

ADB Work Order

Work Center
200

CF R A Reqd
N N

System Reason

Cannib LEFT CENTRAL DEICE

Assy Cd
AYNE

Buno/Serno
168216

WO Status Cd

D

PILOT/INITIATOR

(b3)(10USC§130 (b6))

In Process Inspections
No

Modex
10

REPAIR CYCLE

DATE				TIME	EOC	DATE				TIME	EOC	DATE				TIME
RECEIVED	04 AUG 2017			1507	Z	IN WORK	00	0000		0000		COMPLETED	00	0000		0000
DISCREPANCY																

DISCREPANCY

Cannibalized item: LEFT CENTRAL DEICE DISTRIBUTOR (DDSN: 7216G785) for Modex 13 Original MCN: 20MCAR5

CORRECTIVE ACTION

CORRECTED BY

INSPECTED BY

MAINT CONTROL

MCN
20MCARB

JCN
GH5216126

901-364-201-107 APU

Work

System Reas

OP FINE PAI

/INITIATOR

(b3)(10USC§130)(b6)

REPAIR CYC

DATE

21 JUL 20

CONDITIONA

IAW SSS 05

MAINT (

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

MODEX

PRI

ADB Work Order

Work Center 200		CF Reqd N	QA Reqd N	System Reason LH BFCU F(C) INT		
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd U	PILOT/INITIATOR (b3)(10USC§130)(b6)		In Process Inspections Yes	Modex 13
REPAIR CYCLE						
	DATE	TIME	EOC	DATE	TIME	EOC
RECEIVED	17 JUL 2017	1900		IN WORK	21 JUL 2017	1921
				COMPLETED	22 JUL 2017	0720
DISCREPANCY LH BFCU F(C) INTERMMITTENTLY						
CORRECTIVE ACTION RESEATED DATA BUS CONNECTORS ON LH CDD IAW IETM SSS 6630. BLADE FOLD SYSTEM OP CHECKS GOOD. ATAF APAF AFF						
CORRECTED BY (b3)(10USC§130)(b6)		INSPECTED BY (b3)(10USC§130)(b6)		MAINT CONTROL (b3)(10USC§130)(b6)	MCN 2OMC9UI	JCN GH5202505

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

GH5

MCN : 2OMC9UI
JCN : GH5202505
MODEX : 13
Sys Reason : LH BFCU F(C) INT

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 22 JUL 2017
Time : 07:21
Req By : (b3)(10USC§130)(b6)
Page : 1 of 1

Description

VERIFIED CONNECTORS SECURE ON LH SLIPRING. FOD FREED
& WIT TQ OF LH SPINNER ASSY @ 80 IN/LBS. PERFORMED
BLADE FOLD TWICE WITH ONE STOW CYCLE WITH NO
DISCREPANCIES. UTILIZED PEMA 027. ATAF APAF AFF.

WHILE TROUBLE SHOOTING THE SLIPRING ASSY WAS
VERIFIED GOOD WITH THE DATA BUS JUMPER. THE CDD WAS
FOUND TO BE THE ISSUE BUT PASSED AFTER CONNECTORS
WERE RESEATED. UTILIZED PEMA 027. ATAF APAF AFF.

Rank

Name

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

DateTime

22 JUL 2017 0646

22 JUL 2017 0652

ADB Work Order

Work Center 200		CF Reqd N	QA Reqd N	System Reason BFCU 1 F(C)	
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3) 10USC§1 0(b)		In Process Inspections Yes
				Modex 13	

REPAIR CYCLE

	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	04 AUG 2017	0900	Z	IN WORK	04 AUG 2017	0936	Z	COMPLETED	05 AUG 2017	0825

DISCREPANCY

BFCU 1 POSTS F(C) WHILE OPERATING APU

CORRECTIVE ACTION

REMOVED AND REPLACED LH CDD IAW IETMS SSS 3061. SYSTEM OP CHECKED GOOD. ATAF,APAF,AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130) b6	MCN 2OMCAR5	JCN GH5216126
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MCN : 20MCAR5
JCN : GH5216126
MODEX : 13
Sys Reason : BFCU 1 F(C)

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 05 AUG 2017
Time : 08:28
Req By : [REDACTED]
Page : 1 of 1

Description
VERIFIED LH CDD MOUNT BOLTS PROPERLY SECURED &
SAFETY WIRED. FOR SEALANT OF MOUNT BOLTS REFER TO
MCN:20MCATA. VERIFIED CDD HARNESSSES PROPERLY
ROUTED & SECURED. FOD FREED & WIT TQ OF LH SPINNER
ASSY @ 80 INLBS. UTILIZED PEMA 027. ATAF APAF AFF
BLADE FOLD OP CHECKED GOOD NO DISCREPENCYS TO
NOTE. USED PEMA 027 ATAF.APAF,AFF

<u>Rank</u>	<u>Name</u>
(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)

DateTime
05 AUG 2017 0759

(b3)(10USC§130)(b6)

05 AUG 2017 0825

COMPLETE WORK ORDER FORM

MCN 2OMCATA	JCN	Type WO DM	Org Code GH5	Modex 13	Buno/Serno 168634	Assy Cd AYNE	Work Center	CF Req N	QA Req N
Intrm Cd	Code 66	Basic No 0745	Rev Ltr	Amend	Part			Kit No A6	
Turn-In Doc	WUC/UNS 306101 1288		Trans 11	M/L 1	Item Process 1	Action Taken	Mal Code	Disc Code H	Type Maint B 00
REMOVED/OLD ITEM					INSTALLED/NEW ITEM				
Cage		Serial Number			Cage		Serial Number		
Part Number		Date Removed 00 0000 0000			Part Number		Date Installed 00 0000 0000		
Man Hrs	Elapsed Hrs	Received 05 AUG 2017 0753	EOC	In Work 00 0000 0000	EOC	Completed 00 0000 0000	WO Status Cd U		
Meter	In Process Insp N	Safety El	Posit LH	Fid	Tech	System Reason LH CDD SEALANT			

(H-Z) Failed/Required Material

Index F/P A/T MAL Cage Part Number QTY PROJ PRI Date ORD DDSN Date RCVD NOMEN

DISCREPANCY

INITIATOR

(b3)(10USC§130)(b6)

LH CDD MOUNT BOLTS REQUIRE SEALANT

CORRECTIVE ACTION

CORRECTED BY

INSPECTED BY

MAINT CONTROL

ADB Work Order

Work Center 200	CF Rq N	A Rq N	System Reason CONVERTER 3	In Process Inspections No	Modex 13
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)		

REPAIR CYCLE				DATE		TIME	
RECEIVED	DATE	TIME	EOC	IN WORK	DATE	TIME	EOC
	03 JUL 2017	1010	Z		03 JUL 2017	1900	Z
						COMPLETED	04 JUL 2017 0528

DISCREPANCY
CONVERTER 3 FAILED MULTIPLE TIMES DURING FLIGHT.

CORRECTIVE ACTION
PERFORMED DC POWER GENERATION SYSTEM OPERATIONAL CHECK IAW IETM SSS 2430. SYSTEM OP CHECK GOOD. SYSTEM DISCREPANCY NOT ABLE TO BE DUPLICATED. UTILIZED PEMA 027. ATAF APAF AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 2OMC896	JCN GH5184222
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NALCOMIS OMA
File Window Help
CONTROL
B HUFFMAN

ADB Work Order

Work Center 200	CF Rq N	MA Rq N	System Reason CONVERTER 3	In Process Inspections No	Modex 13
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)		

AYNE	168634																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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DISCREPANCY
CONVERTER 3 FAILED MULTIPLE TIMES DURING FLIGHT.

CORRECTIVE ACTION
PERFORMED DC POWER GENERATION SYSTEM OPERATIONAL CHECK IAW IETM SSS 2430. SYSTEM OP CHECK GOOD. SYSTEM DISCREPANCY NOT ABLE TO BE DUPLICATED. UTILIZED PEMA 027. ATAF APAF AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 20MC896	JCN GH5184222
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File Window Help

NALCOMIS OMA

CONTROL
B HUFFMAN

M

Work Center

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Code

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W

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N

ADB Work Order

Work Center 200		CF Reqd Y	QA Reqd Y	System Reason CIU #3 OP CHECK					
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)					In Process Inspections No	Modex 13
REPAIR CYCLE									
	DATE	TIME	EOC		DATE	TIME	EOC	DATE	TIME
RECEIVED	05 JUL 2017	0222		IN WORK	05 JUL 2017	0630		COMPLETED	05 JUL 2017 0642
<p>DISCREPANCY</p> <p>PREFORM ONE TIME INSPECTION OF CIU #3 OPERATIONAL CHECK</p>									
<p>CORRECTIVE ACTION</p> <p>PERFORMED CIU #3 OP CHECKS IAW SSS 2723 VIA PEMA 029. SYSTEM OP CHECKS GOOD. APAF. ATAF. AFF.</p>									
CORRECTED BY (b3)(10USC§130)(b6)		INSPECTED BY (b3)(10USC§130)(b6)			MAINT CONTROL (b3)(10USC§130)(b6)		MCN 20MC8D8	JCN GH5186300	

MCN : 20MC895
JCN : GH5184221
MODEX : 13
Sys Reason : CIU 3

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 04 JUL 2017
Time : 20:29
Req By : (b3)(10USC§130)(b6)
Page : 1 of 1

Description

CIU 3 IS REMOVED FROM A/C. PANEL 1RS2 IS FOUR POINTED.
UTILIZED PEMA 027. ATAF APAF AFF.

Rank

(b3)(10USC§130)(b6)

Name

(b3)(10USC§130)(b6)

DateTime

04 JUL 2017 0523

VERIFIED ALL CONNECTORS AND MOUNTING TRAY THUMB
SCREWS ARE SECURE. FOD FREED AND INSTALLED PANEL
1RS2, WIT TQ ON FASTENERS TO 40 IN/LBS. UTILIZED PEMA
029. APAF. ATAF. AFF.

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

04 JUL 2017 1704

PERFORMED ALL CIU #3 OP CHECKS WITH NO DEFECTS TO
NOTE. PEMA USED 024 APAF, ATAF, AFF.

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

04 JUL 2017 1855

ADB Work Order

Work Center 310		CF Reqd Y	QA Reqd Y	System Reason LH HIGH VIBES	
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)		In Process Inspections Yes
				Modex 13	

REPAIR CYCLE									
	DATE	TIME	EOC		DATE	TIME	EOC		
RECEIVED	15 JUL 2017	1800	Z	IN WORK	15 JUL 2017	1801	Z	COMPLETED	15 JUL 2017 2359

DISCREPANCY
L/H PROPRATOR HIGH VIBE POST, PERFORM ONE TIME INSPECTION ON L/H PROPRATOR HUB ASSY.

CORRECTIVE ACTION
INSPECTED L/H PROPRATOR HUB IAW SSS: 0550. NO DEFECTS WERE NOTED. ATAF, APAF, AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 20MC9RB	JCN GH5196003
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DATE: 20170705

VMM-265 QUALITY ASSURANCE ADB SCREENING

ADB FOR BUNO: 168634 SCREENED BY: (b3)(10USC§130)(b6)

REASON FOR SCREENING: CIU Replacement

Signature: (b3)(10USC§130)(b6)

Last JCN: GH5186300

ADB Work Order

Work Center 200		CF R Y	A Reqd Y	System Reason CIU 3	In Process Inspections Yes	Modex 13
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)			

				REPAIR CYCLE							
		DATE		TIME		EOC		DATE		TIME	
		03 JUL 2017		1007		Z		03 JUL 2017		1238	
RECEIVED		03 JUL 2017		1007		Z		IN WORK		03 JUL 2017	
		03 JUL 2017		1238		Z		COMPLETED		04 JUL 2017	
		04 JUL 2017		1802							

DISCREPANCY
COCKPIT INTERFACE UNIT 3 FAILED MULTIPLE TIMES DURING FLIGHT.

"DRAGONS"	
F.C.F	
PROFILE:	A B C D E F
DATE:	20170705
	SAT
PILOT SIGN:	(b3)(10USC§130)(b6)

CORRECTIVE ACTION
REMOVED AND REPLACED COCKPIT INTERFACE UNIT #3 IAW SSS 2723 VIA PEMA 029. SYSTEM OP CHECKS GOOD ON GROUND. APAF. ATAF. AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 20MC895	JCN GH5184221
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ADB Work Order

Work Center 310	CF Reqd Y	QA Reqd Y	System Reason R/H HIGH VIBES
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)
			In Process Inspections Yes
			Modex 13

REPAIR CYCLE

	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	15 JUL 2017	1800	Z	IN WORK	15 JUL 2017	2359	Z	COMPLETED	16 JUL 2017	0547

DISCREPANCY

R/H PROPROTOR HIGH VIBES POSTED. PERFORM ONE TIME INSPECTION ON R/H PROPROTOR HUB SYSTEM

CORRECTIVE ACTION

INSPECTED RH PROPROTOR HUB IAW 0550. NO DEFECTS TO NOTE. ATAF, APAF, AFF.

