WEIGHT OF WHEELS RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP CL OVERTRAVEL 1 WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS WEIGHT OF WHEELS RENG TEMP RENG TEMP	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A	РИТ РИТ РИТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	110 110 110 110 110 110 110 110	15 16 15 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1
2177 2177 217 217 217 217 217 217 217 21	$\begin{array}{c} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.359\\ 00 56 49.125\\ 00 56 14.203\\ 00 56 449.125\\ 01 03 59.453\\ 01 03 59.453\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 24.543\\ 01 13 7 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.513\\ 01 38 0.2547\\ 01 38 0.2547\\ 01 38 0.5531\\ 02 35 6531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 03 56.531\\ 02 04 58.256\\ 02 45 0.2594\\ 02 45 0.2594\\ 02 45 0.2594\\ 02 45 0.2594\\ 03 05 0.516\\ 03 02 37.219\\ 03 07 01.422\\ 03 09 40.734\\ 03 15 16.406\\ 03 15 19.344\\ 03 17 16.781\\ 03 21 81.72\\ 03 24 18.172\\ 03 24 18.172\\ 03 24 18.172\\ 03 24 18.172\\ 03 34 16.531\\ 03 34 16.531\\ 03 34 25.281\\ 03 34 25.281\\ 03 34 25.881\\ 03 34 25.881\\ 03 34 29.688\\ 03 34 29.6$	0x5687 0x5687 0x5687 0x5824 0x5823 0x5824 0x5823 0x302 0x0105 0x0105 0x0106 0x5824 0x0105 0x0105 0x0105 0x0105 0x4652 0x5824 0x4652 0x4652 0x4652 0x4652 0x4652 0x4652 0x4605 0x105 0x105 0x4606 0x5823 0x5824 0x2007 0x105 0x4005 0x4005 0x405 0x405 0x405 0x405 0x405 0x405 0x405 0x405 0x405 0x824	Drive Train Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engin	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP R AD ALT INOP R R DA LT INOP R	N/A N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed N/A	PAIT PAIT PAIT NA NA NA NA NA NA NA NA NA NA NA NA NA	011 011 011 011 011 011 011 011	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1
217 217 217 217 217 217 217 217 217 217	$\begin{array}{c} 00 47 18.609\\ 00 53 06.547\\ 00 53 06.547\\ 00 56 08.439\\ 00 56 49.125\\ 00 56 49.125\\ 00 56 49.125\\ 01 03 56 4.92\\ 01 03 56 4.92\\ 01 03 99.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 42.469\\ 01 15 11.594\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.56531\\ 02 44 58.266\\ 03 6531\\ 02 44 58.266\\ 03 6531\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 02 45 0.2500\\ 03 05.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 05 0.516\\ 03 03 5.511\\ 02 14 17.250\\ 02 44 58.266\\ 03 05.516\\ 03 02 37.219\\ 03 07 11.422\\ 03 09 0.516\\ 03 03 5.511\\ 03 17 19.656\\ 03 21 81.72\\ 03 24 0.1422\\ 03 24 0.1422\\ 03 24 0.1422\\ 03 24 1.521\\ 03 24 1.531\\ 03 34 1.9406\\ 03 34 2.281\\ 03 34 2.868\\ 03 34 2.9688\\ 03 34 2.9688\\ 03 35 0.7375\\ \end{array}$	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x1016 0x5824 0x105 0x1016 0x5824 0x1016 0x4052 0x5824 0x582	Drive Train Drive Train Drive Train Orive Train O 0 Engine Engine Engine Engine FDP O 0 Engine Engine Chaff/Flare Chaff/Flare Chaff/Flare Engine Engi	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP ECM SEMI AUTO FALL CLOVERTRAVEL 1 RENG TEMP LENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG R	N/A N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Palled Operational N/A N	РЫТ РЫТ РЫТ N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0ff 110 0ff	15 16 15 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1 1 1
217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 00 53 06.547 00 56 38.433 00 56 44.359 00 56 44.359 00 56 44.235 01 03 59.453 01 01 359.453 01 10 27.703 01 12 27.703 01 12 24.69 01 12 27.703 01 12 42.469 01 12 24.544 01 15 11.594 10 13 7 56.422 10 13 80.2547 10 13 80.5531 10 24 50.2500 10 24 50.2511 10 24 45.266 10 24 50.2500 10 30 90.516 10 30 11.422 10 30 90.4734 10 31 71 16.781 10 31 71 16.781 10 31 71 16.781 10 31 41.7250 10 34 11.251 10 34 12.281 10 34 12.551 10 34 42.551 10 34 42.561 10 34 42.568 10 34 29.688 10 35 07.375	0x5687 0x5687 0x5687 0x5687 0x5824 0x5824 0x5823 0x5823 0x3c02 0x105 0x5824 0x5823 0x5824 0x800 0x8283 0x80	Drive Train Drive Train Drive Train Drive Train O 0 Engine Engine Engine Engine Engine Engine Engine Engine Engine Chaff/Flare Chaff/Flare Engine Eng	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP ECM SEMI AUTO FAULT ECM SEMI AUTO FAULT LENG TEMP RENG TEMP RENG TEMP RENG TEMP TCL OVERTRAVEL 1 RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP CL ENG TEMP RENG TEMP RENG TEMP RENG TEMP CL ENG TEMP RENG TEMP RENG TEMP RENG TEMP CL ENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TE	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N	PAIT PAIT PAIT NIA NIA NIA NIA NIA NIA NIA NIA NIA NIA	011 110 110 111 111	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1 1 1 1
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 00 53 06.547 00 56 08.439 00 56 049.125 00 56 049.125 01 56 349.03 01 03 56.359 01 03 59.453 01 10 47.516 01 12 27.703 01 12 42.469 01 12 42.469 01 12 42.469 01 37 56.141 01 37 56.141 01 37 56.141 01 37 56.142 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.5251 01 38 0.5531 02 35 6531 02 45 0.5531 02 44 58.266 02 45 0.2500 02 45 0.5531 02 44 58.266 03 02 57.219 03 07 11.422 03 09 0.714 03 05 0.516 03 02 37.219 03 07 11.422 03 09 0.714 03 15 16.466 03 15 19.344 03 17 16.7811 03 24 19.566 03 24 22.81 03 24 19.566 03 24 22.81 03 24 19.2668 03 34 22.881 03 34 22.881 03 34 29.688 03 35 07.375 03 35 07.375 03 35 07.375 03 35 07.375	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x105 0x105 0x106 0x5824 0x105 0x106 0x5824 0x4052 0x4052 0x4052 0x4052 0x405 0x106 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x105 0x10000000000	Drive Train Drive Train Drive Train Drive Train Drive Train Drive Train Engine	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER WEIGHT OFF WHEELS R ENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG BALT DISENG COUNTER ROT FWHEELS R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAUL LENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 WEIGHT OF WHEELS R ENG TEMP R ENG TEMP CLOVERTRAVEL 1 WEIGHT OFF WHEELS R ENG TEMP CLOVERTRAVEL 1 WEIGHT OFF WHEELS R ENG TEMP CLOVERTRAVEL 1 WEIGHT OFF WHEELS R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP CLOVERTRAVEL 1 R ENG TEMP FPLN MINIMUM FUEL RAD ALT INOP COMM MODE ERROR COMM FUEL R ENG TEMP AVSS FAIL COUNTER ROTATE FORCE GEN 2 FORCE GEN CONTROLLER AVSS FAIL COUNTER ROTATE FORCE GEN 2 FORCE GEN CONTROLLER AVSS FAIL	N/A N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A >N/A N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 011 0ff	15 16 5 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1 1 1 9
217 217 217 217 217 217 217 217	$\begin{array}{l} 00 47 18.609\\ 00 53 04.219\\ 00 53 06.547\\ 00 56 38.433\\ 00 56 48.123\\ 00 56 449.125\\ 00 56 449.125\\ 01 56 45.203\\ 01 03 59.453\\ 01 03 59.453\\ 01 10 47.516\\ 01 12 27.703\\ 01 12 42.469\\ 01 12 45.344\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.141\\ 01 37 56.142\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.2531\\ 01 38 0.3531\\ 02 03 56.331\\ 02 03 56.331\\ 02 03 56.331\\ 02 03 56.331\\ 02 44 58.266\\ 03 44 58.266\\ 03 44 58.266\\ 03 42.2500\\ 02 45 0.3534\\ 03 45.2500\\ 03 45.311\\ 03 15 1.544\\ 03 17 16.723\\ 03 09 7.19\\ 01 38 0.511\\ 02 45 0.2500\\ 02 45 0.3524\\ 03 23 7.219\\ 03 07 11.422\\ 03 09 40.734\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 15 19.344\\ 03 34 16.531\\ 03 34 4.2561\\ 03 34 4.2561\\ 03 34 2.2681\\ 03 34 2.668\\ 03 35 0.7375\\ 03 35 $	0x5687 0x5687 0x5687 0x5687 0x5824 0x5823 0x5823 0x5823 0x3c02 0x105 0x105 0x105 0x106 0x5824 0x5824 0x105 0x106 0x5824 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x2007 0x5823 0x4005 0x106 0x4052 0x4005 0x4005 0x4005 0x4005 0x4005 0x4005 0x5824 0x4005 0x4005 0x4005 0x5824 0x4005 0x4005 0x5824 0x4005 0x4005 0x4005 0x4005 0x5824 0x5823 0x5824 0x4005 0x4005 0x4005 0x4005 0x4005 0x4005 0x5824 0x5824 0x5824 0x405 0x5824 0x405 0x4005 0x4005 0x4005 0x4005 0x5824 0x5824 0x5824 0x405 0x5824 0x405 0x5824 0x405 0x405 0x405 0x4005 0x4005 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5824 0x5825 0x5824 0x5824 0x5825 0x	Drive Train Drive Train Drive Train Orive Train Orive Train Drive Train Engine	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAIL LENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP CLOWERTRAVEL 1 WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS RENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG	N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A	PAIT PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0ff 110 0ff	15 16 15 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1 1 1 9 1
217 217 217 217 217 217 217 217 217 217	00 47 18.609 00 53 04.219 00 53 06.547 00 56 08.439 00 56 049.125 00 56 049.125 01 56 349.03 01 03 56.359 01 03 59.453 01 10 47.516 01 12 27.703 01 12 42.469 01 12 42.469 01 12 42.469 01 37 56.141 01 37 56.141 01 37 56.141 01 37 56.142 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.2531 01 38 0.5251 01 38 0.5531 02 35 6531 02 45 0.5531 02 44 58.266 02 45 0.2500 02 45 0.5531 02 44 58.266 03 02 57.219 03 07 11.422 03 09 0.714 03 05 0.516 03 02 37.219 03 07 11.422 03 09 0.714 03 15 16.466 03 15 19.344 03 17 16.7811 03 24 19.566 03 24 22.81 03 24 19.566 03 24 22.81 03 24 19.2668 03 34 22.881 03 34 22.881 03 34 29.688 03 35 07.375 03 35 07.375 03 35 07.375 03 35 07.375	0x5687 0x5687 0x5687 0x106 0x5824 0x5823 0x5823 0x3c02 0x0105 0x105 0x105 0x105 0x105 0x106 0x5824 0x105 0x106 0x5824 0x4052 0x4052 0x4052 0x4052 0x405 0x106 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x5823 0x105 0x10000000000	Drive Train Drive Train Drive Train Drive Train Drive Train Drive Train Engine	WRA WRA WRA WRA CMI WCA-Advisory WCA-Advisor	LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LPRGB OLL TEMP TRANSDUCER LENG TEMP LENG TEMP LENG TEMP BALT DISENG BALT DISENG BALT DISENG RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP ECM SEMI AUTO FAULT ECM AUTO FAIL LENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP RENG TEMP LENG TEMP LENG TEMP LENG TEMP RENG TEMP LENG TEMP RENG TEMP CLOWERTRAVEL 1 WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS WEIGHT OFF WHEELS RENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG TEMP RENG TEMP LENG TEMP RENG	N/A N/A N/A N/A Set Set Set Set Set Set Set Set Set Set	Failed Operational Failed Operational N/A N/A >N/A N/A	PAIT PAIT PAIT N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 110 0ff 011 0ff	15 16 15 3 2 3 2 1 1 5 6 4 4 6 7 5 5 2 2 3 3 5 5 2 2 7 8 6 4 4 6 1 8 2 2 1 1 1 1 1 1 2 2 9 6 7 6 7 1 1 1 1 1 1 9