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 2OMC9RF	JCN GH5196004
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ADB Work Order

Work Center 310		CF Reqd Y	QA Reqd Y	System Reason RTB ADJ #1	
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)		In Process Inspections Yes
					Modex 13

REPAIR CYCLE									
	DATE	TIME	EOC		DATE	TIME	EOC		DATE
RECEIVED	16 JUL 2017	1130	Z	IN WORK	16 JUL 2017	1131	Z	COMPLETED	16 JUL 2017
									1302

DISCREPANCY

PERFORM THE FOLLOWING ADJUSTMENTS: L/G TIP WEIGHT -0.4, LW TIP WEIGHT -0.07, R/G TIP WEIGHT -0.3, RW TIP WEIGHT +0.13

"DRAGONS"	
F.C.F	
PROFILE:	A B C D E <u>F</u>
DATE:	
<u>SAT</u>	UNSAT
PILOT SIGN:	(b3)(10USC§130)(b6)

CORRECTIVE ACTION

PERFORMED THE ABOVE ADJUSTMENTS IAW SSS: 6200. ATAF APAF AFF PEMA023

CORRECTED BY (b3)(10USC§130)(b6)	INSPECTED BY (b3)(10USC§130)(b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 2OMC9R4	JCN GH5197001
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Up/Down/Partial: 0
: 80.100 Hours
Last Flown: 19 JUL 2017 0845
Closed Work Orders Last 10 Flights
may
Option
E. AIRCRAFT TURBINE - CAE130781 (1)
E. AIRCRAFT TURBINE - CAE130782 (2)
I've reviewed discrepancy reports
ights, insured wgt. and balance
accept this aircraft for flight.
Pilot
Pilot Sign
16 JUL 2017
Card Reference Last 10 A-Sheets

ADB Work Order

Work Center 310		CF Reqd Y	QA Reqd Y	System Reason RTB ADJ #1		
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3 (10USC§130) b6)		In Process Inspections Yes	Modex 13

REPAIR CYCLE										
	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	16 JUL 2017	1130	Z	IN WORK	16 JUL 2017	1131	Z	COMPLETED	16 JUL 2017	1302

DISCREPANCY
PERFORM THE FOLLOWING ADJUSTMENTS: L/G TIP WEIGHT -0.4, LW TIP WEIGHT -0.07, R/G TIP WEIGHT -0.3, RW TIP WEIGHT +0.13

"DRAGONS"
F.C.F
PROFILE: A B C D E F
DATE:
SAT UNSAT
PILOT SIGN: (b3)(10USC§130) b6

CORRECTIVE ACTION
PERFORMED THE ABOVE ADJUSTMENTS IAW SSS: 6200. ATAF APAF AFF PEMA023

CORRECTED BY (b3)(10USC§130) b6	INSPECTED BY (b3 (10USC 130 (b6)	MAINT CONTROL (b3)(10USC§130)(b6)	MCN 2OMC9R4	JCN GH5197001
------------------------------------	-------------------------------------	--------------------------------------	----------------	------------------

ADB Work Order

Reqd C

Work Center
200

CF R
N

A Reqd
N

System Reason
CONVERTER 3 FAIL

Assy Cd
AYNE

Buno/Serno
168634

WO Status Cd
D

PILOT/INITIATOR
(b3)(10USC§130)(b6)

In Process Inspections
Yes

Modex
13

REPAIR CYCLE

	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	05 JUL 2017	1726	Z	IN WORK	05 JUL 2017	2002	Z	COMPLETED	06 JUL 2017	2139

DISCREPANCY

CONVERTER 3 FAIL POSTED MULTIPLE TIMES DURING FLIGHT.

CORRECTIVE ACTION

SWAPPED CV#3 AND CV#2 IAW SSS 2430 VIA PEMA 027. SYSTEM OP CHECKS GOOD ON GROUND. APAF. ATAF. AFF.

CORRECTED BY

(b3)(10USC§130)(b6)

INSPECTED BY

(b3)(10USC§130)(b6)

MAINT CONTROL

(b3)(10USC§130)(b6)

MCN

2OMC8EY

JCN

GH5186349

Order

on
VALVE

CLE

017

T/S DOWN

NANC

NT C

3T A

MCN : 2OMC8EY
JCN : GH5186349
MODEX : 13
Sys Reason : CONVERTER 3 FAIL

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 06 JUL 2017
Time : 22:57
Req By : (b3)(10USC§130)(b6)
Page : 1 of 1

IS OMA

ELAPSED M/T

SE MFGR

Next Phase: RN 100 Hours

Up/Down/Part

Description

Rank Name

DateTime

ARS2, ICS PANEL ARSC, ARSA, PDP #3, AND ARS9. STILL NEEDS SYSTEM OP CHECK, USED PEMA 023. ATAF,APAF,AFF.

(b3)(10USC§130)(b6)

06 JUL 2017 0618

SWOPPED CV #2 AND CV#3 FOR T/S. WIT TQ'S FOR CV#3 POS TERMINAL @ 125 IN/LBS NEG TERMINAL @ 70 IN/LBS ALL CONNECTORS CONNECTED. WIT INSTALLATION ON CV#2 AND TQ'S @ POS TERMINAL 125 IN/LBS NEG TERMINAL @ 70 IN/LBS. ALL CONNECTORS CONNECTED. FOD FREED PANELS

(b3)(10USC§130)(b6)

06 JUL 2017 0618

DISCREPANCY MEETS GHOST GRIPE CRITERIA, IT ONLY POSTS DURING ENGINE START/SHUTDOWN AND CLEARS WITH CYCLING CV#3 CIRCUIT BREAKER. NO MAINTENANCE IS REQUIRED.

(b3)(10USC§130)(b6)

06 JUL 2017 1723

PREFORMED DC CROSS TIE CHECKS, ALL CHECKS GOOD ON GROUND. USED PEMA 027. ATAF,APAF,AFF.

(b3)(10USC§130)(b6)

06 JUL 2017 2138

ADB Work Order

Work Center 13B		CF Req N	QA N	System Reason EXTERNAL INITIATOR		Mode	
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)			In Process Inspections Yes	Modex 13
REPAIR CYCLE							
	DATE	TIME	EOC		DATE	TIME	EOC
RECEIVED	12 JUL 2017	1109	Z	IN WORK	12 JUL 2017	1200	Z
				COMPLETED	13 JUL 2017	0419	
<p>DISCREPANCY</p> <p>DURING 7 DAY INSPECTION MIDDLE EXTERNAL INITIATOR CAD WOULD NOT RETURN TO CLOSED POSITION AND IS NRFI.</p> <p>***UPDATE*** LEFT SIDE MIDDLE EXTERNAL INITIATOR CAD</p>							
<p>CORRECTIVE ACTION</p> <p>INSTALLED SERNO: 0975; DODIC: JL01; LOT NO: UCO07K001008; MFG DT: 31 Oct 2007; CONT OPEN DT: 13 Jul 2017; ORIG EXP DT: ;</p> <p>LOC: Foward Left Hand</p>							
CORRECTED BY (b3)(10USC§130)(b6)		INSPECTED BY (b3)(10USC§130)(b6)		MAINT CONTROL (b3)(10USC§130)(b6)		MCN 2OMC928	JCN GH5193397

Order

ALVE

TIME E

2051

OWN TO INT

PERFROM

ROL

EZ

MCN : 2OMC928
JCN : GH5193397
MODEX : 13
Sys Reason : EXTERNAL INITIATOR

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 13 JUL 2017
Time : 04:39
Req By : (b3)(10USC§130)(b6)
Page : 1 of 1

Description

WIT TQ OF 80 IN-LBS ON TLX LINE TO EXTERNAL INITIATOR IAW
SSS: 9500. ATAF. APAF. AFF.

Rank Name

(b3)(10USC§130)(b6)

DateTime

12 JUL 2017 2156

S OMA

AA5 ELAPSED M/T	FOR INTER
SE MFGA	

ADB Work Order

Work Center 040		CF Reqd N	Ad Reqd N	System Reason FOD INSPECTION						
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)					In Process Inspections Yes	Modex 13	
REPAIR CYCLE										
	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	13 JUL 2017	1804	Z	IN WORK	13 JUL 2017	1806	Z	COMPLETED	14 JUL 2017	0610
<p>DISCREPANCY</p> <p>COMPLY WITH FOD INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: CNAFINST 4790.2 SERIES ; S/N = 168634 PERFORM ONE TIME INSPECTIONS FOR MISSING SET SCREW ON NVG LOCKPIN REFER TO MTR # 17-M-243</p>										
<p>CORRECTIVE ACTION</p> <p>COMPLIED WITH FOD INSPECTION CONDITIONAL INSPECTION IN ACCORDANCE WITH REFERENCE: CNAFINST 4790.2 SERIES ; S/N = 168634 PERFORM ONE TIME INSPECTIONS FOR MISSING NVG SET SCREW FOR LOCKPIN. MTR # 17-M-243. AIRCRAFT WAS RELEASED FOR FLIGHT BY THE MCO CWO2 SO CTT ON 14 JULY 17 AT 0545</p>										
CORRECTED BY		INSPECTED BY (b3)(10USC§130)(b6)		MAINT CONTROL (b3)(10USC§130)(b6)		MCN 2OMC97G		JCN GH5194531		

A Req
No
A6
Type M
B 00
Stat
NOME

MCN : 20MC97G
JCN : GH5194531
MODEX : 13
Sys Reason : FOD INSPECTION

NALCOMIS OMA
QAR/CDI In Process Inspection

Date : 14 JUL 2017
Time : 06:15
Req By : (b3)(10USC§130)(b6)
Page : 1 of 1

S OMA
A45
ELAPSED M/T
SE MFGH

Description

SEARCHED IN THE COCKPIT FLOOR BOARD AREA, IN ALL MAP AND STORAGE POUCHES, IN THE FLIGHT CONTROL (TCL, CYCLIC AND PEDAL) BOOTS. UNDERNEATH THE PILOT AND COPILOT SEAT CUSHIONS. CHECKED BENEATH THE CARGO RAILS IN THE TRACKS AND CABIN PAD EYES.

<u>Rank</u>	<u>Name</u>
(b3)(10USC§130)(b6)	

DateTime
13 JUL 2017 1854

Unknown/Partial: []

ADB Work Order

Work Center 200		CF Reqd N	QA Reqd N	System Reason CONVERTER #2						
Assy Cd AYNE	Buno/Serno 168634	WO Status Cd D	PILOT/INITIATOR (b3)(10USC§130)(b6)					In Process Inspections Yes	Modex 13	
REPAIR CYCLE										
DATE		TIME	EOC	DATE		TIME	EOC	DATE		TIME
RECEIVED	16 JUL 2017	1135	Z	IN WORK	16 JUL 2017	1136	Z	COMPLETED	16 JUL 2017	1256
<p>DISCREPANCY</p> <p>CONVERTER #2 FAIL WITH CV2 RED ON ELECTRICAL STAT PAGE. DOES NOT CLEAR WITH CIRCUIT BREAKER RESET.</p>										
<p>CORRECTIVE ACTION</p> <p>REMOVED AND REPLACED CV2 IAW IETM SSS: 2430 VIA PEMA 023. SYSTEM OP CHECKS GOOD ATAF, APAF, AFF.</p>										
CORRECTED BY (b3)(10USC§130)(b6)		INSPECTED BY (b3)(10USC§130)(b6)		MAINT CONTROL (b3)(10USC§130)(b6)			MCN 2OMC9R7		JCN GH5197002	

毒

31Q

NO OSPREY!



RECORD

WASH DOWN

31st MELU

Curse
or
Burst



7530-00-222-

Part of the ship.
part of the crew.

WORKCENTER TOOL CHECK OUT LOG

DATE 20170205 TIME 0630

PRINT	SIGN
-------	------

[illegible]

*ONE ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF.

PRINT

SIGN

310 PAGES

WORKCENTER TOOL CHECK OUT LOG

DATE 30/08/85 TIME 0630

BEGINNING OF SHIFT ATAF

PRINT

SIGN

NAME	AC	NOMENCLATURE	TOOL BOX #	MEM	T/O	CDI	T/I	CDI	SHOP	TAG #	REMARKS
(b3)(10USC§130)(b6)	13	LADDER	654	(b3)(10USC§130)(b6)							
	20	LONGCORD	LC-02								
	20	SHORTCORD	SCB-08								
	20	PFE	6-5								
	20	LADDER	001								
		PFE	6-12								
		LONGCORD	LC-06								
		SHORTCORD	SCB-12								
		PFE	6-6								
		LONGCORD	LC-09								
		SHORTCORD	SCB-06								
	FS	FSK	FSK-4								
	FS	PFE	6-15								
	FS	FUEL BUCKET	FB-64								
	04	WATERBUCKET	01								
	04	WATERHOSE	X3								
	04	WASAPADS	X4								
	04	PFE	6-3								
	00	LADDER	001								
	04	620 SXS	1-1								
	24	Tool Box	8-1								

1 ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF

PRINT

SIGN

WORKCENTER TOOL CHECK OUT LOG
BEGINNING OF SHIFT ATAF

PRINT

SIGN

[illegible]

*ONE ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF

PRINT

SIGN

310 NIGHT
DATE 20170804 TIME 1830

WORKCENTER T L CHECK OUT LOG
BEGINNING OF SHIFT ATAF

PRINT SIGN

NAME	AC	NOMENCLATURE	TOOL BOX #	MCN	T/O	CDI	T/I	CDI	SHOP	TAG #	REMARKS
(b3)(10USC§130)(b6)		LADDER	059		(b3)(10USC§130)(b6)		(b3)(10USC§130)(b6)				
		LongCORD	02	6502			141				
		PFK	6-13	6502			1				
		PFK	6-10	6501			00				
		LongCORD	LC-06	6501			00				
		SHORTCOLD BUNDLE	SCB-12	6501			00				
		LADDER	LD-01	6501			300				
		LINE BOX	1-3	CAPY			345				
		PEMA	038	CAPY			345				
		Line Box	1-4	CARD			346				
		WASH BUCKET	01	CAPA			304				
		WASH RADS	X4	CAPA			304				
		WASH HOSE	X3	CAPA			2304				
		WASH STICK	X2	CAPA			2304				
		Grease Box	8-1	CT24			0520				
		longcord	LC-02	FLY							
		SHORTCORD	SCB-08	FLY							
		PFK	6-5	FLY							
		ladder	001	FL							
		PFK	6-12	FL							
		Longcord	LC-06	FL							

ITEM PER LINE

END OF SHIFT ATAF

PRINT

SIGN

DATE TIME

310 DAYS
DATE 20/10/04 TIME

WORKCENTER TOOL CHECK OUT LOG

BEGINNING OF SHIFT ATAF

PRINT

610M

[illegible]

*ONE ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF

PRINT

SIGN

310 Days
DATE 20170801 TIME 0630

WORKCENTER TOOL CHECK OUT LOG
BEGINNING OF SHIFT ATAF

(b3)(10USC§130)(b6)

NAME	AC	NOMENCLATURE	TOOL BOX #	MCH	T/O	CDI	T/I	CDI	SHOP	TAG #	REMARKS
(b3)(10USC§130)(b6)	FS	PFK	6-3	FS	0630		0748				
	FS	FSK	FS-4	FS	0630		0748				
	FS	FUEL BUCKET	FB-04	87	0630		0748				
	14	Line box	1-1	copy	0722		1830				
	14	Ladder	065	copy	0722		1830				
	14	Ladder	136	copy	0722		1830				
	14	memo	804	copy	0722		1830				
	13	LONGCORD	09	D/T	0722		1905				
	08	LIMEBOX	1-3	LAWO	0730		1246				
	08	LADDER	064	LAWO	0730		1856				
	08	WATERHOSE	X3	LAWO	0730		1246				
	08	WASH PADS	X4	LAWO	0730		1046				
	08	WASH STICK	X1	LAWO	0730		1046				
	08	WASHBUCKET	01	LAWO	0730		1046				
	11	PFK	6-12	C9BA	0740		1836				
	11	Line box	1-7	C9BA	0800		1836				
	13	Ladder	059		0927		C		AVI	645-200-3-1 H5	
	04	PFK	6-15	D9H6	1000		1853				
	07	PFK	6-10	CA42	1111		1452				
	13	Longcord	02	6502	1326		C				
	13	PFK	6-13	6502	1326		C				

E ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF

PRINT

SIGN

IMRL
CHECKOUT
LOG

xmm 265

(b3)(10USC§130)(b6)

BEGINNING OF SHIFT ATA

[illegible]

DATE		TIME
------	--	------

END OF SHIFT ATAF

200 AVI

DATE 20170804 TIME 1900

WORKCENTER TOOL CHECK OUT LOG

BEGINNING OF SHIFT ATAF CPL

NAME	PRINT										SIGN
	AC	NOMENCLATURE	TOOL BOX #	MCN	T/O	CDI	T/I	CDI	SHOP	TAG #	REMARKS
(b3 (10USC§130)(b6))	10	BOX	3-5	CARB	1950						(b3 (10USC§130)(b6))
	10	PEMA	3-5027	CARB	1950						
	04	Box	4-4	CAN	2500		0527				
	04	PEMA	22	CAN	2500		0440				
	04	HL	09	CAN	2000		0527				
	04	HL	08	CAN	2000		0527				
	00	PEMA	23	CAS9	2002		0507				
	00	BOX	3-1	CAS9	2002		0507				
	00	HL	07	CAS	2002		0507				
	00	HL	11	CAS	2002		0507				
	00	Meter	0882	CAS9	2009		0510				
	00	Lead	001	CAS9	2009		0510				
	22	meter	066	CARC	2200		2302				
	13	HL	12	CARB	0120						
	04	PEMA	029	CAN	0221		0527				
	08	PEMA	022	CAS	0441		0527				
	08	LONGCORD	01	CAS	0441		0527				

*ONE ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF _____

PRINT

SIGN

(b3)(10USC§130)(b6)

NAME	AC	NOMENCLATURE	TOOL BOX #	MCN	T/O	CDI	T/I	CDI	SHOP	TAG #	REMARKS
(b3)(10USC§130)(b6)	13	LC	03	CARB	0640						
	13	BOX	3-5	CARB	0641						
	13	HL	12	CARB	0641						
	13	PENA	27	CARB	0641						
	07	POMA	23	CARB	0641						
	08	POMA	029	TS	1100						
		LC	01	TS	1100						
		BOX	4-4		1208						
		POMA	024	TS	1100						

*ONE ITEM PER LINE

DATE _____ TIME _____

END OF SHIFT ATAF

PRINT

SIGN



H 5-200-35



PEMA 027

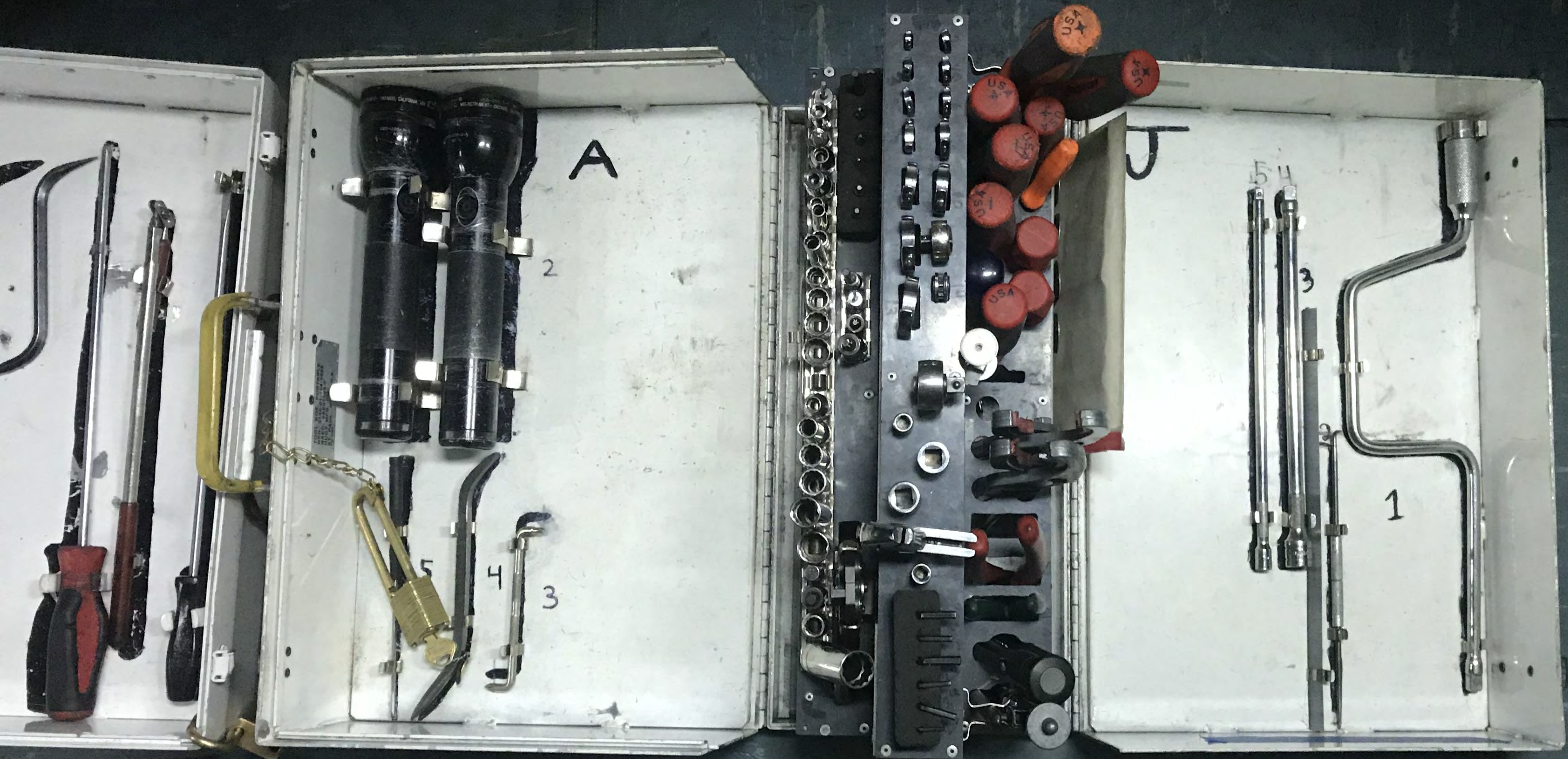
Panasonic

U.S. Government Property



Unclassified

NAVAIR PMA260
Technical support
PEMA@navy.mil













TOOL CONTAINER SHORTAGE LIST

Tool Container No: GAS-200-3-5

[illegible]







Enclosure 44

A1-V22AB-NFM-000 MV-22B NATOPS Flight

Manual

962 pages

Refer request to:

Commander, Naval Air Systems Command (PMA-275)

47123 Buse Rd, Bldg 2272

Patuxent River, MD 20670-1547

Enclosure 45

NAVAIR 00-80T-122 Air Capable Ships NATOPS Flight Manual

694 pages

Refer request to:

Commander, Naval Air Systems Command (PMA-251)
RADM William A. Moffett Bldg, 47123 Buse Rd, Bldg 2272
Patuxent River, MD 20670-1547

Enclosure 46

CNAF M-3710.7 NATOPS Flight and Operating
Instructions Manual

434 pages

Refer request to:

Commander, Naval Air Forces

Box 357051

San Deigo, CA 92135-7051

Enclosure 47

NAVAIR 00-80T-123 Aircrew Systems NATOPS Manual

1044 pages

Refer request to:

Commander, Naval Air Systems Command (PMA-202)
RADM William A Moffett Bldg, 47123 Buse Rd, Bldg 2272
Patuxent River, MD 20670-1547

Enclosure 48

MCO 3502.3B Marine Expeditionary Unit (MEU)

PTP

46 pages

Publicly available here:

<http://www.marines.mil/Portals/59/Publications/MCO%203502.3B.pdf>

Enclosure 49

Autopsy Report for Deceased Marine

6 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).

Enclosure 50

Autopsy Report for Deceased Marine

5 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).

Enclosure 51

Autopsy Report for Deceased Marine

5 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).

Enclosure 52

Photographs from recovery of deceased Marine

6 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).

Enclosure 53

Photographs from recovery of deceased Marine

107 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).

Enclosure 54

Photographs from recovery of deceased Marine

89 pages

Exempt from release pursuant to (b)(6) and
(b)(7)(C).



