Interim Interim

217	'03 51 36.078	0x5a03	Engine Accessories	WCA-Advisory	R EXHAUST DFTR FAIL	Reset	N/A	N/A	Off	1
217 217 217	'03 51 36.078	0x5a92 0x6001	Engine Accessories	WRA	RH COANDA BLEED VALVE	N/A	Operational	PBIT	Off	1
217 217	'03 55 15.219 '03 55 15.219	0x6001 0x6086	FWS FWS	WCA-Caution WRA	FIRE PROT SYS FLT L ENG FIRE DETECTOR 2	Set N/A	N/A Failed	N/A PBIT	Off	1
217 217	'03 55 15.219 '03 57 59.266	0x6085 0x5c14	FWS EPGS	WRA WCA-Advisory	L ENG FIRE DETECTOR 1 BATTERY UNAVAILABLE	N/A Set	Failed	PBIT N/A	Off Off	1
217	'03 57 59.266	0x5d11	EPGS	CMI	BATTERY FAIL IND	Set	N/A	N/A	Off	1
217 217	'03 58 04.109 '03 58 04.109	0x5c14 0x5d11	EPGS EPGS	WCA-Advisory CMI	BATTERY UNAVAILABLE BATTERY FAIL IND	Reset Reset	N/A N/A	N/A N/A	Off Off	1
217 217	'04 13 11.516 '04 13 25.188	0x6008 0x6008	FWS	WCA-Caution WCA-Caution	WNG FIRE CONTR OFF	Set Reset	N/A N/A	N/A N/A	Off Off	1
217	'04 13 34.109	0x464a	FCC 1	WCA-Warning	STALL FCC 1	Set	N/A	N/A	Off	1
217 217	'04 13 37.188 '04 14 14.031	0x464a 0x6000	FCC 1 FWS	WCA-Warning WCA-Caution	STALL FCC 1 WING FIRE CONTR FAIL	Reset Set	N/A N/A	N/A N/A	Off Off	1
217	'04 14 14.031	0x6098 0x6098	FWS	WRA WRA	WFPC	N/A	No Comm	PBIT	Off	1
217 217	'04 14 32.375 '04 14 33.203	0x6098 0x6000	FWS	WRA WCA-Caution	WING FIRE CONTR FAIL	N/A Reset	Operational N/A	N/A	Off Off	1 1
217 217	'04 14 54.703 '04 14 54.703	0x6000 0x6098	FWS	WCA-Caution WRA	WING FIRE CONTR FAIL	Set N/A	N/A No Comm	N/A PBIT	Off Off	2
217	'04 14 57.219	0x6001	FWS	WCA-Caution	FIRE PROT SYS FLT	Reset	N/A	N/A	Off	1
217 217	'04 14 57.219 '04 14 57.219	0x6086 0x6085	FWS FWS	WRA WRA	L ENG FIRE DETECTOR 2 L ENG FIRE DETECTOR 1	N/A N/A	Operational Operational	PBIT PBIT	Off Off	1
217 217	'04 15 31.141 '04 15 34.141	0x464a 0x6001	FCC 1 FWS	WCA-Warning WCA-Caution	STALL FCC 1	Set Set	N/A N/A	N/A N/A	Off Off	2
217	'04 15 34.172	0x464a	FCC 1	WCA-Warning	STALL FCC 1	Reset	N/A	N/A	Off	2
217 217	'04 15 44.391 '04 15 45.234	0x6098 0x6000	FWS FWS	WRA WCA-Caution	WING FIRE CONTR FAIL	N/A Reset	Operational N/A	PBIT N/A	Off Off	2
217	'04 16 03.563	0x6008	FWS	WCA-Caution	WNG FIRE CONTR OFF	Set	N/A	N/A PBIT	Off	2
217 217	'04 16 27.563 '04 16 27.563	0x6085 0x6086	FWS FWS	WRA WRA	L ENG FIRE DETECTOR 1 L ENG FIRE DETECTOR 2	N/A N/A	Failed Failed	PBIT	Off	2
217 217	'04 16 28.406 '04 16 28.406	0x6085 0x6086	FWS	WRA WRA	L ENG FIRE DETECTOR 1 L ENG FIRE DETECTOR 2	N/A N/A	Operational Operational	PBIT	Off Off	2
217	'04 16 38.078	0x6008	FWS	WCA-Caution	WNG FIRE CONTR OFF	Reset	N/A	N/A	Off	2
217 217	'04 16 50.656 '04 16 50.656	0x464a 0x6001	FCC 1 FWS	WCA-Warning WCA-Caution	STALL FCC 1 FIRE PROT SYS FLT	Set Reset	N/A N/A	N/A N/A	Off Off	3 2
217 217	04 16 53.719 '04 18 58 328	0x464a 0x0106	FCC 1	WCA-Warning	STALL FCC 1	Reset	N/A	N/A	Off	3
217 217	'04 18 58.328 '04 19 02.406	0x0106 0x5824	0 Engine	CMI WCA-Advisory	WEIGHT OFF WHEELS R ENG TEMP	Set Set	N/A N/A	N/A N/A	Off	10 8
217 217	'04 19 03.000 '04 19 14.078	0x5823 0x5823	Engine Engine	WCA-Advisory WCA-Advisory	L ENG TEMP	Set Reset	N/A N/A	N/A N/A	Off Off	5
217	'04 19 17.234	0x5824	Engine	WCA-Advisory	R ENG TEMP	Reset	N/A	N/A	Off	8
217 217	'04 26 07.219 '04 26 07.219	0x5615 0x5787	Drive Train Drive Train	WCA-Caution Exceedance	R TAGB PRESS LOST RTAGB OIL PRESSURE LOW	Set Set	N/A N/A	N/A N/A	Off Off	1
217	'04 26 07.391 '04 26 07.563	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Set	N/A	N/A	Off	1
217 217	04 26 07.563	0x5787 0x9400	Drive Train 74	Exceedance WCA-Advisory	DATA LOADER FAIL	Reset Set	N/A N/A	N/A N/A	Off	1 1
217 217	'04 26 07.766 '04 26 10.156	0x5c05 0x5615	EPGS Drive Train	WCA-Advisory WCA-Caution	CONV 2 FAIL R TAGB PRESS LOST	Set Reset	N/A N/A	N/A N/A	Off Off	1
217	'04 26 10.531	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Set	N/A	N/A	Off	2
217 217	'04 26 10.531 '04 26 10.688	0x9105 0x9400	72 74	CMI WCA-Advisory	L FLIR VID SYNC LOST DATA LOADER FAIL	Set Reset	N/A N/A	N/A N/A	Off Off	2
217 217	'04 26 10.719 '04 26 11.063	0x0401 0x2000	VHF/UHF Radio 2 Chaff/Flare	WCA-Advisory WCA-Caution	COMM 2 FAIL	Set Set	N/A N/A	N/A N/A	Off	1
217	'04 26 11.063	0x2000 0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	No Comm	PBIT	Off	1
217 217	'04 26 11.109 '04 26 13.641	0x5c85 0x9004	EPGS 72	WRA WCA-Advisorv	CONVERTER 2 FAILURE	N/A Reset	Failed N/A	PBIT N/A	Off Off	1
217	'04 26 13.813	0x0401	VHF/UHF Radio 2	WCA-Advisory	COMM 2 FAIL	Reset	N/A	N/A	Off	1
217 217	'04 26 16.313 '04 26 17.719	0x2000 0x2080	Chaff/Flare Chaff/Flare	WCA-Caution WRA	ECM PRGMR FAIL PROGRAMMER	Reset N/A	N/A Operational	N/A PBIT	Off Off	2
217 217	'04 26 36.109 '04 26 36.234	0x9105 0x2009	72 Chaff/Flare	CMI WCA-Advisory	L FLIR VID SYNC LOST	Reset Reset	N/A N/A	N/A N/A	Off	2
217	'04 27 32.625	0x5c05	EPGS	WCA-Advisory	CONV 2 FAIL	Reset	N/A	N/A	Off	1
217 217	'04 27 32.625 '04 34 32.375	0x5c85 0x4d0a	EPGS FMU 1	WRA CMI	CONVERTER 2 FAILURE WING TANK SEO	N/A Reset	Operational N/A	PBIT N/A	Off	1
217	'04 34 32.375 '04 49 09.656	0x4d0b 0x0105	FMU 1	CMI	FWD SPSN TANK SEQ WEIGHT ON WHEFI S	Set	N/A	N/A	Off	3
217 217	04 49 09.656	0x0105 0x1e81	0 FLIR	CMI WRA	SYSTEM ELECTONICS UNIT	Set N/A	N/A No Comm	N/A PBIT	Off	10 1
217 217	'04 50 10.703 '04 50 21.469	0x2009 0x2009	Chaff/Flare Chaff/Flare	WCA-Advisory WCA-Advisory	FLIR FAIL FLIR FAIL	Set Reset	N/A N/A	N/A N/A	Off Off	2
217	'04 50 41.469	0x1e81	FLIR	WRA	SYSTEM ELECTONICS UNIT	N/A	Operational	PBIT	Off	1
217 217	'04 55 46.391 '04 55 46.391	0x4d0b 0x4d0a	FMU 1 FMU 1	CMI CMI	FWD SPSN TANK SEQ WING TANK SEQ	Reset Set	N/A N/A	N/A N/A	Off Off	3
217 217	'05 02 02.484 '05 02 05.375	0x0803	IFF	WCA-Caution	IFF MODE 4 FAIL	Set	N/A	N/A	Off Off	1
217	'05 03 51.047	0x0803 0x0105	0	WCA-Caution CMI	IFF MODE 4 FAIL WEIGHT ON WHEELS	Set	N/A N/A	N/A N/A	Off	11
217 217	'05 03 51.109 '05 03 51.109	0x9400 0x9500	74 74	WCA-Advisory CMI	DATA LOADER FAIL DATA LOADER RCPT HOT	Set Set	N/A N/A	N/A N/A	Off Off	2
217	'05 03 51.125	0x0107	0	CMI	L ENG START	Set	N/A	N/A	Off	2
217 217	'05 03 51.125 '05 03 51.250	0x0109 0x5303	0 BFWS	CMI CMI	R ENG START BFWS FLIGHT READY	Set Set	N/A N/A	N/A N/A	Off	2
217 217	'05 03 51.328 '05 03 51.328	0x5003 0x6408	ACS Ice Protection - Windshield	WCA-Advisory WCA-Advisory	AVIONIC COOLING FLT PLUS 4 DEG C	Reset Set	N/A N/A	N/A N/A	Off Off	1
217	'05 03 51.406	0x9482	74	WRA	DATA LOADER RECEPTACLE	N/A	Operational	PBIT	Off	1
217 217	'05 03 51.438 '05 03 51.656	0x9500 0x0907	74 IFF	CMI CMI	DATA LOADER RCPT HOT KEK INVALID (7)	Reset Set	N/A N/A	N/A N/A	Off Off	1
217 217	'05 03 51.656 '05 03 51.656	0x0902	IFF	CMI	1 DAY MODE 4 KEY RRMNG	Set	N/A	N/A	Off	2
217	05 03 51.656	0x0903 0x5703	Drive Train	CMI CMI	1 DAY MODE 5 KEY RMNG EMER LUBE ADD OIL	Set Set	N/A N/A	N/A N/A	Off	2
217 217	'05 03 51.656 '05 03 52.531	0x5720 0x1c06	Drive Train Digital Map	CMI WCA-Advisory	R PRGB ADD OIL MAP MODE ERROR	Set Reset	N/A N/A	N/A N/A	Off Off	1
217	'05 03 54.063	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	2
217 217	'05 03 56.719 '05 03 58.500	0x6408 0x5003	Ice Protection - Windshield ACS	WCA-Advisory WCA-Advisory	PLUS 4 DEG C AVIONIC COOLING FLT	Reset Set	N/A N/A	N/A N/A	Off Off	1
217	'05 03 58.500	0x5104	ACS	CMI	R BAY AIR FLOW DEFICIENT	Set	N/A	N/A	Off	1
217 217	'05 04 17.000 '05 04 22.563	0x1c06 0x020e	Digital Map VHF/UHF Radio 1	WCA-Advisory WCA-Advisory	MAP MODE ERROR COMM TIME UPDATE FAIL 1	Set Reset	N/A N/A	N/A N/A	Off	1
217 217	'05 05 24.172 '05 05 24.172	0x1c07 0x9080	Digital Map 72	WCA-Advisory WRA	MAP 1 FAIL OVERALL MODULE STATUS	Set N/A	N/A Failed	N/A PBIT	Off Off	1
217	'05 11 51.500	0x0e04	GPS	WCA-Advisory	GPS MONITOR FAULT	Set	N/A	N/A	Off	2
217 217	'05 11 54.469 '05 14 10.297	0x0e04 0x4892	GPS FCC 2	WCA-Advisory WRA	GPS MONITOR FAULT COCKPIT INTERFACE UNIT 2	Reset N/A	N/A Failed	N/A PBIT	Off Off	2 1
217 217	'05 15 30.234 '05 15 30.234	0x5839 0x5837	Engine	WCA-AdvisAlert WCA-AdvisAlert	R POWER LIMITING POWER LIMITING	Set Set	N/A N/A	N/A N/A	Off	3
217	'05 15 30.234	0x5838	Engine Engine	WCA-AdvisAlert	L POWER LIMITING	Set	N/A	N/A	Off	2
217 217	'05 15 30.656 '05 15 31.000	0x5839 0x0106	Engine 0	WCA-AdvisAlert CMI	R POWER LIMITING WEIGHT OFF WHEELS	Reset Set	N/A N/A	N/A N/A	Off Off	3 11
217	'05 15 33.094	0x5838	Engine	WCA-AdvisAlert	L POWER LIMITING	Reset	N/A	N/A	Off	2
217 217	'05 15 33.094 '05 15 36.313	0x5837 0x2007	Engine Chaff/Flare	WCA-AdvisAlert WCA-Advisory	POWER LIMITING ECM AUTO FAIL	Reset Set	N/A N/A	N/A N/A	Off	2 3
217 217	'05 15 36.313 '05 15 40.734	0x200e 0x5824	Chaff/Flare Engine	WCA-Advisory WCA-Advisory	ECM SEMI AUTO FAULT R ENG TEMP	Set Set	N/A N/A	N/A N/A	Off Off	3
217	'05 15 45.250	0x5824	Engine	WCA-Advisory	R ENG TEMP	Reset	N/A	N/A	Off	9
217	'05 16 46.266	0x6201	Hydraulic	WCA-Caution	HYD 2 PRESS LOW	Set	N/A	N/A	Off	1

Interim Interim

Brief "POWER LIMITING" WCAs (about 3 seconds)

217	'05 16 46.266	0x6382	Hydraulic	Exceedance	HYD SYS 2 PRESS LOW	Set	N/A	N/A	Off	1	Interim	
217	'05 16 46.375	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Set	N/A	N/A	Off	3	Interim	
217	'05 16 46.609	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Set	N/A	N/A	Off	3	Interim	
217	05 16 46.609	0x9105	72	CMI	L FLIR VID SYNC LOST	Set	N/A	N/A	Off	3	Interim	
217	05 16 46.750	0x5c05	EPGS 74	WCA-Advisory	CONV 2 FAIL	Set	N/A	N/A	Off	2	Interim	
217 217	'05 16 47.047 '05 16 47.125	0x9400 0x1c07	Digital Map	WCA-Advisory WCA-Advisory	DATA LOADER FAIL MAP 1 FAIL	Set Reset	N/A N/A	N/A N/A	Off Off	3 1	Interim Interim	
217	05 16 47.125	0x9080	72	WRA	OVERALL MODULE STATUS	N/A	Operational	PBIT	Off	1	Interim	
217	'05 16 48.266	0x6382	Hydraulic	Exceedance	HYD SYS 2 PRESS LOW	Reset	N/A	N/A	Off	1	Interim	
217	'05 16 49.234	0x6201	Hydraulic	WCA-Caution	HYD 2 PRESS LOW	Reset	N/A	N/A	Off	1	Interim	
217	'05 16 49.703	0x0401	VHF/UHF Radio 2	WCA-Advisory	COMM 2 FAIL	Set	N/A	N/A	Off	2	Interim	
217	'05 16 49.734	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Reset	N/A	N/A	Off	3	Interim	
217	'05 16 50.031	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	3	Interim	
217	05 16 50.047	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Set	N/A	N/A	Off	2	Interim	
217 217	05 16 50.047	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	No Comm	PBIT PBIT	Off Off	2	Interim	
217	'05 16 50.094 '05 16 52.563	0x5c85 0x0401	EPGS VHF/UHF Radio 2	WRA WCA-Advisory	CONVERTER 2 FAILURE	N/A Reset	Failed N/A	N/A	Off	2	Interim Interim	
217	05 16 53.328	0x200e	Chaff/Flare	WCA-Advisory	ECM SEMI AUTO FAULT	Reset	N/A	N/A	Off	3	Interim	
217	'05 16 53.328	0x2007	Chaff/Flare	WCA-Advisory	ECM AUTO FAIL	Reset	N/A	N/A	Off	3	Interim	
217	'05 16 55.234	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Reset	N/A	N/A	Off	3	Interim	
217	'05 16 56.703	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	Operational	PBIT	Off	3	Interim	
217	'05 17 11.438	0x9105	72	CMI	L FLIR VID SYNC LOST	Reset	N/A	N/A	Off	3	Interim	
217	'05 17 16.063	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Reset	N/A	N/A	Off	3	Interim	
217 217	05 18 19.609	0x5c85	EPGS	WRA	CONVERTER 2 FAILURE	N/A	Operational	PBIT	Off Off	2	Interim	
217	'05 18 19.625 '05 23 12.813	0x5c05 0x0801	EPGS	WCA-Advisory WCA-Advisory	CONV 2 FAIL MODE 4 REPLY	Reset Set	N/A N/A	N/A N/A	Off	2 629	Interim Historical-DLE	
217	05 23 16.813	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	629	Historical-DLE	
217	'05 24 17.656	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	630	Historical-DLE	
217	'05 24 21.656	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	630	Historical-DLE	
217	'05 33 13.438	0x0105	0	CMI	WEIGHT ON WHEELS	Set	N/A	N/A	Off	12	Interim	Previous Landing
217	'05 35 25.188 '05 35 25.469	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Set	N/A	N/A	Off	4	Interim	
217 217	05 35 25.469	0x9400 0x5c05	74 EPGS	WCA-Advisory WCA-Advisory	DATA LOADER FAIL CONV 2 FAIL	Set Set	N/A N/A	N/A N/A	Off Off	4	Interim Interim	
217	05 35 26.469	0x9004	72	WCA-Advisory	L FLIR VIDEO INOP	Set	N/A	N/A	Off	4	Interim	
217	'05 35 26.469	0x9105	72	CMI	L FLIR VID SYNC LOST	Set	N/A	N/A	Off	4	Interim	
217	'05 35 28.469	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	4	Interim	
217	'05 35 28.516	0x0401	VHF/UHF Radio 2	WCA-Advisory	COMM 2 FAIL	Set	N/A	N/A	Off	3	Interim	
217	'05 35 28.594	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Set	N/A	N/A	Off	3	Interim	
217	'05 35 28.594	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	No Comm	PBIT	Off	3	Interim	
217	05 35 28.719	0x5c85	EPGS	WRA	CONVERTER 2 FAILURE	N/A	Failed	PBIT	Off	3	Interim	
217 217	'05 35 29.516 '05 35 31.516	0x9004 0x0401	72 VHF/UHF Radio 2	WCA-Advisory WCA-Advisory	L FLIR VIDEO INOP COMM 2 FAII	Reset Reset	N/A N/A	N/A N/A	Off Off	4	Interim Interim	
217	05 35 32.344	0x0401 0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Reset	N/A	N/A	Off	4	Interim	
217	05 35 33.547	0x1e81	FLIR	WRA	SYSTEM ELECTONICS UNIT	N/A	Communication Protocol Error	PBIT	Off	1	Interim	
217	'05 35 35.516	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	Operational	PBIT	Off	4	Interim	
217	'05 35 54.031	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Reset	N/A	N/A	Off	4	Interim	
217	'05 36 13.203	0x1e81	FLIR	WRA	SYSTEM ELECTONICS UNIT	N/A	Operational	PBIT	Off	2	Interim	
217	05 37 32.797	0x4633	FCC 1	WCA-Advisory	NR SENSOR FLT FCC 1	Set	N/A	N/A	Off	1	Interim	
217	05 37 33.625	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Set	N/A	N/A	Off	2	Interim	
217 217	'05 37 33.625 '05 37 36.625	0x4637 0x4ab5	FCC 1 FCC 3	WCA-Advisory WRA	FLAPPING SENSOR FLT FCC 1 LEFT RPM SENSOR 3	Set N/A	N/A Failed	N/A PBIT	Off Off	1	Interim Interim	
217	05 37 39.391	0x4ab3 0x4633	FCC 1	WCA-Advisory	NR SENSOR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim	
217	'05 37 39.391	0x463e	FCC 1	WCA-Advisory	STRL LOAD LIMIT FLT FCC 1	Reset	N/A	N/A	Off	2	Interim	
217	'05 37 39.391	0x4637	FCC 1	WCA-Advisory	FLAPPING SENSOR FLT FCC 1	Reset	N/A	N/A	Off	1	Interim	
217	'05 37 40.266	0x4ab5	FCC 3	WRA	LEFT RPM SENSOR 3	N/A	Operational	PBIT	Off	1	Interim	
217	'05 37 40.750	0x4892	FCC 2	WRA	COCKPIT INTERFACE UNIT 2	N/A	Operational	PBIT	Off	1	Interim	
217	05 37 58.438	0x5c05	EPGS	WCA-Advisory	CONV 2 FAIL	Reset	N/A	N/A	Off	3	Interim	
217 217	'05 37 58.438 '05 38 57.250	0x5c85 0x2009	EPGS Chaff/Flare	WRA WCA-Advisory	CONVERTER 2 FAILURE FLIR FAIL	N/A Set	Operational N/A	PBIT N/A	Off Off	3	Interim Interim	
217	05 38 57.422	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Set	N/A	N/A	Off	5	Interim	
217	05 38 57.609	0x5c05	EPGS	WCA-Advisory	CONV 2 FAIL	Set	N/A	N/A	Off	4	Interim	
217	'05 38 59.734	0x0401	VHF/UHF Radio 2	WCA-Advisory	COMM 2 FAIL	Set	N/A	N/A	Off	4	Interim	
217	'05 39 00.297	0x9400	74	WCA-Advisory	DATA LOADER FAIL	Reset	N/A	N/A	Off	5	Interim	
217	'05 39 00.609	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Set	N/A	N/A	Off	4	Interim	
217	'05 39 00.609	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	No Comm	PBIT	Off	4	Interim	
217	05 39 00.781	0x5c85	EPGS	WRA	CONVERTER 2 FAILURE	N/A	Failed	PBIT	Off	4	Interim	
217 217	'05 39 02.797 '05 39 04.406	0x0401 0x2000	VHF/UHF Radio 2 Chaff/Flare	WCA-Advisory WCA-Caution	COMM 2 FAIL ECM PRGMR FAIL	Reset Reset	N/A N/A	N/A N/A	Off Off	4	Interim Interim	
217	05 39 07.578	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	Operational	PBIT	Off	5	Interim	
217	'05 39 26.078	0x2009	Chaff/Flare	WCA-Advisory	FLIR FAIL	Reset	N/A	N/A	Off	5	Interim	
217	'05 40 35.109	0x0a05	Intercom	WCA-Advisory	JUMP SEAT ISC FAIL	Set	N/A	N/A	Off	1	Interim	
217	'05 40 35.109	0x0a83	Intercom	WRA	JUMP SEAT ISC	N/A	Failed	PBIT	Off	1	Interim	
217	'05 42 12.719	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	76	Historical-DLE	
217	'05 46 28.344 '05 48 40.313	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER LPRGB OIL TEMP TRANSDUCER	N/A	Failed	PBIT PBIT	Off Off	79	Historical-DLE	
217	05 48 40.313	0x5687 0x0106	Drive Train 0	WRA CMI	WEIGHT OFF WHEELS	Set	Operational N/A	N/A	Off	80 12	Historical-DLE Interim	Last Takeoff
217	05 50 04.219	0x5824	Engine	WCA-Advisory	R ENG TEMP	Set	N/A	N/A	Off	10	Interim	Last Takeon
217	05 50 05.141	0x5823	Engine	WCA-Advisory	L ENG TEMP	Set	N/A	N/A	Off	6	Interim	Brief "ENG TEMP" WCAs
217	'05 50 10.172	0x5823	Engine	WCA-Advisory	L ENG TEMP	Reset	N/A	N/A	Off	6	Interim	(about 9 seconds)
217	'05 50 13.328	0x5824	Engine	WCA-Advisory	R ENG TEMP	Reset	N/A	N/A	Off	10	Interim	
217	'05 52 51.141	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Set	N/A	N/A	Off	632	Historical-DLE	
217	05 52 55.141	0x0801	IFF	WCA-Advisory	MODE 4 REPLY	Reset	N/A	N/A	Off	632	Historical-DLE	
217 217	'05 56 08.016 '05 56 13.516	0x0801 0x0801	IFF	WCA-Advisory WCA-Advisory	MODE 4 REPLY MODE 4 REPLY	Set Reset	N/A N/A	N/A N/A	Off Off	633 633	Historical-DLE Historical-DLE	
217	'05 56 13.516 '05 57 38.203	0x0801 0x5687	IFF Drive Train	WCA-Advisory WRA	MODE 4 REPLY LPRGB OIL TEMP TRANSDUCER	Reset N/A	N/A Failed	N/A PBIT	Off	633 84	Historical-DLE Historical-DLE	
217	05 57 56.531	0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A	Operational	PBIT	Off	84	Historical-DLE	
217	05 59 26.109	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Set	N/A	N/A	Off	5	Interim	
217	'05 59 26.109	0x2080	Chaff/Flare	WRA	PROGRAMMER	N/A	No Comm	PBIT	Off	5	Interim	
217	'05 59 29.563	0x2000	Chaff/Flare	WCA-Caution	ECM PRGMR FAIL	Reset	N/A	N/A	Off	6	Interim	
217	05 59 32.734	0x2080	Chaff/Flare	WRA	PROGRAMMER		Operational	PBIT	Off	6	Interim	
217 217	'05 59 48.734 '06 02 18.141	0x0801 0x5687	IFF Drive Train	WCA-Advisory WRA	MODE 4 REPLY LPRGB OIL TEMP TRANSDUCER	Set N/A	N/A Failed	N/A PBIT	Off Off	634 86	Historical-DLE Historical-DLE	
217	06 02 18.141	0x5687 0x5687	Drive Train	WRA	LPRGB OIL TEMP TRANSDUCER	N/A N/A	Operational	PBIT	Off	86	Historical-DLE	
												Incident Starts Here
217	'06 03 46.516	0x4652	FCC 1	WCA-Advisory	TCL OVERTRAVEL 1	Set	N/A	N/A	Off	7	Interim	(~14 min after takeoff)
217	'06 03 48.188	0x5824	Engine	WCA-Advisory	R ENG TEMP	Set	N/A	N/A	Off	11	Interim	"R ENG TEMP" sets & stays
217	'06 03 51.109	0x6803	Landing Gear	WCA-Caution	NOSEWHL STEER FAIL	Set	N/A	N/A	Off	1	Interim	
217	'06 03 51.141	0x561d	Drive Train	WCA-Advisory	L TAGB PRESS LOW	Set	N/A	N/A	Off	1	Interim	
217	06 03 51.141	0x5781	Drive Train	Exceedance	LTAGB OIL PRESSURE LOW	Set	N/A	N/A	Off	1	Interim	
217 217	'06 03 51.313 '06 03 51.391	0x4d02 0x1020	FMU 1 INS 1	CMI WCA-Advisory	ACTIVE TANK CTRL ON POSITION DISAGREE 1	Set Set	N/A N/A	N/A N/A	Off Off	1	Interim Interim	
217	06 03 51.391	0x1020 0x592e	Engine	CMI	EAPS AUTO SELECTED	Reset	N/A N/A	N/A N/A	Off	1	Interim	
217	06 03 51.391	0x592e 0x592f	Engine	CMI	EAPS A010 SELECTED	Set	N/A N/A	N/A	Off	1	Interim	
217	06 03 51.391	0x592f	Engine	CMI	EAPS ON SELECTED	Reset	N/A	N/A	Off	1	Interim	
217	'06 03 51.391	0x5930	Engine	CMI	EAPS OFF SELECTED	Set	N/A	N/A	Off	2	Interim	Turned EAPS OFF
217	06 03 51.438	0x5611	Drive Train	WCA-Caution	R PRTR OVERTORQUE	Set	N/A	N/A	Off	1	Interim	
217	'06 03 51.438 '06 03 51 484	0x578f	Drive Train	Exceedance WCA-Advisory	ROTOR OVERTORQUE	Set	N/A N/A	N/A	Off Off	1	Interim	
217 217	'06 03 51.484 '06 03 51.484	0x0a05 0x0a83	Intercom Intercom	WCA-Advisory WRA	JUMP SEAT ISC FAIL JUMP SEAT ISC	Reset N/A	N/A Operational	N/A PBIT	Off	1	Interim Interim	
217	06 03 51.484	0x560b	Drive Train	WCA-Caution	L TAGB PRESS LOST	Set	N/A	N/A	Off	1	Interim	
217	'06 03 51.594	0x578f	Drive Train	Exceedance		Reset	N/A	N/A	Off	1	Interim	
217	'06 03 51.766	0x4624	FCC 1	WCA-Caution	CRIT CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	2	Interim	
217	'06 03 51.766	0x4625	FCC 1	WCA-Caution	CVRSN ACTR FAIL FCC 1	Set	N/A	N/A	Off	1	Interim	