160



A/C 33 Damage

7 August 2017





NMC: Tail Boom Assembly

- Multiple punctures through skin, ribs and spars.
- Maintenance beyond scope of O-Level
 - Will require P&E or replacement in entirety
- Net/Replacement cost: \$74,784
- STD/New cost: \$682,104
- No damage to tail rotor system or driveshaft

Right
Side



Right
Side



Right
Side



Right
Side



Left
Side



Left
Side



Left
Side







NMC: #2 Side Suppressor Assembly

- Damaged beyond limits
- Requires replacement
- 7219G688 Suppressor Assy
- Net/Replacement cost: \$23,954
- STD/New cost: \$105,938





NMC: Forward Tail Boom Directional Control Tube

- Large dent in center
- Multiple dents in other locations
- Needs replacement
- 7219G689 Tube Assy
- STD/New cost: \$14,752



PMC: APR-39 Aft Receiver Connector

- Sheared
- Requires replacement
- 7218G684 Cable Assembly BMNRP
 - STD/New Cost: \$2,052

PMC: GPS Cable

- Cable in Tail Boom sheared; requires replacement
- 7218G685 Tail Boom Disconnect BHR
- 7218G686 GPS Antenna Connector BMNRP
- 7218G687 GPS Cable Cancelled







ADB Work Order

Work Center
200

CF R A Reqd
N N

System Reason

Cannib LEFT CENTRAL DEICE

Assy Cd
AYNE

Buno/Serno
168216

WO Status Cd PILOT/INITIATOR

D

b3(10USC§130) b6)

In Process Inspections
No

Modex
10

REPAIR CYCLE

	DATE	TIME	EOC		DATE	TIME	EOC		DATE	TIME
RECEIVED	04 AUG 2017	1507	Z	IN WORK	00 0000	0000		COMPLETED	00 0000	0000

DISCREPANCY

Cannibalized item: LEFT CENTRAL DEICE DISTRIBUTOR (DDSN: 7216G785) for Modex 13 Original MCN: 20MCAR5

CORRECTIVE ACTION

CORRECTED BY

INSPECTED BY

MAINT CONTROL

MCN
20MCARB

JCN
GH5216126

901-364-201-107 APU

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. 9397 Dated 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 BONHOMME RICHARD	2. DATE 13 AUG 2017	3. TIME 0922	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 (b3)(b6)	

8. ORGANIZATION OR ADDRESS
VMM-265

9. I, **(b3)(10USC§130)(b6)**, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
I do not recall who wrote the schedule on the 4th but it was not me. I was covering down on ODO duty that evening before my IWO shift. Yes I was IWO on the 4th, **(b3)(10USC§130)(b6)** was scheduled for IWE but was not there because he was scheduled for a flight the following morning. The IWO/IWE schedule is written a month in advance, so it is not uncommon for the shop to whom the IWE duty is assigned to send a replacement if the scheduled duty stander is unavailable. This was the case on August fourth and flight line sent a replacement. I do not recall the Marine's name.
In drafting the flight schedule on the boat we use a nine hour planning factor. Nine hours from the Marine's last event of the day to the time they must arrive in the morning. This is meant to ensure they are afforded the opportunity for eight hours of uninterrupted rest prior to duty. The last flight was scheduled to land at 2100. I do not recall what time they actually landed. If a Marine is scheduled for an event that may violate their crew rest, aircraft commanders will typically brief with them the night prior and instruct them to report to work nine hours from the time they finish their duties. I do not know if this was the case with **(b3)(10USC§130)(b6)**. Integrity watch was set around 2130-2145 on 4 August. I believe the verbiage for when crew day ends reads "from engine shutdown," and it takes about 20-30 minutes to shut down a V22. Eight hours of uninterrupted rest is what is required, to my knowledge. And, as far as I am aware **(b3)(10USC§130)(b6)** was afforded that prior to his flight.
I have known **(b3)(10USC§130)(b6)** since OCS in 2012. We attended OCS, TBS, and flight school at the same times. While I did not know him well outside of work, I can tell you he was an absolute professional. He was also a schedule writer and helped me become acclimated to my position when I arrived at the squadron. It was not uncommon to find him making flash cards at work during his down time or sitting in the ready room chair flying prior to an event. He was hard working and driven. As far as the "Senior Schedule Writer," I don't believe so. He arrived at the squadron about six months before I did. In any case, schedule writing duties are not based on seniority, but which of us is available to write for that day. If more than one schedule writer is available, we will collaborate our efforts to the maximum extent practical.

AFFADAVIT

I, **(b3)(10USC§130)(b6)**, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. 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 INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b3)(10USC§130)(b6)

WITNESSES:

(ORGANIZATION OR ADDRESS)

(b3)(10USC§130)(b6), USMC
1st MAW

(ORGANIZATION OR ADDRESS)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 13th day of August 2017.
at 0922.

(Signature of Person Administering Oath)

(b3)(10USC§130)(b6), USMC
(Typed Name of Person Administering Oath)

Investigating Officer
(Authority to Administer Oath)

INITIALS OF PERSON MAKING STATEMENT
(b3)(b6)

PAGE 1 OF 1 PAGE

SAFEGUARD IAW PRIVACY ACT
NAVAL AIRCRAFT FLIGHT RECORD

20MCLASP

GH5107F

AIRCRAFT DATA (RECORD TYPE 7B)

LINE	EXC	CODE	INT	BUINO	TEC	ORG	MSA1	HR1	MSN2	HR2	MSN3	HR3	SUPT	TLFL	CAT	AIRLIFT	REC	ENG1	ENG2	ENG3	ENG4	HOIST
09				164032	AYNE	GH5	149	1.0	2M4	1.2			FP	2	1	0		2.2	2.2			
TOTAL MISSION REQUIREMENT (MIR) DATA																						
ENGINE HRS																						

AIRCREW DATA (RECORD TYPE 7C; IF EXC CODE = G, L, OR R; RECORD TYPE = 7D)

LINE	EXC	CODE	INT	NAME	SSND00 ID	APC	FLIGHT TIME	INSTRUMENT	NIGHT	LANDINGS	APPROACHES	TRAINING CODES
1				(b3)(10USC§130)(b6)		1.1	1.1	0.5	2.2	N 3		2332 2035 3130
2						0.5	0.5	0.5	1.0	N 6		2332 2035 3130
3						0.5	0.5	0.5	1.0	N 6		2935
4						2.2	2.2					2332 2035 3130
5						2.2	2.2					2332 2035 3130

LOGISTICS DATA (DEPART - RECORD TYPE 7E; ARRIVE - RECORD TYPE 7F)

LINE	EXC	CODE	TIME	DATE	SCA	STP	ID	TIME	DATE	SCA	STP	ID	CONFIRMED PAYLOAD	OPPORTUNE PAYLOAD	CONFIG DATA
1			K	1835	17216	LHD5	F						PAX NO.	PAX NO.	MAX CARGO (LBS)
				1945	17216	LHD6	F						PAX NO.	PAX NO.	MAX CARGO (LBS)
				2000	17216	LHD5	F						PAX NO.	PAX NO.	MAX CARGO (LBS)
				2100	17216	LHD5	F						PAX NO.	PAX NO.	MAX CARGO (LBS)

WEAPONS PROFICIENCY DATA (RECORD TYPE 7G)

LINE	EXC CODE	NO.	TRAINING AREA 1		TRAINING AREA 2		DELIVERY DATA 1		DELIVERY DATA 2		DELIVERY DATA 3		MISC DATA 1		MISC DATA 2				
			THIS 1	HR1	THIS 2	HR2	CDU 1	DEL 1	PLAS 1	SCORE 1	CDU 2	DEL 2	PLAS 2	SCORE 2	CDU 3	DEL 3	PLAS 3	SCORE 3	DATA 1
1		1																	
2		2																	
3		3																	
4		4																	
5		5																	

SAFEGUARD IAW PRIVACY ACT

NAVAL AIRCRAFT FLIGHT RECORD

GH5107F

REMARKS										ACCIDENT/INCIDENT/REASON																																																	
2 Hawk and 1 M16A2 transported to LZ Oricle ISO BAS insert 2 HLL ship landings for 2008 2008 3 HLL ship landings for 2008 HLL ship landings for 2008 1 BWS to Flight 1007										634100SC 3130/006																																																	
NAME/ORGANIZATIONAL USE										NATOPS										MEDICAL										INSTRUMENT										WATER										PHYSIOLOGY									
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z										A B C D E F G H I J K L M N O P Q R S T U V W X Y Z										A B C D E F G H I J K L M N O P Q R S T U V W X Y Z										A B C D E F G H I J K L M N O P Q R S T U V W X Y Z										A B C D E F G H I J K L M N O P Q R S T U V W X Y Z										A B C D E F G H I J K L M N O P Q R S T U V W X Y Z									

SAFEGUARD IAW PRIVACY ACT

20MCA50

NAVAL AIRCRAFT FLIGHT RECORD

GH5107E

AIRCRAFT DATA (RECORD TYPE 7B)

[illegible]

AIRCREW DATA (RECORD TYPE 7C: IF EXC CODE = G, L, OR R; RECORD TYPE = 7D)

[illegible]

LOGISTICS DATA (DEPART - RECORD TYPE 7E; ARRIVE - RECORD TYPE 7F)

[illegible]

WEAPONS PROFICIENCY DATA (RECORD TYPE 7G)

WEAPON PROFICIENCY DATA (MILITARY USE ONLY)															
		TRAINING AREA DATA		DELIVERY DATA 1		DELIVERY DATA 2		DELIVERY DATA 3		MISC DATA 1		MISC DATA 2		MISC DATA 3	
LINE CODE	EAC LINE NO.	TRAINING AREA 1 HRS 1	TRAINING AREA 2 HRS 2	ORD 1	SBL 1 FORM 1 SCORE 1	UNQ 2	SML 2 FORM 2 SCORE 2	ORD 3	SBL 3 FORM 3 SCORE 3	EDT 1	DATA 1	EDT 2	DATA 2	EDT 3	DATA 3
1	1									N1	2.2				
2	2									N1	2.2				
3	3									N1	1.0				
4	4									N1	2.2				
5	5									N1	2.2				

ADDITIONAL TRAINING CODES

LINE	EXC CODE	FIRST INIT	NAME	SSN	4TH	5TH	6TH	7TH	8TH	9TH	10TH
1			(b)(3)(10USC§130)(b)(6)								
2					3230	3233	6240				
3					3230	3233	6233				
4					3230	3233	6233				
5					3230	3233					

SAFEGUARD LAW PRIVACY ACT

(b3)(10USC§130)(b6)

EXCERPT OF INVESTIGATIVE INTERVIEW OF

(b3)(10USC§130)(b6) 25 August 2017 Brisbane, Australia

INTERVIEWERS:

(b3)(10USC§130)(b6), USMC

(b3)(10USC§130)(b6), USMC

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

Transcript Prepared by: **(b3)(10USC§130)(b6)**

(b3)(10USC§130)(b6): Moving on to a separate line of questioning, we are also looking at the FCF logs for aircraft 13. MAF 20MC9R4, can you describe what this MAF is for?

(b3)(10USC§130)(b6): This is an RTB adjustment MAF, adjusting tip weights, 4 tip weights. It was performed on a FCF card

(b3)(10USC§130)(b6): What is the normal card associated per the MV-22 NATOPS as well as the major procedures for the card?

(b3)(10USC§130)(b6): E card.

(b3)(10USC§130)(b6): So if this a required W card what is an F card?

(b3)(10USC§130)(b6): An F card is at the discretion of the AMO. It gives the AMO the ability to in essence choose the items he needs to test for.

(b3)(10USC§130)(b6): In this case why did **(b) (6)** the maintenance officer direct an F card?

(b3)(10USC§130)(b6): I think this was an error, I don't think **(b3)(10USC§130)(b6)** was on this deck when it happened. We were on a dirt deck away from the ship, but I have no idea if **(b3)(10USC§130)(b6)** signed an F card.

(b3)(10USC§130)(b6): Was there a maintenance officer designated for that det?

(b3)(10USC§130)(b6): I don't know if somebody was designated specifically off the top of my head. I can't remember them specifically saying . I think **(b3)(10USC§130)(b6)** was the senior maintenance officer that went, but I'm not sure what other pilots were out there.

(b3)(10USC§130)(b6): Do you know if **(b3)(10USC§130)(b6)** delegated the responsibilities of giving an F card to someone on the det?

(b3)(10USC§130)(b6): N ot that I know of sir.

(b3)(10USC§130)(b6): Do we have th book, the FCF checklist conducted for this test

(b3)(10USC§130)(b6): The checklist, no sir

(b3)(10USC§130)(b6): So considering the total control discrepancies that we have on aircraft 13 can you say that aircraft 13 was a safer flight at the time it broke deck at 09:20 on the 5th?

(b3)(10USC§130)(b6): Not at this time sir.

(b3)(10USC§130)(b6): If we were to locate the tools that were used on aircraft 13 the tool box associated, would you all it a safe for flight aircraft?

(b3)(10USC§130)(b6): And that's not a trick question looking back on that on there. That's just more along the lines of that particular day.