217	'06 03 51.766	0x4626	FCC 1	WCA-Advisory	CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	5	Interim
217	'06 03 51.766	0x4627	FCC 1	WCA-AdvisAlert	MULTI CVRSN ACTR FLT FCC 1	Set	N/A	N/A	Off	5	Interim
217	'06 03 51.766	0x4654	FCC 1	WCA-Advisory	PFCS FAIL RESET 1	Set	N/A	N/A	Off	2	Interim
217	'06 03 51.797	0x5781	Drive Train	Exceedance	LTAGB OIL PRESSURE LOW	Reset	N/A	N/A	Off	1	Interim
217	'06 03 52.031	0x578f	Drive Train	Exceedance	ROTOR OVERTORQUE	Set	N/A	N/A	Off	2	Interim
217	'06 03 52.109	0x578f	Drive Train	Exceedance	ROTOR OVERTORQUE	Reset	N/A	N/A	Off	2	Interim
217	'06 03 52.125	0x5604	Drive Train	WCA-Caution	L NAC BLOWER FAIL	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.188	0x3c25	FDP	WCA-Advisory	AUTO NAC INOP	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.188	0x3c03	FDP	WCA-Caution	COUPLE DISENG	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.313	0x1000	INS 1	WCA-AdvisAlert	ATTITUDE DISAGREE INS 1	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.313	0x1006	INS 1	WCA-Advisory	HDG DISAGREE INS 1	Set	N/A	N/A	Off	1	Interim
217	'06 03 53,344	0x1000	INS 1	WCA-AdvisAlert	ATTITUDE DISAGREE INS 1	Reset	N/A	N/A	Off	1	Interim
217	'06 03 53,344	0x1006	INS 1	WCA-Advisory	HDG DISAGREE INS 1	Reset	N/A	N/A	Off	1	Interim
217	'06 03 53.344	0x1207	INS 2	WCA-Advisory	HDG 2 FAIL	Set	N/A	N/A	Off	1	Interim
217	'06 03 53,516	0x5607	Drive Train	WCA-Caution	L PRTR OVERTORQUE	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.516	0x578f	Drive Train	Exceedance	ROTOR OVERTORQUE	Set	N/A	N/A	Off	3	Interim
217	'06 03 53.531	0x4650	FCC 1	WCA-AdvisAlert	TCL TRIM FAIL 1	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.531	0x4651	FCC 1	WCA-Advisory	TCL TRIM FAULT 1	Set	N/A	N/A	Off	1	Interim
217	'06 03 53.531	0x4660	FCC 1	WCA-Caution	ECL NOT IN FLY	Set	N/A	N/A	Off	1	Interim
217	06 03 53.531	0x4646	FCC 1	WCA-Advisory	MULTI NAC CONTR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
217	06 03 53.531	0x4645	FCC 1	WCA-Advisory	NAC CONTR FLT FCC 1	Set	N/A	N/A	Off	1	Interim
217	06 03 53.531	0x4643	FCC 1	WCA-Caution	R NAC CONTR FAIL FCC 1	Set	N/A	N/A	Off	2	Interim
217	06 03 53.531	0x582b	Engine	WCA-Advisory	L ENG CTRL DATA FLT	Set	N/A	N/A	Off	1	Interim
217	06 03 53.531	0x582c	Engine	WCA-Advisory	R ENG CTRL DATA FLT	Set	N/A	N/A	Off	1	Interim
217	06 03 53.551	0x5820	Internal/External Lighting	CMI	INTERIOR INTENSITY STATUS PLCU	Set	N/A	N/A	Off	1	Interim
217	06 03 53.625	0x5692	Drive Train	WRA	L NACELLE BLOWER	N/A	Failed	PBIT	Off	1	Interim
217	06 03 53.641	0x120b	INS 2	WCA-Advisory	INS 2 FAIL	Set	N/A	N/A	Off	1	Interim
217	06 03 53.641	0x1200	Chaff/Flare	WCA-Advisory	FLIR FAIL	Set	N/A	N/A	Off	6	Interim
217	06 03 53.719	0x3c03	FDP	WCA-Caution	COUPLE DISENG	Set	N/A	N/A	Off	2	Interim
217	06 03 53.797	0x1006	INS 1	WCA-Advisory	HDG DISAGREE INS 1	Set	N/A	N/A	Off	2	Interim
217	06 03 54.000	0x1000	Drive Train	Exceedance	LTAGB OIL PRESSURE LOW	Set	N/A	N/A	Off	2	Interim
217	06 03 54.063	0x4890	FCC 2	WRA	FLIGHT CONTROL COMPUTER 2	N/A	Failed	PBIT	Off	1	Interim
217	06 03 54.005	0x640a	Ice Protection - Windshield	WCA-Advisory	IPS AUTO MODE FAIL	Set	N/A	N/A	Off	2	Interim
217	06 03 54.172	0x561d	Drive Train	WCA-Advisory	L TAGB PRESS LOW	Reset	N/A	N/A	Off	1	Interim
217	06 03 54.172	0x3c03	FDP	WCA-Caution	COUPLE DISENG	Set	N/A	N/A	Off	3	Interim
217	06 03 54.234	0x5005	Engine	CMI	R FADEC B SENSOR LANE DIFF	Set	N/A	N/A	Off	1	Interim
217	06 03 54.234	0x561d	Drive Train	WCA-Advisory	L TAGB PRESS LOW	Set	N/A	N/A	Off	2	Interim
217	06 03 54.313	0x3010 0x1020	INS 1	WCA-Advisory	POSITION DISAGREE 1	Reset	N/A	N/A	Off	1	Interim
217	06 03 54.328	0x1020 0x560b	Drive Train	WCA-Caution	L TAGB PRESS LOST	Reset	N/A N/A	N/A N/A	Off	1	Interim
217	06 03 54.328	0x5600 0x1020	INS 1	WCA-Advisory	POSITION DISAGREE 1	Set	N/A N/A	N/A N/A	Off	2	Interim
217	06 03 54.344	0x1020 0x3c41	FDP	WCA-Advisory WCA-Advisory	DIR TRIM FAULT	Set	N/A N/A	N/A N/A	Off	1	Interim
217	06 03 54.359	0x3c41 0x4653	FDP FCC 1	WCA-Advisory WCA-Caution	FLAPPING CRITICAL 1	Set	N/A N/A	N/A N/A	Off	1	Interim
217	06 03 54.359	0x4653 0x462d	FCC 1 FCC 1	WCA-Caution WCA-Advisory	DIR FEEL FLT FCC 1	Set	N/A N/A	N/A N/A	Off	1	Interim
	06 03 54.359	0x462d 0x464e	FCC 1 FCC 1	WCA-Advisory WCA-Advisory	AFCS FLT FCC 1	Set	N/A N/A	N/A N/A	Off	1	
217				,							Interim
217	06 03 54.359	0x4620	FCC 1	WCA-Advisory	FLAPERON FLT FCC 1	Set	N/A	N/A	Off	1	Interim
217	06 03 54.359	0x463f	FCC 1	WCA-Caution	L TORQUE SENSOR FAIL FCC 1	Set	N/A	N/A	Off	2	Interim
217	06 03 54.359	0x483c	FCC 2	WCA-AdvisAlert	ADS 2 FAIL	Set	N/A	N/A	Off	1	Interim
365	'23 59 00.000	Oxfffd	127	Exceedance	INITIAL FAULT CODE	Set	N/A	N/A	Off	0	Interim