(b3)(10USC§130)(b6): If you are able to show me the CAMEO data that it was in rotor track and balance, and we found all these tools on the shelf would we be able to call it a safe for flight aircraft ?

(b3)(10USC§130)(b6): Yes sir I believe so.

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Block 4 - BUNO. BUNO of aircraft being inspected.

Block 5 - SIDE NO. Side number of aircraft being inspected.

Block 6 - ACTIVITY. Activity performing inspection.

Block 7 - CARD NUMBER/RTG/MOS. Separate entries are required for each MRC, for example, PC-1, PC-1.1, and PC-1.2 would be three separate line entries. If desired, rating or MOS may be included. When using checklists enter one step number per line for example, steps 1, 2, 3, 4, would be four separate line entries.

Block 8 - TOOL CONTAINER NUMBER. Tool container number, entered once, on the line where the using technician's name first appears.

Block 9 - DISCREPANCY / JCN*. Enter a brief narrative description of each discrepancy. A JCN is required for all discrepancies except those corrected by servicing. (Chapter 15 contains additional guidance.)

Block 10 - CORRECTED. Check in YES column if discrepancy in Block 9 is corrected; check in NO column if discrepancy has not been corrected. If NO is checked, there must be a JCN in Block 9.

Block 11 - SIGNATURE AND RATE / MOS**. Signature and rate or MOS of the individual performing the inspection. A signature and rate or MOS must appear for each line entry.

NOTE: For inspections requiring only one individual to perform all applicable MRC/checklist numbers, the first and last card number are required to be signed (with an arrow connecting both signatures) by the individual performing the inspection (Figures 5-2 and 5-3).

Block 12 - MAINTENANCE CONTROL REPRESENTATIVE. Signature and rate or rank indicating maintenance control has reviewed the inspection record, MRCs have been checked for currency, and JCNs have been issued as required.

d. Types of Aircraft Inspections:

(1) Daily Inspection. This inspection is conducted to inspect for defects to a greater depth than the turnaround inspection. The daily inspection is valid for a period of 72 hours commencing from the date and time the inspection is completed, provided no flight occurs during this period and no maintenance other than servicing has been performed. Aircraft may be flown for 24 hours without another daily. This 24 hour period begins with the first launch following accomplishment of the daily inspection. The 24 hours cannot exceed the 72 hour expiration of the daily unless the expiration occurs during a mission, in which case the aircraft will require a daily before the next flight. Turnaround requirements are not included in the daily inspection and must be accomplished separately. Accomplishment of a turnaround does not affect the 72 hour validity of the daily inspections (Figure 5-3).

NOTES: 1. In the event maintenance, other than servicing, must be performed after the daily inspection or turnaround inspection is completed, Maintenance Control must determine if a complete or partial daily or turnaround inspection is required, or if no portion of either inspection is required.

2. COs may authorize pilots-in-command to conduct applicable T/M/S NATOPS pilot inspections, ensure servicing requirements are accomplished, and sign the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) (Figure 5-1) in the certification block while operating away from home without qualified maintenance personnel for periods not exceeding 72 hours. In these cases, the daily inspection must be completed immediately prior to the commencement of the mission. The expiration of the 72 hours may occur during the return flight to home base (or to a site with maintenance support), per NOTE 2 of Figure 5-4. On a case-by-case basis, Wings and MAGs may authorize an additional 24 hours (maximum of 96 hours), due to operational necessity. COs must request the authorization in writing (letter,

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memorandum, or naval message) citing the specific BUNO, name and rank of the pilot in command, and a description of the mission with justification of operational necessity. Type Wing or MAG authorization must be in writing. The Date Time Group (DTG) of the message or serial number of letter authorizing the deviation will be cited on the WO of the daily inspection conducted prior to commencement of the mission. Accomplishing these requirements, rather than completing all daily, turnaround, and fuel sampling requirements, is sufficient for Safe for Flight certification.

(2) Turnaround Inspection. This inspection is conducted between flights to verify the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight. The turnaround inspection is valid for a period of 24 hours commencing from the date and time the inspection is completed, provided no flight and no maintenance other than servicing occurs during this period. The accomplishment of the daily inspection does not satisfy the turnaround inspection requirements.

NOTE: Accomplishment of a complete turnaround inspection is not required between repetitive flight evolutions interspersed with brief periods, such as passenger or cargo stops, hot seating, hot refueling, or short interruptions for adjustments during helicopter FCFs. Accomplishment of a complete turnaround inspection is not required if cold refueling aircraft for immediate relaunch when the pilot in command remains the same. When servicing or other minor maintenance is performed during such ground periods, only those portions of the turnaround inspection applicable to that servicing or maintenance need to be performed, as directed by Maintenance Control. Inspection or servicing intervals will not be exceeded during successive evolutions. All applicable NATOPS checklist must be complied with during ground periods.

(3) Servicing. These requirements provide for replenishment of fuel, oil, and other consumables expended during flight.

(4) Special Inspection. Special inspections are scheduled inspections with a prescribed interval other than daily or phase. Special Inspection intervals are based on elapsed calendar time, flight hours, operating hours, or number of cycles or events, as specified in applicable maintenance technical manuals. Examples: 7, 28 days; 50, 100, 200 hours; 10, 100 arrestments; and 5,000 rounds fired. In some cases, aircraft special inspections also contain engine inspection requirements and are referred to as combined airframe and engine special inspections.

(a) Completed aircraft special inspection WOs will be maintained in the aircraft inspection file or the electronic historical files. All engine inspections require AESR entries or CM ALS updates except fluid sampling, engine wash, and recurring special engine inspections not requiring NDI or disassembly/reassembly, or servicing. All other equipment having an AESR require entries only if the inspection requires NDI or disassembly and reassembly. Inspections baselined in the CM task will be automatically logged in the appropriate CM ALS inspection record for activities with NTCSS optimized OMA NALCOMIS.

NOTE: Inspections based on less than 100 hour intervals are not required to be logged in the AESR until the aircraft is transferred or an AESR tracked component is removed and turned in for repair, in which case the most recent inspections performed of each type and interval and the component hours must be logged. (Not required for activities with NTCSS Optimized OMA NALCOMIS because all inspections are electronically logged upon completion of a WO that affects CM ALS.)

(b) When an individual special inspection or a group of special inspections due simultaneously will consume more than 8 hours of elapsed maintenance time, the inspection requirements may be divided into portions performed incrementally at any time during the allowable deviation period. When this deviation is used, Maintenance Control or Work Center 140 must maintain the controlling special inspection WO for each inspection performed. Work centers will be issued WOs listing the applicable MRCs for each

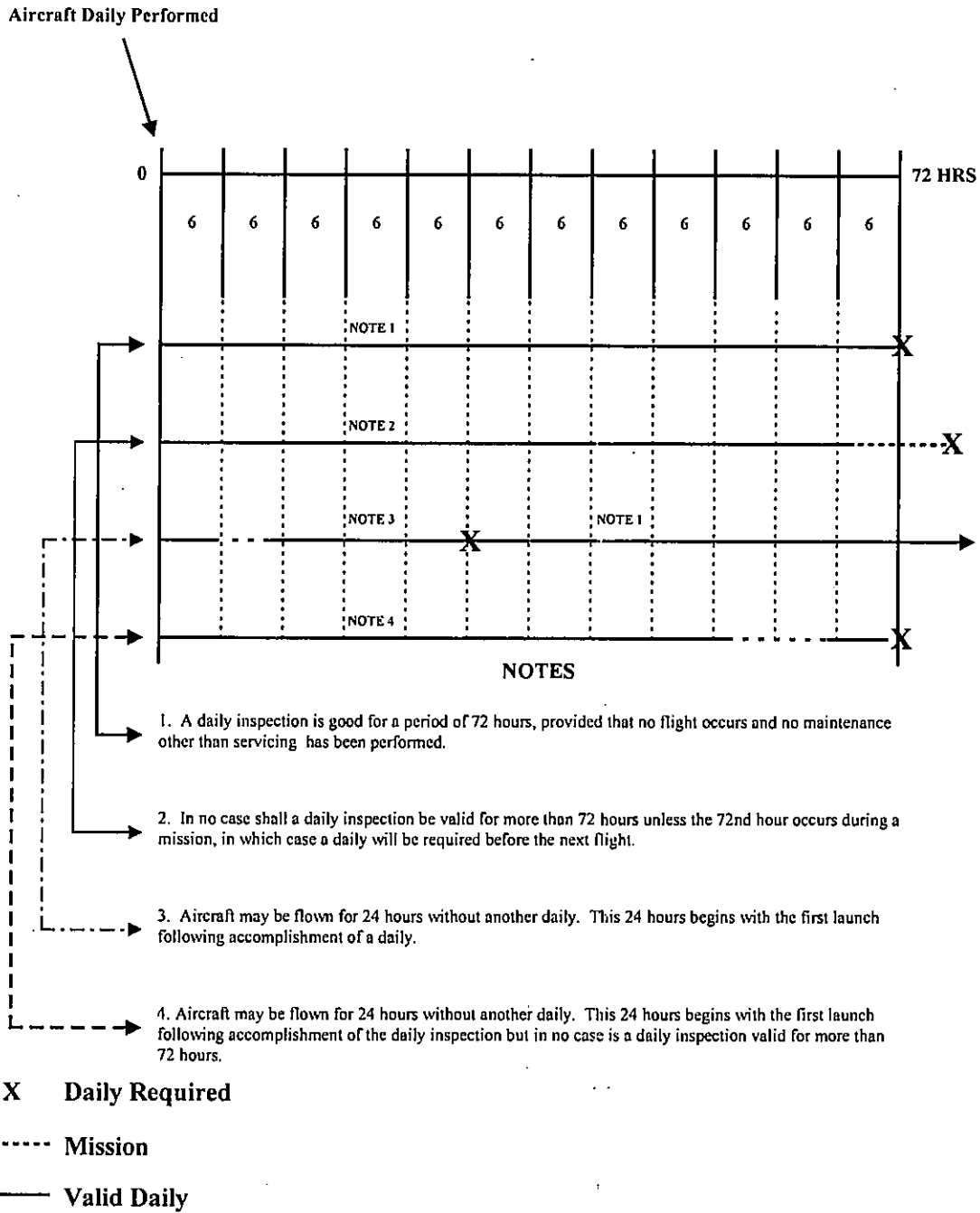


Figure 5-4: Daily Inspection Requirements

REPLACE LEFT CENTRAL DEICE DISTRIBUTORTail Number: **168634** SSS: **3061**Selected TD/TCTOs: **□***Generated on: 15 Aug 2017 at 04:47:55***Destroy in accordance with local policy.****REPLACE LEFT CENTRAL DEICE DISTRIBUTOR**ERACS: **ERAC_1430**

- Required Conditions:
1. **REPLACE LEFT CENTRAL DEICE DISTRIBUTOR REQUIREMENTS**
 2. **AIRCRAFT SAFE FOR MAINTENANCE**
 3. **REMOVE LEFT SPINNER COVER ASSEMBLY**
 4. **REMOVE LEFT BLADE FOLD CONTROL UNIT**

REMOVE LEFT CENTRAL DEICE DISTRIBUTOR**STEPS:**

WARNING: Conductive sealant in dust form is carcinogenic. Perform task in well ventilated area. Wear approved protective clothing, gloves, and goggles. When performing tasks that produce airborne particles, wear respirator with high efficiency particulate air filter. In case of contact, flush eyes with water for at least 15 minutes, wash skin with soap and water, and get immediate medical attention.

- ☐ 1. Remove sealant from mast torque sensor connectors and CDD mount brackets.

Graphics:

WARNING: Voltages capable of causing personnel injury or death are present on electrical connectors. Ensure external power is off before connecting/disconnecting electrical systems.

- ☐ 2. Tag and disconnect connector 3060NCM51P7 from connector 3060NCM51J7 on CDD.

Graphics:

- ☐ 3. Tag and disconnect connector 3060NCM51P8 from connector 3060NCM51J8

on CDD.

Graphics:



- ☐ 4. Tag and disconnect connector 3060NCM51P9 from connector 3060NCM51J9 on CDD.

Graphics:



- ☐ 5. Remove attaching hardware securing W550 harness to CDD.

Graphics:



- ☐ 6. Remove attaching hardware securing W919 harness to CDD.

Graphics:



- ☐ 7. Tag and disconnect connector 3060NCM51P1 from connector 3060NCM51J1 on CDD.

Graphics:



- ☐ 8. Remove attaching hardware securing electrical cable 4296NP171 to CDD.

Graphics:



- ☐ 9. Remove W919 harness.

Graphics:



- ☐ 10. Remove attaching hardware securing W927 harness to CDD.

Graphics:



- ☐ 11. Tag and disconnect connector 6260NSR51P6 from connector 6260NSR51J6 on slipring.