Enclosure 34

Recovered Flight Data Flight Recreation from mishap flight

Exempt from release pursuant to (b)(6) and (b)(7)(C).

			SH	HIP'S DECK LOG SHEET IF CLASSIFIED STAMP SECURITY MARKING HERE
		HULL NUMBE	R 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
POSITION	ZONI		120 L	SITION ZONE TIME POSITION ZONE TIME 0 22°30.5 5 BY 12 1 51° @1.91E BY BY BY
TIME	ORDER	CSE	SPEED	DEPTH RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	
1150				$\frac{O400 - 1200 ((0NT'D)}{1000}$
1156				CONTHE BRADDE
1159				PED DECK
17.02				PROPERLY RELIEVED BY (b3)(10USC\$130)(b6)
12000				× (b3)(10USC§130)(b6)
-				×.
				1200 - 1500
1202				ASSUMED THE WATCH . U/W AS DEFORE.
1204				XC ON THE BRADDLE
1223				XU OFF THE BRIDGE
1236	123012	DAD		
\sim	SAZ		8	
1237				XO ON THE BLADINE
1246		QAQ		DFPMC 078
	SAL		2	
1247		150		
.1248	SA2		8	
<u>i253</u>		150	 	DFANK 137
1259	SA2		10	
1300				SETAND DRIFT OTUST AT OILKIS
1314	LISCE	135		
1317	1.000	135		Dfernic 122
1319	LISER	120	<u> </u>	
1322		120		DFRIMIC 107
:1327	USK	aul		
12 0 1				SELVED FROM DRILL
1351	LIGER	061		DHAMI 051
1344	LISSE	000 000	 	DFRIML 348
<u></u>	<u> </u>	<u>nuvu</u>	har	

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

			SH	llP'S	DECK LOG SHEET IF CLASSIFIED STAMP SECURITY MARKING HERE
USE BLAC	K INK TO FIL	L IN THIS	SLOG		
	SHIP TYPE	HULL		<u> </u>	AT PASSAGE FROM POCKAMPTONIAL
D A L 1 2 3	4 9	0,2,0		0,8 K 13-14 1	05 E 10 OPAREA U / 5 15 - 17 22 78 79
POSITION	ZONE	TIME	POS	SITION	ZONE THME POSITION ZONE THME LEGEND
0800		. BY	1200)	BY_BY
1		BY			BYBYBYBYBYBY
TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	
			-1		1200-1500 ((ONT'D)
1344	SAI		3		
1347				FREEN	DECK
1357				SELVY	ED FROM LETT ENVICENMENT
1358		-		RED D	ELK
1400				XU UF	F THE BRADGE
				SET I	ND DHFT 159"T AT O.SKIS
1401		1			F THE BHDGE
					R DECK
1405				í I	VERPONS POSTURE 2 SURFACE
1430		3410		PFAN	
1.00		-70.00			VTHE BRIDDE
1434					DEE THE BRIDGE
*	43E22	210			MC.2-93
1430	- star	31 0		(b3)(1	OUSC \$130)(b6) HAS THE CONN
11.1.	1. x	300			HAS THE CONN
1443		100			
456	1			WAT	CH PROPERLY RELIEVED BY (10050\$130)(60), (b3)(10050\$130)(b6)
		<u> </u>			
					1500 - 1800
1456				ASS	UMED THE WATCH U/W AS REFORE
- and the second second	CL.	260			
1515	R3QL	2.80			
1434				REL	DECT
	R3QK		ł		
	SAI		5	1	
1521		355	<u> </u>	-	
1524		005		1	
<u>1522</u>			2		
1530	SAL		ØI		

OPNAV 3100/99 (Rev. 7-84)

IF CLASSIFIED STAMP SECURITY MARKING HERE

	•			Sŀ	llP'S	S DECK LOG SHEET IF CLASSIFIED STAMP SECURITY MARKING HERE
	USE BLAC	K INK TO FIL	L IN TH			USS GREEN BAY
	/		HULL NUMBE	R / Å	HINOM	AT PASSAGE FROM RECENTANTEN AND S
	DA _L	PD 4	0,2,		0 8 k 13 - 14 1	
	POSITION	ZONE	E TIM		SITION	ZONE THE POSITION ZONE THE LEGEND
	0800 L	/	BY	120 _ L	0	BY 2000 I - CELESTIAL L BY 2 - ELECTRONIC 3 - VISUAL
	<u>^</u>		_ BY			BYBYBY4-D.R.
	TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
	18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41 TT 1500-1800 (CONT'D)
\checkmark	1541				icu	TPLACED IN TRANSIT MODE
	10AU	part				N THE BRIDGE
	122.14	REAL		3		
¥	1607	- <u>A</u> 0/			MAN	OVER BOARD
*						ULG IN WATER
		50'				
	11008	AAS		C		
	11010				50	REW ZI PACS IN THE WATER
	1612				RHI	
_	Ileis	AABI	+			
		L35°h				3
	<u>Ilei4</u>	0			CUR	DENTLY MISSING 2 BODIES
_	\leq	<u>R35°R</u>				WATER
¥	Lech-				Chf	SH ON DECK OSPREY FELL IN LEFTER
		AAS_		¢		
		PAMID		[
	1618	AA I ASTOP				
_	<u>1619</u> 1607			<u>.</u>	PA	E OF MAN OVER BOARD AND GRASSIN
ב ו	1/207			+		35'34"5 151'04'17.5"E.
	1418	ABI			 	
	1629	ASTOP	1			
		1			UNAR	LE TO SEND OUT MENTHER MESSAGE DUE TO RIVERULY L
	1630	ΔΒι				
	/	A5503				
	1631	ABI				
	/	144				
	i633	RJOR	ļ			· · · · · · · · · · · · · · · · · · ·
	1434			_ _	SECO	IND RHIB TOLMI IN THE WATER
	1635			_ <u></u>	RHIT	3K AMAN

			SH	HP'S DECK LOG SHEET
		HULL NUMBE	R 7 0 7 7 12	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
0800 L		. BY . BY	_ 1200 _ L	0 2000 1 - CELESTIAL L BY 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
TIME	ORDER	CSE	SPEED 33 - 36	DEPTH RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33-30	37-40 41 1500-1800 (CONF'S)
1636	ASTOP			
1637	AA1	:	2	
	381			
	PAI			
Kiloon				CURRENT WATER TEMP 73'F.
1643				SAR SNIMMER FROM HELD IN LATER
\sim				7 PACKS ONBOARD
1645				BOAT IS IN THE SKIDS
16cm				CURRENTLY & MARINES ON TOLMI
1650				16 PAX FROM HELD IN WATER CURRENTLY MISSING 5
1654				1 SWIMMER AND I MARINE RECOVERED USING HELD
\sim				9 PAX ONBUFRD
<u> </u>				13 PAX ONBOARD
<u> </u>				I PAN DUBOARD
1655				12 PAX ONBOARD
				13 PACKS ONBORD
1656	1			PERMISSION GRANTED TO LOAD LOWER AND LAUNCH MAGNU
	<u> </u>			16 PACKS ONBOARD
	<u> </u>			TI PACK ONBOARD
	ļ	<u> </u>		18 PACKS ONBOARD
				19 PACKS ONBJARD
/_				20 PALKS ONBJAKD
		<u> </u>		21 packs ONBOARD
1157			-	22 PACKS ON BOARD
1707			-	RHIRS AWAY BUD'S RUNA & LINER (OULECTION DERIF
1703 1710				BAR'S RAIB IN WATER COLLECTING DEBRIS
1711	ASTOP	<u> </u>	+	
1713		1		
- 1717	PAT PI	31	-	

) 					IP'S	DECK L	OG SHEET		SSIFIED STAMP Y MARKING HERE
[USE BLAC	K INK TO FIL	L IN TH		/ >	777	USS GREEN BAY		1.17
	/	SHIP	HULL		MOWTH	24Y CONE	- · ·		- CLASS
		TYPE /	NUMBE	\dashv \leftarrow	((DI PASSAGE FROM	ROCIHAMPTON	
		P v	0 2	0 7		ζ _φ <u>5</u> Ε 15 16 - 17 22	₹0 ⁻ 01>	A ≈ EA	<u>U /</u> 78 79
	POSITION	ZONE			SITION		E POSITION	ZONE JUHE	LEGEND
	0800			120			2000		1 - CELESTIAL 2 - ELECTRONIC
			. BY		\geq	- BY		BY	3 - VISUAL
			BY			BY		BY	4 • D.R.
	TIME	ORDER	CSE 30 - 32	SPEED 33 - 36	DEPTH 37-40	44	RECORD OF ALL EVEN	TS OF THE DAY	77
	18 - 21	23 - 29	30 - 32	33-30	37-40	41 i	500 - 1800 (WN	17'0)	
		SAI				1 1	000-1300 (00k	51 - 51	
		~							
		LJOR							
	/_/	ASTOP		2					
		PAMID						-	
	1724	ABI		ļ					
	1725	PBI					.		
		SSIDP							
		L3OF		<u> </u>		-			
	1724	ASTOP							
	1727	RAMID							
		135R			ļ				
	\sim	SAI				ļ			
	1728	ASTOP							
	1732	SAI							
	1733	PAMID							
	\sim	ASTOP							
	1739	ADI							
		ASTOP							
	1740	ABI		-					
	1743	ASTOP							
	1746	ABI							
		ASTOP			-				
	1745	ABI							
	/	ASTOP							
	1753	AB1							
		RANTO		1					
		ASTOP				<u>.</u>		- <u></u> -	
	1757	() STOP			(b3)(10)USC§130)(b6)	S THE CONN		
	1758	ABI	1						
	1759	ASTOP					· · · · · · · · · · · · · · · · · · ·		