Graphics:



- ☐ 12. Tag and disconnect connector 3060NCM51P6 from connector 3060NCM51J6 on CDD.

Graphics:



- ☐ 13. Remove W927 harness.

Graphics:



- ☐ 14. Remove attaching hardware securing W925 harness to CDD.

Graphics:



- ☐ 15. Tag and disconnect connector 6260NSR51P5 from connector 6260NSR51J5 on slipring.

Graphics:



- ☐ 16. Tag and disconnect connector 3060NCM51P5 from connector 3060NCM51J5 on CDD.

Graphics:



- ☐ 17. Remove W925 harness.

Graphics:



- ☐ 18. Tag and disconnect connector 3060NCM51P13 from connector 3060NCM51J13 on CDD.

Graphics:



- ☐ 19. Remove W921 harness.

Graphics:



- ☐ 20. Tag and disconnect pendulum slipring pigtail connectors 3060NSR51P1, 3060NSR53P1, and 3060NSR55P1 from connectors 3060NSR51J10, 3060NSR53J11, and 3060NSR55J12 on outer diameter of CDD.

Graphics:



- ☐ 21. Tag and disconnect spinner panel pigtail connectors 3060NHR71P1, 3060NHR73P1, and 3060NHR75P1 from connectors 3060NHR71J16, 3060NHR73J15, and 3060NHR75J14 on outer diameter of CDD.

Graphics:



- ☐ 22. Tag and disconnect connector 3060NCM51P2 from connector 3060NCM51J2 on CDD.

Graphics:



- ☐ 23. Remove attaching hardware securing W557 harness to CDD.

Graphics:



- ☐ 24. Tag and disconnect connector 3060NCM51P4 from connector 3060NCM51J4 on CDD.

Graphics:



- ☐ 25. Remove W931 harness.

Graphics:



- ☐ 26. Tag and disconnect flapping sensor connectors.

Graphics:



- ☐ 27. Remove bolt, washer, and clamp securing W923 harness to CDD.

Graphics:



- ☐ 28. Tag and disconnect connector 3060NCM51P17 from 3060NCM51J17 on CDD.

Graphics:



- ☐ 29. Tag and disconnect mast torque sensor electrical cables from connectors 4296NP171, 4296NP181, and 4296NP177 on CDD brackets.

Graphics:



- ☐ 30. Remove screws, washers, and retainers securing mast torque sensor connectors to CDD brackets.

Graphics:



CAUTION: Electrostatic discharge can damage or destroy electronic components. All component electrical connectors on electrostatic discharge sensitive equipment must be covered with approved electrostatic discharge protective devices immediately upon removal of harness connectors. Failure to comply may damage components.

- ☐ 31. Install ESD protective devices.
- ☐ 32. Pull back cable nipples to expose terminals on CDD feed-thru block terminals on inside diameter of CDD.

Graphics:



- ☐ 33. Tag and disconnect slipring wires from CDD feed-thru block terminals on inside diameter of CDD by removing screws, washers, and self-locking nuts. Discard self-locking nuts.

Graphics:





- ☐ 34. Remove safety wire, bolts, and washers securing mounting brackets to CDD.

Graphics:



- ☐ 35. Remove CDD.

Graphics:



PREPARE ELECTRICAL BONDING SURFACES

STEPS:

- ☐ 36. Prepare electrical bonding surfaces (NAVAIR 01-1A-509/TO 1-1-689).

INSTALL LEFT CENTRAL DEICE DISTRIBUTOR

STEPS:

- ☐ 37. Position CDD on mounting brackets.

Graphics:



- ☐ 38. Secure CDD to mounting brackets with bolts and washers.

Graphics:



- ☐ 39. Tighten bolts.

Graphics:



NOTE: Meter probes must contact bare metal of electrical bonding surfaces.

- ☐ 40. Check electrical bond between bonding surfaces. Resistance shall be 0.0025 ohm or less.

Graphics:



- ☐ 41. Safety-wire bolts. (QA)

Graphics:



- ☐ 42. Remove ESD protective devices.

- ☐ 43. Connect slipring wires to CDD feed-thru block terminals by installing screws, washers, and self-locking nuts and remove tags.

Graphics:



- ☐ 44. Position cable nipples over terminals on CDD feed-thru block terminals.

Graphics:



- ☐ 45. Position mast torque sensor electrical cable connectors 4296NP171, 4296NP181, and 4296NP177 on CDD brackets.

Graphics:



- ☐ 46. Prepare electrical bonding surfaces (NAVAIR 01-1A-509/TO 1-1-689).
- ☐ 47. Position retainers on CDD brackets and secure electrical connectors with screws and washers.

Graphics:



NOTE: Meter probes must contact bare metal of electrical bonding surfaces.

- ☐ 48. Check electrical bond between bonding surfaces. Resistance shall be 0.0025 ohm or less.

Graphics:



WARNING: Voltages capable of causing personnel injury or death are present on electrical connectors. Ensure external power is off before connecting/disconnecting electrical systems.

- ☐ 49. Connect mast torque sensor electrical cables 4296NP171, 4296NP181, and 4296NP177 to connectors on CDD brackets and remove tags.

Graphics:



- ☐ 50. Connect connector 3060NCM51P17 to connector 3060NCM51J17 on CDD and remove tag.

Graphics:



- ☐ 51. Position clamp on W923 harness and remove tag.

Graphics:



- ☐ 52. Position W923 harness and clamp to CDD and secure with bolt and washer.

Graphics:



- ☐ 53. Connect connectors on flapping sensors and remove tags.

Graphics:





- ☐ 54. Install W931 harness and remove tag.

Graphics:



- ☐ 55. Connect connector 3060NCM51P4 to connector 3060NCM51J4 on CDD and remove tag.

Graphics:



- ☐ 56. Position W557 harness for installation.

Graphics:



- ☐ 57. Connect connector 3060NCM51P2 to connector 3060NCM51J2 on CDD and remove tag.

Graphics:



- ☐ 58. Install attaching hardware securing W557 harness.

Graphics:



- ☐ 59. Connect spinner panel pigtail connectors 3060NHR71P1, 3060NHR73P1, and 3060NHR75P1 to connectors 3060NHR71J16, 3060NHR73J15, and 3060NHR75J14 on outer diameter of CDD and remove tags.

Graphics:



- ☐ 60. Connect pendulum slipring pigtail connectors 3060NSR51P1, 3060NSR53P1, and 3060NSR55P1 to connectors 3060NSR51J10, 3060NSR53J11, and 3060NSR55J12 on outer diameter of CDD and remove tags.

Graphics:



- ☐ 61. Install W921 harness and remove tag.

Graphics:



- ☐ 62. Connect connector 3060NCM51P13 to connector 3060NCM51J13 on CDD and remove tag.

Graphics:



- ☐ 63. Position W925 harness for installation.

Graphics:





- ☐ 64. Connect connector 3060NCM51P5 to connector 3060NCM51J5 on CDD and remove tag.

Graphics:



- ☐ 65. Connect connector 6260NSR51P5 to connector 6260NSR51J5 on slipring and remove tag.

Graphics:



- ☐ 66. Install attaching hardware securing W925 harness.

Graphics:



- ☐ 67. Position W927 harness for installation.

Graphics:



- ☐ 68. Connect connector 3060NCM51P6 to connector 3060NCM51J6 on CDD and remove tag.

Graphics:



- ☐ 69. Connect connector 6260NSR51P6 to connector 6260NSR51J6 on slipring and remove tag.

Graphics:



- ☐ 70. Install attaching hardware securing W927 harness.

Graphics:



- ☐ 71. Position W919 harness for installation.

Graphics:



- ☐ 72. Position clamp on electrical cable 4296NP171 and install attaching hardware securing electrical cable to CDD and remove tag.

Graphics:



- ☐ 73. Connect connector 3060NCM51P1 to connector 3060NCM51J1 on CDD and remove tag.

Graphics:



- ☐ 74. Install attaching hardware securing W919 harness to CDD.

Graphics:



- ☐ 75. Position W550 harness and install attaching hardware securing harness cable to CDD and remove tag.

Graphics:



- ☐ 76. Connect connector 3060NCM51P9 to connector 3060NCM51J9 on CDD and replace tag.

Graphics:



- ☐ 77. Connect connector 3060NCM51P8 to connector 3060NCM51J8 on CDD and remove tag.

Graphics:



- ☐ 78. Connect connector 3060NCM51P7 to connector 3060NCM51J7 on CDD and remove tag.

Graphics:



WARNING: Misrouting flapping sensor harnesses and mixing connectors may result in damage to equipment, loss of flight control, and subsequent loss of aircraft and personnel. Verify harness routing, clamping, and connections prior to installing spinner cover assembly.

- ☐ 79. Verify proper wire harness routing and flapping sensor connections for W550, W557, and W563. (QA)

Graphics:



FAY SURFACE SEAL BONDING SURFACES

STEPS:

- ☐ 80. Clean assembled electrical bonds with alcohol pad.
☐ 81. Wipe dry with clean cloth.



WARNING: Sealant is toxic and may contain flammable solvents. Use away from heat, sparks, or open flames. Wear approved protective clothing, gloves, and eye protection. Wear respirator in areas without adequate ventilation. In case of contact, flush eyes with water for at least 15 minutes, wash skin with soap and water, and get immediate medical attention.

NOTE: Sealant and primer refinishing shall be applied to the electrically bonded parts within seven days of assembly.

NOTE: Bonded airframe interconnect harness connectors shall have sealant applied to both sides of connector and fasteners. Connectors bonded to electrical/electronic boxes shall have sealant applied only to exterior interfaces of connector and fasteners.

- ☐ 82. Apply fillet seal (P/S 870 B-1/2) around assembled electrical bonds.
- ☐ 83. Apply cap seal (P/S 870 B-1/2) on attaching hardware.
- ☐ 84. Allow to cure.

Graphics:



NOTE: Clean, freshly chemically treated metal surfaces do not require further cleaning prior to priming.

- ☐ 85. Clean remaining exposed surface areas with alcohol pad.
- ☐ 86. Wipe dry with clean cloth.



WARNING: Epoxy primers are toxic and flammable. Use only in well-ventilated area, away from heat, sparks or open flames. Wear approved protective clothing, gloves, eye protection and respirator. In case of contact, flush eyes with water for at least 15 minutes, wash skin with soap and water and get immediate medical attention.

- ☐ 87. Apply primer to remaining exposed surface areas.

Follow-Ons:

Check to Skip

- ☐ 1. CLEAN LEFT BFCU BONDING SURFACES
- ☐ 2. INSTALL LEFT BLADE FOLD CONTROL UNIT
- ☐ 3. FAY SURFACE SEAL BONDING SURFACES
- ☐ 4. INSTALL LEFT SPINNER COVER ASSEMBLY
- ☐ 5. PERFORM LEFT CENTRAL DEICE DISTRIBUTOR OPERATIONAL CHECK
- ☐ 6. ALLOW TO CURE
- ☐ 7. CRANK ENGINE AFTER PERFORMING NACELLE CONVERSION FOR MAINTENANCE

Task Completed

Generated on: 15 Aug 2017 at 04:48:07
Destroy in accordance with local policy.

Software Version: 3.1.4
TMD Release Date: 17-Mar-2017

1

2

3

USS BONHOMME RICHARD AIR PLAN

"I have not yet begun to fight."