			SF	HP'S	6 DEC	K LO	G SHE	ET		SSIFIED STAMP
USE BLAC	K INK TO FIL	L IN TH	1	/ 2	/ /	7 u	ss GREEN	BAY		
/	SHIP TYPE	HULL	R	HUNOW		/				
				(-)		E	D/PASSAGE	FROM Rock	HANDTON	f f f f
1 2 3	. P D	0,2,			K w r 15 16 - 17	Ţ	•	01° A12	- <u>A5</u>	U / 78 79
POSITION	ZONE	EFHVT	1 1 -	SITION	ZON	E TIME	POSITION	ZONE	THME	LEGEND
0800		. BY	120 L	0		. BY	2000 L		ΒY	1 - CELESTIAL 2 - ELECTRONIC
4		_ ВҮ	د _	/		BY	1		BY	3 - VISUAL 4 - D.R.
TIME	ORDER	CSE	SPEED	DEPTH		F	ECORD OF AL	L EVENTS OF 1	HE DAY	
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41			,		77
						1500	- 1500(c	ONT'D)		
1802	ABI									
1804	ASTOP				[
1305	AAI									
1807	ASTOP									
1809	ABI									<u>_</u>
	1607			TRUE	WIN	10: OZ	2ºT AT	4. OKTS		
<u> </u>		<u> </u>		SURV	IVABIL	ITY OF	MAN I	N WATE	r is q	3 HOURS
	ASTOP	ļ								
1816	ABI				ļ					
1817	ASTOP									
1821	LZSP	·								
1822	RAMID	[ļ					;
.1824	1,35R	POB								
	PBI	 								·····
\sim	SAI							.		
1827	SAZ									
	PBZ			<u> </u>						
1828	SAL				ļ					
	PB/				·					
1829	SA2			<u> </u>						
	PBZ									
1834	SAI				ļ					
	PBI	ļ								
1835	AAI		ļ	<u> </u>						
	R35R			<u> </u>						
1836		034			ļ					, ,
	AAI		2							
1838	1	<u>.</u>	4							
	SAYG	032				-				
				GRE	EN D	ECK				

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			SF	IIP'S	DECK LOG SHEET
USE BLAC	K INK TO FIL	L IN TH		/ >	USS GREEN BAY
/	SHIP /	HULL		HINOW	1 × 1 × 1 × 1 × 1 × 1 × 1 × 1 × 1 × 1 ×
	TYPE /	NUMBE		/ (
	<u>4</u>	0 2 .		0 8 F 13 - 14 1	<u> </u>
POSITION	ZONE	THM		SITION	ZONE TIME POSITION ZONE TIME LEGEND
0800 L		BY	1200)	BY 2000 S 22 3S.7 BY 2 1- CELESTIAL 2- ELECTRONIC
		BY	_	\sim	BYBYλ <u>EIST°ψ6.</u>] BY_2 3-VISUAL 4-D.R.
	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENT'S OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36		4177
					1500-1800(CONTO)
1840	AAI		3		
1843	AAI		ん		
1846	Astop				
1847	RAMID				
\geq	ABI				
1850	ASTOP				
1852				GRF	EN DECK USC\$130)(66) NACE THE DECK
1254				(b3)(10	USC \$130)(b6) HAS THE DECK
/					<u>√</u> (b3)(10USC§130)(b6)
\leq	<u> </u>				<u>×</u>
	~				
					1800-7100
1856				ASS	UMED THE WATCH ULW AS BETCRE
1851				BET	DFCK
1059	PBACK				
/	f STOP				
1902	PA2				
	562			1	· · · · · · · · · · · · · · · · · · ·
1910	RAMID				
1911	LZØR				
1912	RAMID				
-	Vala				
1957	131				
1958				00	IS OFF THE BRIDGE
	ALLSTOP				
2003			ļ	60	IS ON THE BRIDGE
\sim	ABI		ļ		
2005	ASTER			<u> </u>	
_022	3@R128			-	
	LAAL	<u> </u>	3		

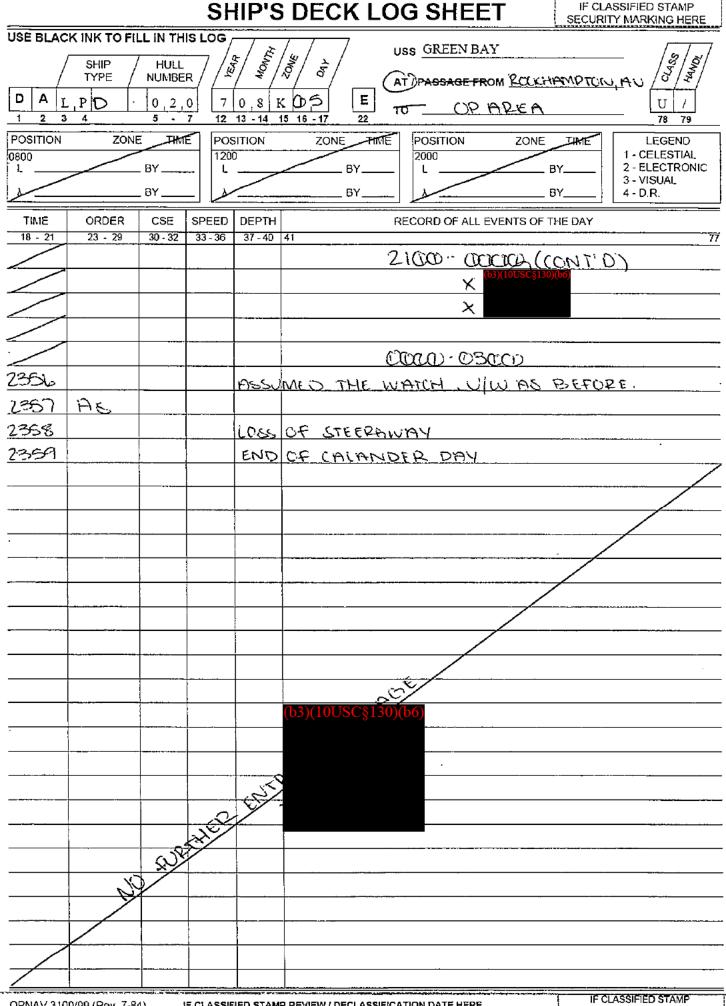
real and the second second

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				S⊦	IIP'S	S DECK LOG SHEET IF CLASSIFIED STAMP SECURITY MARKING HERE
:	USE BLAC	K INK TO FI	LL IN TH	/	× / ×	USS GREEN BAY
		SHIP TYPE	HULL NUMBE	R	HINOW	
	D A L	<u>4</u>	0,2			K 0,5 E TO OP APETA U / 15 16 - 17 22 TO TO APETA TO 78 79
	POSITION	ZONE	E TIAN		SITION	ZONE THE POSITION ZONE THE LEGEND
	0800 L'		BY	[120(, 	BYBYBYBYBY
	<u>}</u>		BY			BYBYBY
	TIME 18 - 21	ORDER 23 - 29	CSE 30 - 32	SPEED 33 - 36	DEPTH 37 - 40	RECORD OF ALL EVENTS OF THE DAY
-	\sim					1800 - 2100 (CONT'D)
-	526				(b3)(1	OUSC§130)(b6) HAS THE CONN
1	2029	S TDY	123		DFGI	AC 125 115
- 	2031	AAI		2		
			114		DFC	hMC
	2634	AAI		1		
	2849	130R		•		
	\sim	SAZ				
	\sim	PB2				
	2054	SAI				
		PB1				
	2058	AAI		3		
	2059	RJØR			ļ	
	\sim	RAMID		•	<u> </u>	
	2130				NATO	IL PROYERLY RELIEVEN BY (63)(10USC\$130)(66)
	\sim					(b3)(10USC§130)(b6)
-						
						2100-0000
	UDD					MED THE WATCH UN AN BEFORE
	2121	(1335			DFG	NC 332
	0	AA I		2		· · · · · · · · · · · · · · · · · · ·
	2113	ASTOP				
	2117	ABI				
		ASTOP				
	2122		-			5 Dr THE BRIDGE
	2124	4.0		9	CX1	D ON THE BRIDER
	2126	1		23	1	· · · · · · · · · · · · · · · · · · ·
	2129		<u> </u>	2		
	2131	ADI AA ,		2	1	

			SF	llP'S	DECK LOG SHEET
USE BLAC	SHIP TYPE	HULL	$\neg / $	MOWTH	USS GREEN BAY
D A I 1 2 3	P D	0 2			$\frac{10}{15} = 17 = \frac{10}{15} =$
POSITION 0800 L	ZONE	BY	E POS 1200 _ L		ZONE THME POSITION ZONE THME LEGEND 2000 1 CELESTIAL 1 CELESTIAL 2 ELECTRONIC 3 VISUAL BY BY 4 D.R.
TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	2100-0000 (CONT'D)
2147	CK310				L100 - 00000 ((ONI 6)
2151				נו פא	OFF THE BRIDGE
2209	_			XOI	S ON THE BRIDGE
2111		DOD			
2219	1301	०५७			
	RAMID				
2221	Sayo				
0122	CROSA	10/26			
	RJOR	180	5		
1244	RIDR	200			· · · · · · · · · · · · · · · · · · ·
247	AAI	44	3		
2250	R <r 1<="" td=""><td>225</td><td></td><td></td><td></td></r>	225			
1252		205		NEG	MC 195
2256		201	-5	121C2	
	ABI		-4		
2303				SEC	UREDFLIGHT QUARTERS
	ASTOP				
2314	del		2		
2317	135R				
	L 30 R19	ŗ,			
2320				CO	IS OFF THE BRIDGE
\leq	R195				
2323	R200				
2325				60	TS ON THE BRIDGE
and the second second	R2Ø.5				
328		:05		DFGA	<u>G 195</u>
22412					
2363	HBI			01.00	EDIN RELIEVED BU (b3)(10USC§130)(b6)
<u>ىرى ،</u>				TKUY	ERLY RELIEVED BY (63)(10USC\$130)(66)

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SHIP OR STATION

USS GREEN BAY (LPD 20)

17 Aug 2017

ug 2017		
14167	NAVY SAFETY SUPERVISOR	
1	NAVAL SAFETY SUPERVISOR	31 Dec 2016
43119-L	DAMAGE CONTROL (DC)	
301	BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	09 Aug 2016
43119-M	DAMAGE CONTROL (DC)	
301	BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	15 Feb 2017
43241-L	3M	
301	MAINTENANCE PERSON	10 Dec 2016
43241.KCH1	3M	
301	MAINTENANCE PERSON	02 Dec 2016
43435-20	LHA/LHD/LPD AIR BOSS	
301	LHA/LHD/LPD AIR OFFICER WATCH STATIONS	30 Aug 2016
LPD20-57	ATT	
301	ATT SAFETY OBSERVER	17 Feb 2017
43119-L	DAMAGE CONTROL (DC)	
302	BASIC FIRST-AID	09 Aug 2016
43119-M	DAMAGE CONTROL (DC)	
302	FIRST-AID AND RESCUE	 15 Feb 2017
43241-L	3M	
302	REPAIR PARTS/SUPPLY PETTY OFFICER	10 Jan 2017
43426-4E	AIR DEPARTMENT AVIATION FUELS AFLOAT	
302	FUELS SECURITY	01 Jul 2016
43435-20	LHA/LHD/LPD AIR BOSS	
302	FINAL QUAL HCO	30 Aug 2016
LPD20-57	ATT	
302	ATT EXERCISE INITIATOR	17 Feb 2017
43119-L	DAMAGE CONTROL (DC)	
303	BASIC FIREFIGHTING	09 Aug 2016
43119-M	DAMAGE CONTROL (DC)	
303	BASIC FIREFIGHTING	15 Feb 2017
43219-D CH1	HELICOPTER OPERATIONS FOR AIR CAPABLE SHIPS	
303	FLIGHT DECK OFFICER	17 Feb 2017
43241-L	3M	
303	WORK CENTER SUPERVISOR	05 Feb 2017
43435-20	LHA/LHD/LPD AIR BOSS	
303	FINAL QUAL AIR OFFICER	30 Aug 2016
LPD20-57	ATT	
303	ATT EXERCISE EVALUATOR	17 Feb 2017
43119-L	DAMAGE CONTROL (DC)	
304	FIRE WATCH STANDER	09 Aug 2016
43119-M	DAMAGE CONTROL (DC)	
304	FIRE WATCH STANDER	15 Feb 2017