	FLIGHT OPERATIONS	0900	TO 1900
GBY			
ASH			

FOD

[illegible]



DEPARTMENT OF THE NAVY

USS BONHOMME RICHARD (LHD 6)
UNIT 00154 BON
APO AP 96111

3750

Ser 00/219

14 Aug 17

From: Commanding Officer, USS BONHOMME RICHARD (LHD 6)
To: Marine Medium Tiltrotor (VMM) Squadron 265

Subj: AIRCRAFT MISHAP ICO PUFF 02 (SIDE NUMBER 13) MV-22 OSPREY
SHOAL WATER BAY WORKING AREA OF SUNDAY, 5 AUGUST 2017

Ref: (a) NAVAIR 00-80T-114

Encl: (1) Transcript

1. Per reference (a), enclosure (1) covers the USS Bonhomme Richard Revolutionary Gator Tower, WATCHDOG (WD) position, for the time period of Sunday, 5 August 2017, 05:43:00-06:43:00 UTC.

a. Agencies Transcribed: Primary Flight Control (PRIFLY) - WD (Flower) on Blonde.

b. Transcribed by:

(b3)(10USC§130)(b6)

2. I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Mishap involving PUFF 02, an MV-22 Osprey.

(b3)(10USC§130)(b6)

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0543

(0544-0606)

0607

0607:51 Watch Dog (WD) - puff one four watchdog on blonde

0608

0608:32 WD - puff one four watchdog

0609

0609:09 Knight Rider zero seven (KR07) - watchdog knight rider
zero seven the osprey in the air has eyes on the downed bird

0610

0611

0611:08 Unknown Pilot - searching for that traffic

0611:14 WD - puff one four watchdog

0611:19 PUFF zero zero (PUFF00) - watchdog you got zero zero
with you right now

0611:21 WD - zero zero can you say your position and status
please

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0611:25 PUFF00 - currently sixteen miles away from mother coming direct through the air i am visual with tittletown i have eight thousand pounds of fuel and twenty six souls

0611:35 PUFF00 - two seven souls two six souls

0611:37 WD - copy eight k and twenty six souls

0611:42 PUFF00 - affirmative

0611:46 PUFF00 - i have visual with one four but i don't have him on comms

0611:49 WD - copy

0612

0612:35 WD - zero zero when you get a hold of one four can you update me with his state and souls please

0612:44 WD - wilco expect his gas is very similar to mine he had twenty passengers and four crew

0612:45 PUFF00 - copy

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0613

0613:01 unknown - tittletown tower on blonde

0613:09 WD - last calling on blonde say again

0613:17 unknown - i have you lima charlie how me

0613:24 unknown - confirm that was tittletown tower calling on blonde

0613:27 WD - negative it was watchdog

0613:33 WD - zero zero expect that we're going to try to recover you guys sooner than rather that later once mom is in a position to do so expect sooner that later

0613:41 PUFF00 - wilco

0613:42 WD - that's for you and one four we are trying to launch another sixty for the sar

0613:46 PUFF00 - roger

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0614

0614:21 unknown - (unintelligible background noise)

0614:38 WD - zero zero watchdog

0614:59 WD - zero zero watchdog

0615

0615:12 PUFF00 - watchdog go for puff zero zero

0615:15 WD - and zero zero expect that we want to leave one four
as on scene commander right now since their scene at time of
mishap

0615:23 WD -and we're going to start working to get you deck

0615:28 PUFF00 - puff zero zero understands all and is in the
downwind

0616

0616:26 WD - zero zero from watchdog moms making eighteen knots
through the water

Mishap ID
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0617

0618

0618:34 WD - zero zero from watchdog just stay spinning for now
please

0618:40 PUFF00 - wilco

0618:43 PUFF00 - let me know what you need me to do i have
goggles on board

0618:47 WD - copy we're going to try to swap you guys out with
another crew

0618:51 PUFF00 - copy whatever you need

0618:53 unknown

0618:58 PUFF00 - you want me to go ahead and fill up

0619:00 WD - yeah go ahead and take fuel

0620

0620:48 PUFF00 - watchdog

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0620:51 WD - watch zero zero from watchdog need you guys to shut down but stay up apu please

0620:56 PUFF00 - i have the oic from the men we are moving coming inside so that he can tell you who is on their manifest ride

0621

0621:02 WD - say that again

0621:03 PUFF00 - i have the oic from the people we were transporting on his way so he can manifest all the personnel on that bird

0621:10 WD - copy thank you make sure he goes to the odo

0621:14 PUFF00 - roger

0621:26 PUFF00 - watchdog you want me to go ahead and fill up before i shutdown

0621:30 WD - say again

0621:31 PUFF00 - you want me to go and fuel up before we uh never mind disregard

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PUFF 02 (SIDE NUMBER 13)
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0622

0623

0623:38 PUFF one four (PUFF14) - watchdog one four when able

0623:40 WD - one four go for watchdog

0623:42 PUFF14 - we can remain in the overhead my crew is n s c
q however i am not proficient and my co-pilot doesn't have
goggles

0623:51 WD - copy you're not proficient and co-pilot doesn't
have goggles we're going to bring you in before sunset

0623:55 WD - understand you're two plus one five

0623:55 PUFF14 - sorry mic stepped on you say again

0624:00 WD - understand you guys are two plus one five

0624:03 PUFF14 - affirm under seven point one

0624:06 WD - under seven point one

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PUFF 02 (SIDE NUMBER 13)
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0624:09 PUFF14 - making one six zero in the overhead

0624:18 PUFF14 - going to switch back to tittletown tower i'll
remain up rev gator tower

0624:22 WD - can you just check in with me about every fifteen
minutes please

0624:25 PUFF14 - wilco

0624:26 WD - thanks

0624:27 PUFF00 - watchdog my crew is completely proficient they
have goggles if you need us to replace - (unintelligible name)

0624:33 WD - no we're going to be shutting you guys down going
complete cold

0625

0625:50 Knight Rider zero two (KR02) - watchdog knight rider
zero two

0625:53 WD - knight rider go for watchdog

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0625:54 KR02 - watchdog knight rider zero two is just looking for any additional deets

0626:00 WD - roger i'll let you know

0626:14 PUFF00 - watchdog puff zero zero

0626:16 WD - go for watchdog

0626:18 PUFF00 - copy their oic is going to the lfoc

0626:20 WD - copy

0627

0628

0628:57 KR02 - watchdog from knight rider zero two looking for updated status of the sar effort and the souls on board

0629

06:29:06 WD - two nine souls on board and we got four boats in the water from greenbay and ashland right now on scene and puff one one four is currently on scene commander overhead their up on ebony and then also tittletown tower land launch

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0629:19 KR02 - knight rider zero two copies all we'll keep going to launch

0629:24 KR00 - they had twenty six souls on board twenty six

0629:35 KR00 - watchdog how copy

0629:37 WD - you're saying two six souls

0629:39 KR00 - yes twenty six souls

0629:42 KR00 - twenty one pax five crew

0629:45 WD - got twenty one pax five crew--- break--- knight rider zero two did you copy that

0629:47 KR02 - affirm copy all from knight rider zero two

0630

0631

0632:36 WD - zero zero watchdog

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0632:37 PUFF00 - go for zero zero

0632:40 WD - do you guys have a manifest on your aircraft for the pax

0632:44 PUFF00 - affirm

0632:54 PUFF00 - watchdog that's an affirm

0632:55 WD - watchdog copies thanks

0632:59 PUFF00 - watchdog from (unintelligible name) we have a manifest but i don't have who was on which plane i just have all the names

0633

0633:50 WD - puff one four watchdog

0634

0634:36 WD - zero zero watchdog

0634:41 PUFF00 - go (unintelligible)

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0634:43 WD - unless you are stowing the aircraft i would uh like you to unstow it and get it flight ready and stay in the aircraft so you can hot seat it if needed

0634:54 PUFF00 - wilco

0635

0635:18 WD - zero zero from watchdog you said that manifest has already gone inside

0635:22 PUFF00 - affirmative with the uh with that that units oic that was on scene went downstairs to the lfoc with his list of people i have a list of everyone but it does not say what plane they are in

0635:35 WD - okay but their working the manifest piece with exactly who was on each aircraft

0635:39 PUFF - affirmative the oic went down to the lfoc to work that

0635:43 WD - roger

0635:49 PUFF00 - hey and so we are cleared to uh stow again

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0636:00 WD - yeah you guys are good to stow

0636:18 PUFF14 - watchdog puff one four downwind at three

0636:21 WD - one four watchdog copies

0636:49 WD - moms making about eighteen knots through the water
guys

0636:52 PUFF14 - thank you

0636:55 WD - zero zero can you say the number of hours you flew
today please

0636:58 PUFF00 - stand by one

0367

0637:31 PUFF00 - watchdog call it solid five hours today

0637:34 WD - copies

0638

0639

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0639:39 WD - one four i want you to bag out once they chock and chain you

0639:44 PUFF14 - wilco

0639:46 PUFF00 - watchdog other than getting gas and flipping the switches this plane is ready to go

0639:51 WD - copy just keep your apu turn up

0639:54 PUFF00 - whatever you need

0640

0640:23 WD - puff one four from watchdog we need an accurate manifest of every marine on the back of your airplane

0640:36 WD - and if you have stick leader if they have all those names they need to take it directly to the lfoc

0640:41 PUFF14 - wilco

0640:56 PUFF14 - working it now (unintelligible)

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PUFF 02 (SIDE NUMBER 13)
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0641

0641:33 WD - one four from watchdog need the names right now so
get someone to talk to you start passing names over the radio

0641:40 PUFF14 - roger

0641:43 PUFF00 - watchdog confirm my crew is not going out

0641:46 WD - stay in the aircraft for now we have to be able to
the hot seat your crew can go you stay in just in case

0641:53 PUFF00 - i'm going to kick out my co-pilot so she can go
help any way she needs to

0641:57 WD - roger

0642

0643

"End of Transcript"



DEPARTMENT OF THE NAVY

USS BONHOMME RICHARD (LHD 6)

UNIT 100184 BOX 1

FPO AP 96617

3750

Ser 00/216

14 Aug 17

From: Commanding Officer, USS BONHOMME RICHARD (LHD 6)

To: Marine Medium Tiltrotor (VMM) Squadron 265

Subj: AIRCRAFT MISHAP ICO PUFF 02 (SIDE NUMBER 13) MV-22 OSPREY
SHOAL WATER BAY WORKING AREA OF SUNDAY, 5 AUGUST 2017

Ref: (a) NAVAIR 00-80T-114

Encl: (1) Transcript

1. Per reference (a), enclosure (1) covers the USS Bonhomme Richard Tactical Air Control Center Tactical Air Traffic Controller (ICEPACK) position for the time period of Sunday, 5 August 2017, 05:43:00-06:43:00 UTC.

a. Agencies Transcribed: Tactical Air Control Center - ICEPACK on White.

(b3)(10USC§130)(b6)

b. Transcribed by:

2. I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Mishap involving PUFF 02, an MV-22 Osprey.

(b3)(10USC§130)(b6)

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 1 of 8

0543

(0544-0550)

0551

0551:40 PUFF zero two (PUFF02) - icepack puff zero two

0551:42 Icepack - puff zero two icepack altimeter two niner
niner seven say state and mark your father

0551:46 PUFF02 - roger two niner niner seven state two plus one
five for puff zero one and correction puff zero two and puff
zero three puff zero two has twenty four souls and puff zero
three has twenty six souls currently marking two seven zero at
thirty six miles angels one point five proceeding for feet dry
out to tittletown for pax dropoff

0552

0552:08 Icepack - puff zero two copies all report feet dry
correction report feet wet

0552:17 PUFF02 - understand you want us to report feet wet

0552:19 Icepack - puff zero two affirmative report feet wet

0552:22 PUFF02 - copy all

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0552:33 Icepack - puff zero two confirm a flight of two

0552:35 PUFF02 - affirm a flight of two for puff zero two

0553

0553:27 PUFF02 - icepack puff zero two

0553:29 Icepack - puff zero two icepack go ahead

0553:31 PUFF02- switching over to tittletown's father are you
good with us marking our father off tittletown

0553:44 Icepack - puff zero two affirmative

0553:50 PUFF02 - okay thank you ma'am puff zero two feet wet at
this time

0553:56 Icepack - puff zero two copy all report donald

0554

0554:02 PUFF02 - (unintelligible)

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0554:16 PUFF02 - icepack puff zero two could you give us pigeons to tittletown

0554:20 Icepack - puff zero two standby

0554:37 PUFF02 - icepack sorry disregard from puff zero two sorry ma'am our tacan just populated (unintelligible)

0554:44 Icepack - puff zero two copies all

0555

0555:10 PUFF02 - icepack checkpoint donald for puff zero two in flight

0555:17 Icepack - puff zero two copies all report sweet comms with tittletown

0555:21 PUFF02 - wilco

0556

0557

0557:35 Icepack - puff zero two ident

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0557:38 PUFF02 - icepack puff one three flight of two is sweet
good comms with tittletown with a flash

0558

0558:10 Icepack - puff zero two frequency change approved

0558:17 PUFF 02 - zero two switching

0559

0600

0601

0601:24 Icepack - puff zero one icepack

0602

0602:34 PUFF zero one (PUFF01) - icepack puff zero one

0602:35 Icepack - puff zero one icepack altimeter two niner
niner seven say state and mark your father

0602:44 PUFF01 - puff zero one is two plus three zero marking
fathers two eight zero at thirty two miles looking for the
tittletown

0602:53 Icepack - puff zero one copies all contact greencrown
button peach report

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0602:58 PUFF01 - switching peach

0603

0603:30 PUFF01 - icepack puff zero one is sweet sweet pushed back from peach looking to proceed to tittletown

0603:37 Icepack - puff zero one copies all say souls on board

0603:43 PUFF01 - twenty six souls for puff zero one twenty six

0603:48 Icepack - puff zero one report sweet comms with tittletown

0603:52 PUFF01 - zero one

0604

0604:12 PUFF01 - sweet comms with tittletown tower

0604:18 Icepack - puff zero one copies all report feet wet

0604:23 PUFF01 - puff zero one feet wet

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0605:00 Icepack - puff zero one mark your father