NAME(Last, First, Middle)	SSN	BRANCH AND CLASS
(b3)(10USC§130)(b6)	(b3)(10USC§130)	USN



SHIP OR STATION

USS GREEN BAY (LPD 20)

17 Aug 2017

43241-L	3M	
304	LCPO/DIVISION OFFICER	05 Feb 2017
LPD20-57	ATT	
304	ATT TEAM LEADER	17 Feb 2017
43119-L	DAMAGE CONTROL (DC)	
305	(CBR) DEFENSE	09 Aug 2016
43241-L	3M	
305	DEPARTMENTAL 3M ASSISTANT	05 Apr 2017
43119-L	DAMAGE CONTROL (DC)	
306	BASIC DAMAGE CONTROL	09 Aug 2016
43119-M	DAMAGE CONTROL (DC)	
306	BASIC DAMAGE CONTROL (DC)	15 Feb 2017
43241-L	3M	
306	DEPARTMENT HEAD	13 Apr 2017
43397-E(CH 1)	DECK WATCHES INPORT (b3)(10USC§130)(b6)	
306	OFFICER OF THE DECK(OOD) (INPORT	31 Dec 2016

This certifies the above entries are true and correct as of 17 AUG 2017





12. PERSONNEL QUALIFICATION STANDARDS (PQS)						
PQS TITLE	PQS STATION #	DATE INI	T PQS TITLE	PQS STATION #	DATE I	NIT
52005 SEMI-ANNUAL REQUAL REQUIREMENTS	306 96 HOUR EEBD TRAINING	28 May 2016	52005 SEMI-ANNUAL REQUAL REQUIREMENTS	307 96 HOUR EGRESS TRAINING	28 May 2016	

52005 SEMI-ANNUAL REQUAL REQUIREMENTS	308 96 HOUR SCBA TRAINING	28 May 2016	43426-4E AIR DEPARTMENT AVIATION FUELS AFLOAT	302 FUELS SECURITY	27 Jun 2016
43426-4E AIR DEPARTMENT AVIATION FUELS AFLOAT	301 SOUNDER	28 Jun 2016	43523-B QUALITY MAINTENANCE PROGRAM	301 CRAFTSMAN	06 Jul 2016
43241.KCH1 3M	301 MAINTENANCE PERSON	29 Aug 2016	43119-L DAMAGE CONTROL (DC)	302 BASIC FIRST-AID	05 Sep 2016
43119-L DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	05 Sep 2016	43119-L DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	05 Sep 2016
43119-L DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	05 Sep 2016	43119-L DAMAGE CONTROL (DC)	305 (CBR) DEFENSE	05 Sep 2016
43119-L DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL	05 Sep 2016	43387-2E ANTI-TERRORISM COMMON CORE	301 SENTRY	16 Sep 2016
43387-2E ANTI-TERRORISM COMMON CORE	302 REACTION FORCE MEMBER	16 Sep 2016	43466D SECURITY FORCE WEAPONS	308 M16 (SERIES) RIFLE OPERATOR	16 Sep 2016
43241-L 3M	301 MAINTENANCE PERSON	16 Oct 2016	43397-E(CH 1) DECK WATCHES INPORT	302 MESSENGER OF THE WATCH (MOOW)	17 Dec 2016
43119-L DAMAGE CONTROL (DC)	307 ADVANCED DAMAGE CONTROL	23 Jan 2017	43426-0B FLIGHT DECK FAMILIARIZATION	303 AIR CAPABLE SHIPS FLIGHT DECK OBSERVER	01 Feb 2017
43119-L DAMAGE CONTROL (DC)	308 TEAM LEADER	03 Feb 2017	43119-M DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	15 Feb 2017
43119-M DAMAGE CONTROL (DC)	302 FIRST-AID AND RESCUE	15 Feb 2017	43119-M DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	15 Feb 2017
43119-M DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	15 Feb 2017	43119-M DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL (DC)	15 Feb 2017
43119-M DAMAGE CONTROL (DC)	307 ADVANCED DAMAGE CONTROL (DC)	15 Feb 2017	43119-M DAMAGE CONTROL (DC)	308 TEAM LEADER	15 Feb 2017
<u></u>			(b3)(10USC§130)	(b6)	

This certifies the above entries are true and correct as of 17 AUG 2017

SOCIAL SECURITY NUMBER

BRANCH AND CLASS

NAME(Last First Middle) (b3)(10USC§130)(b6)

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12. PERSONNEL QUALIFICATION STANDARDS (PQS)							
PQS TITLE PQS STATION # DATE INIT PQS TITLE PQS STATION # DAT							TINI
43466D SECURITY FORCE WEAPONS	NA REPUIRE DIPTOL ODERATOR	27 Apr 2017		43436-C LANDING SIGNALMAN ENLISTED (LSE)	302 LHA/LHD/LPD LANDING SIGNALMAN ENLISTED	23 Jun 2017	
43436-C LANDING SIGNALMAN ENLISTED (LSE)	304 NIGHT VISION DEVICES (NVD) (STAGE 2) LANDING LSE	23 Jun 2017		43436-C LANDING SIGNALMAN ENLISTED (LSE)	305 MULTISPOT OPERATIONS NIGHT VISION DEVICES STAGE 3	23 Jun 2017	
43436-C LANDING SIGNALMAN ENLISTED (LSE)	306 MULTIWAVE OPAERATIONS NIGHT VISION DEVICES STAGE 4	23 Jun 2017		43436-C LANDING SIGNALMAN ENLISTED (LSE)	307 LOW LIGHT-LEVEL NIGHT VISION DEVICES LSE	23 Jun 2017	

This certifies the above entries are true and correct		8)(10USC§130)(b6)	
NAME(Last, First, Middle) (b3)(10USC§130)(b6)		SOCIAL SECURITY NUMBER (63)(10USC§130)(66)	BRANCH AND CLASS USN
NAVPERS 1070/604 (Rev. 7/91)	PAGE 4	FOR OFFICIAL USE ONLY	4

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12. PERSONNEL QUALIFICATION STANDARDS (PQS)						
PQS TITLE	PQS STATION #	DATE INIT	PQS TITLE	PQS STATION #	DATE	INIT
43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	301 CHOCK AND CHAIN HANDLER	14 Jul 2015	FLIGHT DECK FAMILIARIZATION	303 AIR CAPABLE SHIPS FLIGHT DECK OBSERVER	16 Jul 2015	

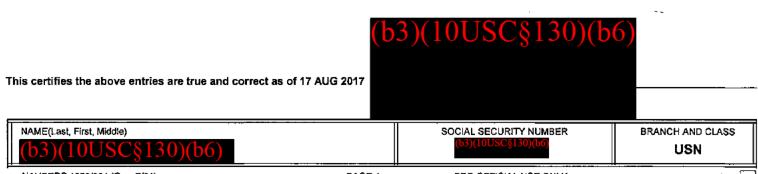
43241.KCH1 3M	301 MAINTENANCE PERSON	13 Aug 2015	43426-4E AIR DEPARTMENT AVIATION FUELS AFLOAT	301 SOUNDER	13 Aug 2015
43119-K DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	19 Aug 2015	43119-K DAMAGE CONTROL (DC)	302 BASIC FIRST-AID	19 Aug 2015
43119-K DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	19 Aug 2015	43119-K DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	19 Aug 2015
43119-K DAMAGE CONTROL (DC)	305 BASIC (CBR) DEFENSE	19 Aug 2015	43119-K DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL (DC)	24 Aug 2015
43119-L DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	29 Aug 2015	43119-L DAMAGE CONTROL (DC)	302 BASIC FIRST-AID	29 Aug 2015
43119-L DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	29 Aug 2015	43119-L DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	29 Aug 2015
43119-L DAMAGE CONTROL (DC)	305 (CBR) DEFENSE	29 Aug 2015	43119-L DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL	29 Aug 2015
43523-B QUALITY MAINTENANCE PROGRAM	301 CRAFTSMAN	11 Sep 2015	43426-4E AIR DEPARTMENT AVIATION FUELS AFLOAT	302 FUELS SECURITY	12 Sep 2015
43119-L DAMAGE CONTROL (DC)	315 CRASH AND SALVAGE CREWMAN/RESCUEMAN	23 Jan 2016	43119-M DAMAGE CONTROL (DC)	305 BASIC CBR DEFENSE	15 Feb 2016
43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	317 CRASH AND SALVAGE CREWMAN	07 Apr 2016	43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	312 FLIGHT DECK AIRCRAFT DIRECTOR	11 Apr 2016
43436-C LANDING SIGNALMAN ENLISTED (LSE)	302 LHAVLHD/LPD LANDING SIGNALMAN ENLISTED	15 Apr 2016	43220-5 LPD-17 DECK OPERATIONS	352 HANGAR DOOR OPERATOR	06 Jun 2016
43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	306 TRACTOR DRIVER	06 Jun 2016	43712 LPD 17 CLASS ENGINEERING	304 DIVISIONAL DAMAGE CONTROL PETTY OFFICER (DCPO)	21 Jun 2016
43119-41 DAMAGE CONTROL WATCHES	303 DIVISION DAMAGE CONTROL PETTY OFFICER	21 Jun 2016	43466D SECURITY FORCE WEAPONS	315 M-2 .50 CALIBER HEAVY MACHINEGUN OPERATOR	28 Jun 2016
	L	.I	(b3)(10USC8)	130)(h6)	<u> </u>

This certifies the above entries are true and correct as of 17 AUG 2017

AIR BOSS

NAME(Last, First, Middle)	SOCIAL SECURITY NUMBER	BRANCH AND CLASS
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)	USN

	12. PERSONNEL QUALIFICATION STANDARDS (PQS)						
PQS TITLE	PQS STATION #	DATE	INIT	PQS TITLE	PQS STATION #	DATE	
LPD20-54 HAZMAT MATERIAL USER	300 HAZMAT JQR	05 Jul 2016	-	43119-L DAMAGE CONTROL (DC)	307 ADVANCED DAMAGE CONTROL	25 Aug 2016	Γ
43119-L DAMAGE CONTROL (DC)	308 TEAM LEADER	25 Aug 2016		43466D SECURITY FORCE WEAPONS	313 M240 (B/N) MEDIUM MACHINE GUN OPERATOR	16 Sep 2016	Ī
43241.КСН1 зм	302 REPAIR PARTS/SUPPLY PETTY OFFICER	08 Oct 2016		43241-L 3M	301 MAINTENANCE PERSON	16 Oct 2016	
43119-M DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	15 Feb 2017		43119-M DAMAGE CONTROL (DC)	302 FIRST-AID AND RESCUE	15 Feb 2017	
43119-M DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	15 Feb 2017		43119-M DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	15 Feb 2017	
43119-M DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL (DC)	15 Feb 2017		43119-M DAMAGE CONTROL (DC)	307 ADVANCED DAMAGE CONTROL (DC)	15 Feb 2017	
43119-M DAMAGE CONTROL (DC)	308 TEAM LEADER	15 Feb 2017		43119-M DAMAGE CONTROL (DC)	314 CONFLAGRATION STATION OPERATOR	15 Feb 2017	
43119-M DAMAGE CONTROL (DC)	315 CRASH AND SALVAGE HOT SUITMAN	15 Feb 2017 ⁻		43712-A LPD 17 CLASS ENGINEERING	305 DIVISION DAMAGE CONTROL PETTY OFFICER	15 Feb 2017	
43901-15A ESWS LPD-17 UNIT SPECIFIC	301 ESWS UNIT SPECIFIC FOR LPD17	04 Mar 2017		43901-A ESWS COMMON CORE	301 ENLISTED SURFACE WARFARE SPECIALIST (ESWS) COMMON	04 Mar 2017	
43436-C LANDING SIGNALMAN ENLISTEI (LSE)	304 NIGHT VISION DEVICES (NVD) (STAGE 2) LANDING LSE	23 Jun 2017		43436-C LANDING SIGNALMAN ENLISTED (LSE)	305 MULTISPOT OPERATIONS NIGHT VISION DEVICES STAGE 3	23 Jun 2017	Ī
43436-C Landing Signalman Enlisted (LSE)	306 MULTIWAVE OPAERATIONS NIGHT VISION DEVICES STAGE 4	23 Jun 2017		43436-C LANDING SIGNALMAN ENLISTED (LSE)	307 LOW LIGHT-LEVEL NIGHT VISION DEVICES LSE	23 Jun 2017	Ī



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12. PERSONNEL QUALIFICATION STANDARDS (PQS)						
PQS TITLE	PQS STATION #	DATE IN	IT PQS TITLE	PQS STATION #	DATE	INIT
43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	312 FLIGHT DECK AIRCRAFT DIRECTOR	09 Sep 2016	52005 SEMI-ANNUAL REQUAL REQUIREMENTS	306 96 HOUR EEBD TRAINING	21 Sep 2016	

52005 SEMI-ANNUAL REQUAL REQUIREMENTS	307 96 HOUR EGRESS TRAINING	21 Sep 2016	52005 SEMI-ANNUAL REQUAL REQUIREMENTS	308 96 HOUR SCBA TRAINING	21 Sep 2016	
43387-2E ANTI-TERRORISM COMMON CORE	302 REACTION FORCE MEMBER	08 Nov 2016	43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	301 CHOCK AND CHAIN HANDLER	31 Jan 2017	
43434-1C LHA/LPH/LPD/LHD AIR DEPARTMENT	302 SOUND-POWERED TELEPHONE TALKER/OPERATOR	31 Jan 2017	43436-C LANDING SIGNALMAN ENLISTED (LSE)	302 LHA/LHD/LPD LANDING SIGNALMAN ENLISTED	31 Jan 2017	
43436-C LANDING SIGNALMAN ENLISTED (LSE)	307 LOW LIGHT-LEVEL NIGHT VISION DEVICES LSE	31 Jan 2017	43436-C LANDING SIGNALMAN ENLISTED (LSE)	305 MULTIWAVE OPAERATIONS NIGHT VISION DEVICES STAGE 4	31 Jan 2017	-
43436-C LANDING SIGNALMAN ENLISTED (LSE)	305 MULTISPOT OPERATIONS NIGHT VISION DEVICES STAGE 3	31 Jan 2017	43436-C LANDING SIGNALMAN ENLISTED (LSE)	304 NIGHT VISION DEVICES (NVD) (STAGE 2) LANDING LSE	31 Jan 2017	
43241.KCH1 3M	301 MAINTENANCE PERSON	05 Feb 2017	43119-M DAMAGE CONTROL (DC)	316 CRASH AND SALVAGE SCENE LEADER	06 Feb 2017	
43426-0B FLIGHT DECK FAMILIARIZATION	303 AIR CAPABLE SHIPS FLIGHT DECK OBSERVER	09 Feb 2017	43523-B QUALITY MAINTENANCE PROGRAM	301 Craftsman	17 Feb 2017	
43119-L DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	28 Feb 2017	43119-L DAMAGE CONTROL (DC)	302 BASIC FIRST-AID	28 Feb 2017	
43119-L DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL	28 Feb 2017	43119-M DAMAGE CONTROL (DC)	303 BASIC FIREFIGHTING	28 Feb 2017	
43119-M DAMAGE CONTROL (DC)	304 FIRE WATCH STANDER	28 Feb 2017	43119-M DAMAGE CONTROL (DC)	305 BASIC CBR DEFENSE	28 Feb 2017	
43119-M DAMAGE CONTROL (DC)	307 ADVANCED DAMAGE CONTROL (DC)	28 Feb 2017	43119-M DAMAGE CONTROL (DC)	301 BASIC DAMAGE CONTROL (DC) COMMUNICATIONS	15 Mar 2017	
43119-M DAMAGE CONTROL (DC)	302 FIRST-AID AND RESCUE	15 Mar 2017	43119-M DAMAGE CONTROL (DC)	306 BASIC DAMAGE CONTROL (DC)	15 Mar 2017	
43241-L 3M	301 MAINTENANCE PERSON	15 Mar 2017	43397-E(CH 1) DECK WATCHES INPORT	306 OFFICER OF THE DECK(OOD) (INPORT)	11 May 2017	
	ļ	_	(b3)(10USC81)	30(b6)	L	

(b3)(10USC§130)(b6)

This certifies the above entries are true and correct as of 17 AUG 2017

AIR BOSS

NAME(Last, First, Middle)	SOCIAL SECURITY NUMBER	BRANCH AND CLASS
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)	USN
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12. PERSONNEL QUALIFICATION STANDARDS (PQS)							
PQS TITLE	PQS STATION #	DATE	INIT	PQS TITLE	PQS STATION #	DATE	INI
LPD20-65 JQR FOR DUTY DRIVER	1 DUTY DRIVER	22 May 2017		43241-L зм	302 REPAIR PARTS/SUPPLY PETTY OFFICER	18 Jun 2017	
43241-L зм	303 WORK CENTER SUPERVISOR	18 Jun 2017		43219-D CH1 HELICOPTER OPERATIONS FOR AIR CAPABLE SHIPS	303 FLIGHT DECK OFFICER	25 Jul 2017	
43901-15A ESWS LPD-17 UNIT SPECIFIC	301 ESWS UNIT SPECIFIC FOR LPD17	15 Aug 2017					

(b3)(10USC§130)(b6	

This certifies the above entries are true and correct as of 17 AUG 2017

AIR BOSS

NAME(Last, First, Middle) (b3)(10USC§130)(b6)		SOCIAL SECURITY NUMBER (b3)(10USC§130)(b6)	BRANCH AND CLASS USN		
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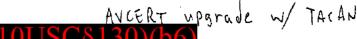
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 $(03)(1003C(3130)(00)_{(LPD 20)})$

From: Sent: To: Subject: b3)(10USC§130)(b6) Monday, June 20, 2016 9:22 PM

AIRBOSS FW: R 200400Z JUN 16 USS GREEN BAY AVIATION FACILITY CERTIFICATION UPGRADE ABOARD USS GREEN BAY

For record keeping

Vers	/ Respe	erf:	NIV.	
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$h \leq M$			30)(h6)	

----Criginal Messag From: USS GREEN BAY Sent: Monday, June 20, 2010 Co: USS BLUE RIDGE; COMSEVENTHELT; USS BLUE RIDGE; COMMAND E-MAIL Subject: R 200400Z JUN 16 USS GREEN BAY AVIATION FACILITY CERTIFICATION UPGRADE ABOARD USS GREEN BAY Importance: Low RAAU2YUW ROUIBBB0004 1720400-UUUU--RUJDAAA RUOIBBB. ZNR UUUUU R 200406Z JON 16 FM USS GREEN BAY TO NAVAIRWARCENACDIV LAKEHURST NJ INFO PEOTACAIR PATUXENT RIVER MD CUSFIC NE NORFOLK VA COMPACELT PEARL HARBOR HI COMNAVSEASYSCOM WASHINGTON DC COMNAVAIRSYSCOM PATUXENT RIVER MD COMNAVSURFPAC SAN DIEGO CA COMSEVENTHELT COMNAVSURFGRU MIDPAC COMEXSTRIKGRU SEVEN COMLOG WESTPAC COMPHIBRON ELEVEN NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA NAVSHIPREPFAC AND JAPAN RMC DET SASEBO JA THREE ONE MEU HELSEACOMBATRON TWO FIVE NAVAIRWARCENACDIV LAKEHURST NJ AIG 6862 USS GREEN BAY BT UNCLAS PASS TO OFFICE CODES: TO NAVAIRWARCENACDIV LAKEHURST NJ//4.8.2.5// INFO NAVAIRWARCENACDIV LAKEHURST NJ//4.8.7// MSGID/GENADMIN/GREEN BAY/JUN// SUBJ/AVIATION FACILITY CERTIFICATION UPGRADE ABOARD USS GREEN BAY (LPD-20)// REF/A/DOC/OPNAVINS1 3120.35K/22JUN2012// REF/B/DOC/SI-ACS-AFB-1M/01SEP2011// REF/C/DESC:DOC/NAVAIR 00-80T-122/01NOV2012// REF/D/DESC:DOC/NAEC-91-8050/09APR1985// REF/E/DESC:DOC/NAWCADPAX_TR-2006-32/09NOV2006//_REF/F/DESC:MSG/NAVAIRLKE 4.8.2.5/151936ZJAN2010// REF/G/DESC:LTR/SER 65/11-73/NSWCCD/16MAR2011// REF/H/DESC:MSG/COMNAVSEASYSCOM WASHINGTON DC/3017312JUN2014// REF/I/DOC/NALC-ENG-7576 REV BK/01JAN2016// REF/J/DESC:DOC/NAVAIR 17-1-537/01APR2015// REF/K/DESC:MSG/GREEN_BAY/240800ZMAY2016//

NARR/REF A IDENTIFIES REQUIREMENTS FOR AIR CAPABLE AND AMPHIBIOUS ASSAULT SHIPS TO OPERATE AIRCRAFT. REF B IS AIR CAPABLE SHIP AVIATION FACILITIES BULLETIN. REF C IS HELICOPTER OPERATING PROCEDURES FOR AIR CAPABLE SHIPS NATOPS MANUAL. REF D IS NAEC-91- 8050, CERTIFICATION TEST PROCEDURE FOR SHIPBOARD WIND MEASURING SYSTEM. REF E IS NAWCADPAX/TR-2006/32, WIND SPEED AND DIRECTION AT USS SAN ANTONIO (LPD 17) ANEMOMETERS (WIND TUNNEL TEST REPORT). REF F PROVIDES MV22 AIRCRAFT THERMAL HEATING FLIGHT DECK RESTRICTIONS FOR SHIPS IN LPD 17 CLASS. REF G IS NAVAL SURFACE WARFARE CENTER, CARDEROCK DIVISION LETTER SPECIFYING THAT USMC MV22 AIRCRAFT ARE EQUIVALENT TO USAF CV22 AIRCRAFT IN REGARDS TO DECK STRENGTH AND FLIGHT DECK THERMAL RESTRICTIONS. REF H IS A NAVSEA 21AM FLEET ADVISORY 01-2014, INTERIM GUIDANCE FOR V-22 MAINTENANCE GROUND TURNS.

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4) H4= 49.4380 INCHES 5) D2-D1= 120 INCHES 6) ANGLE= 2.98 DEGREES SERIAL NUMBERS: 1) F100: L039 2) F500: L035 3) F600: L039 B. TYPE ?F? WIND SYSTEM HAS BEEN VERIFIED AS SATISFACTORY IAW NAVAIR INSRTUCTIONS FOR CATEGORY ?B? OPERATION. 4. THIS UPGRADED AVIATION FACILITY CERTIFICATION EXPIRES 31 MAY 2018 UNLESS DIRECTED OTHERWISE BY THE TYCOM OR COGNIZANT AUTHORITY. 5. NAVAIR ASIR (D3)(IOUSC\$130)(b6) AND (D3)(IOUSC\$130)(b6) SEND.// BT #0004 NNNN

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