0605:16 Icepack - puff zero one icepack radio check

0605:18 PUFF01 - puff zero one marking fathers two niner eight
at twenty eight we're at angels one

0605:26 Icepack - puff zero one radar contact

0605:42 PUFF01 - icepack puff zero one

0605:43 Icepack - puff zero one icepack go ahead

0605:44 PUFF01 - puff zero one request to go to angels two point
five and orbit

0605:52 Icepack - puff zero one take angels two point five
approved as requested

0605:56 PUFF01 - zero one

0606

0606:40 Icepack - puff zero one traffic eleven o clock eleven
miles northwest bound m v twenty two angels one point six

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0606:52 PUFF01 - zero one copies we'll be taking angels two
point five

0607:00 PUFF01 - icepack puff zero one

0607:01 Icepack - puff zero one icepack go ahead

0607:02 PUFF01 - request for you to start to coordinate with rev
gator that we need to take our passengers there and drop them
off

0607:08 Icepack - puff zero one copies all standby

0607:16 Icepack - puff zero one stand by

0607:18 PUFF01 - i'm standing by

0607:31 Icepack - puff zero one proceed inbound

0607:35 PUFF01 - puff zero one proceeding inbound to mother

0607:41 Icepack - puff zero one contact rose



DEPARTMENT OF THE NAVY

USS BONHOMME RICHARD (LHD 6)

UNIT 100184 BOX 1

FPO AP 96617

3750

Ser 00/215

14 Aug 17

From: Commanding Officer, USS BONHOMME RICHARD (LHD 6)

To: Marine Medium Tiltrotor (VMM) Squadron 265

Subj: AIRCRAFT MISHAP ICO PUFF 02 (SIDE NUMBER 13) MV-22 OSPREY
SHOAL WATER BAY WORKING AREA OF SUNDAY, 5 AUGUST 2017

Ref: (a) NAVAIR 00-80T-114

Encl: (1) Transcript

1. Per reference (a), enclosure (1) covers the USS Bonhomme Richard Tactical Air Control Center Greencrown (GC) position for the time period of Sunday, 5 August 2017, 05:43:00-06:43:00 UTC.

a. Agencies Transcribed: Tactical Air Control Center - GC (FADIZ) on Peach. (b3)(10USC§130)(b6)

b. Transcribed by: (b3)(10USC§130)(b6)

2. I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Mishap involving PUFF 02, an MV-22 Osprey. (b3)(10USC§130)(b6)

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0543

(0544-05:50)

0551

0551:01 Puff zero two (PUFF 02) - greencrown puff zero two

0551:04 greencrown (GC) - puff zero two go for green crown

0551:07 PUFF 02 - and greencrown puff zero two flight of two MV
twenty twos angels one point five currently marking father's two
seven zero at thirty nine miles looking for parrot india checks
proceeding feet wet towards title town

0551:23 GC - roger greencrown copies and greencrown holds you
sweet sweet cleared to push

0551:29 PUFF02 - very much appreciated

0552

(0553-0602)

0603

0603:04 PUFF Zero One (PUFF 01) - greencrown puff zero one

0603:07 GC - puff 01 go for greencrown

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0603:09 PUFF 01 - puff zero one currently marking fathers two
eight three at thirty two at angels one for parrot india checks

0603:18 GC - puff zero one greencrown holds you sweet sweet
you're cleared to push white

0604

0605

0606

0606:24 PUFF 02 - pushing white thanks

0607

0608

(0609-0642)

0643

"End of Transcript"



DEPARTMENT OF THE NAVY

USS BONHOMME RICHARD (LHD 6)
UNIT 100184 BOX 1
FPO AP 96617

3750
Ser 00/217
14 Aug 17

From: Commanding Officer, USS BONHOMME RICHARD (LHD 6)
To: Marine Medium Tiltrotor (VMM) Squadron 265
Subj: AIRCRAFT MISHAP PUFF 02 (SIDE NUMBER 13) MV-22 OSPREY
SHOAL WATER BAY WORKING AREA SUNDAY 5 AUGUST 2017
OFFICIAL TRANSCRIPTS

Ref: (a) NAVAIR 00-80T-114

Encl: (1) Transcript

1. Per reference (a), enclosure (1) covers the USS Bonhomme Richard Amphibious Air Traffic Control Center (ATTCC) position for the time period from Sunday, 5 August 2017, 05:43:00-06:43:00 UTC.

a. Agencies Transcribed: Amphibious Air Traffic Control Center (AATCC) - CENTER on Rose.

b. Transcribed by:

(b3)(10USC§130)(b6)

2. I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Mishap involving PUFF 02 an MV-22 Osprey.

(b3)(10USC§130)(b6)

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0543

(0544-0606)

0607

0607:54 PUFF zero one (PUFF01) - rev gator center puff zero one

0607:57 Center- puff zero one rev gator center

0607:59 PUFF01 - rev gator center puff zero one currently
marking fathers three one-three zero zero at twenty four miles
twenty five souls angels two point zero looking to come inbound
to mother

0608:15 Center - puff zero one roger confirm side number zero
zero

0608:18 PUFF01 -affirmative affirmative side number zero zero

0608:23 Center - puff zero zero roger take angels two point five
proceed inbound b r c one six eight altimeter two nine nine five

0608:31 PUFF01 - one six eight two niner niner fiv taking angels
two point five puff zero one were proceeding inbound

0608:36 Center - roger

Mishap ID
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0608:43 Center - puff zero zero mother is in a standby for
expected b r c

0608:47 PUFF01 - zero one

0608:48 PUFF01 - zero zero

0608:57 PUFF01 - zero zero report level

0609:00 PUFF01 - zero zero wilco

0609:30 Center - puff zero zero traffic ten to eleven o'clock
approximately eight miles v twenty two angels point five

0609:37 PUFF01 - zero zero searching for that traffic leveled
angels two point five

0609:40 Center - zero zero roger additional traffic eleven to
twelve o'clock approximately ten miles h sixty angels point five

0609:47 PUFF01 - zero zero searching for traffic

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0609:51 Center - zero zero do you have comms with puff one four

0609:57 PUFF01 - one second

0609:58 Center - roger

0610

0610:38 PUFF01 - center negative i do not have contact with
aircraft one four at this time

0610:44 Center - zero zero roger

0611

0611:01 Center - zero zero previously called traffic off your
ten o'clock approximately 5 miles v twenty two angels one point
five

0611:10 PUFF01 - searching for that traffic no joy

0611:12 Center - roger

0612

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0612:06 Center - puff zero zero previously called traffic no longer a factor continue inbound

0612:12 PUFF01 - zero zero and i have a see you

0612:14 Center - roger

0612:28 Center - (unintelligible background noise) puff zero zero proceed to the overhead angels two

0612:33 PUFF01 - puff zero zero proceeding to the overhead angels two

0612:41 Center - (unintelligible background noise) puff zero zero updated altimeter two nine nine six

0612:53 PUFF01 - two nine nine six puff zero zero

0613

0613:13 Center - puff zero zero mothers appears steady b r c tree zero eight

0614

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0614:07 Center - puff zero zero go tower button ebony

0614:10 PUFF10 - switching

0615

(0616-0642)

0643

"End of Transcript"



DEPARTMENT OF THE NAVY

USS BONHOMME RICHARD (LHD 6)

UNIT 100184 BOX 1

FPO AP 98617

3750

Ser 00/218

14 Aug 17

From: Commanding Officer, USS BONHOMME RICHARD (LHD 6)

To: Marine Medium Tiltrotor (VMM) Squadron 265

Subj: AIRCRAFT MISHAP ICO PUFF 02 (SIDE NUMBER 13) MV-22 OSPREY
SHOAL WATER BAY WORKING AREA OF SUNDAY, 5 AUGUST 2017

Ref: (a) NAVAIR 00-80T-114

Encl: (1) Transcript

1. Per reference (a), enclosure (1) covers the USS Bonhomme Richard Revolutionary Gator Tower position for the time period of Sunday, 5 August 2017, 05:43:00-06:43:00 UTC.

a. Agencies Transcribed: Primary Flight Control (PRIFLY) - TOWER on Ebony.

(b3)(10USC§130)(b6)

b. Transcribed by:

2. I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Mishap involving PUFF 02, an MV-22 Osprey.

(b3)(10USC§130)(b6)

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0543

0543:01 Knight Rider zero seven (KR07) - knight rider zero seven tower up and ready four souls three plus zero zero

0543:14 Rev Gator Tower (TWR) - knight rider zero seven tower copies four souls three plus zero zero winds twenty four degrees to port standby we will break you down

0544

0544:23 TWR - mothers b r c one seven zero altimeter two niner niner eight winds twenty three degrees to port at six knots cleared to lift on lse signal

0544:31 KR07 - cleared to lift

0545

0545:11 KR07 - tower, knight rider zero seven ops normal for the right out

0545:15 TWR - knight rider zero seven report established in starboard delta

0545:33 KR07 - tower knight rider zero seven established starboard d

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0546

(0546-0602)

0603

0603:47 PUFF one four (PUFF14) - tower puff one four

0603:48 TWR - puff one four tower go ahead

0603:50 PUFF14 - tower puff one four need you to launch the sar
bird to tittletown puff one three is in the water

0603:58 TWR - tower copies understand puff one three is in the
water

0604:00 TWR - affirm

0604:02 PUFF14 - tower copies all

0604:07 PUFF14 - advise when you want our location

0604:10 TWR - ready to copy

0604:12 PUFF14 - current location south twenty two thirty four
dot four five east one fifty one zero four dot niner

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PUFF 02 (SIDE NUMBER 13)
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0604:23 TWR - south twenty two degrees thirty four decimal forty five east one fifty one degrees zero four decimal nine is that correct

0604:32 PUFF14 - affirm

0604:33 TWR - knight rider zero seven how copy

0604:34 KR07 - copies all

0604:35 TWR - are you inbound

0604:36 KR07 - bustering

0604:37 TWR - roger

0604:39 TWR - report on station

0604:41 KR07 - wilco

0605

0606

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0606:44 TWR - knight rider zero seven do you need greenbay's
hmmm posit

0606:53 TWR- nevermind disregard

0607

0607:03 KR07 - we're in sight of tittletown

0607:04 TWR - roger

0607:58 KR07 - tower knight rider zero seven requesting number
of souls on board

0608:03 TWR - we are double checking that right now they checked
outbound of rev gator with five souls we're seeing if they had
passengers

0608:09 KR07 - zero seven

0609

0610:00 TWR - zero seven tower

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0610:02 KR07 - go

0610:04 TWR - we don't know if this was before or after the pax drop off there were twenty four pax on board before the drop off in addition to five crew

0610:10 KR07 - copy all

0610:22 KR07 - on station time one two

0610:25 TWR - tower

0611

0611:31 TWR - cat aircraft rev gator tower anybody up with me

0611:37 PUFF14 - rev gator tower poof one four in the open overhead above tittletown with you

0611:43 TWR - tower copies

0611:53 TWR - puff one four rev gator tower

0611:58 PUFF14 - say again for one four

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 6 of 19

0611:59 TWR - do you know where puff zero zero is

0612

0612:03 PUFF14 - puff zero zero called departing raspberry creek
i told him to remain clear of tittletown

0612:09 PUFF14 - i can go on freq and find him

0612:12 TWR - tower copies

0612:13 TWR - you can standby i'll pass it to you we're working
recovery options

0612:19 TWR - when did they depart raspberry creek

0612:22 PUFF14 - approximately five minutes ago

0612:24 TWR - thank you

0612:26 PUFF14 - and for your s a right now i'm monitoring you
guys and tittletown tower

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0612:30 TWR - one four tower copies just keep doing that zero zero checked in with us we are going to keep him overhead of rev gator

0612:36 PUFF14 - roger

0612:43 KR07 - titletown tower go for knight rider

0612:54 KR07 - titletown tower go for knight rider

0612:58 TWR - knight rider check frequency rev gator tower

0613:11 PUFF14 - affirm

0613:12 PUFF14 - knight rider this is puff one four on titletown tower how copy

0613:18 PUFF14 - here on rev gator tower how copy

0613:22 KR07 - puff one four knight rider zero seven has got you lima charlie

0613:25 PUFF14 - hey titletown is trying to get a hold of you do you have their frequency

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 8 of 19

0613:28 KR07 - negative

0613:30 KR07 - (unintelligible)

0613:31 PUFF14 - we will pass it to you in the clear two nine
nine dot five

0614

0614:18 PUFF zero zero (PUFF00) - tower puff zero zero is with
you at angels two off your port bow

0614:24 TWR - puff zero zero rev gator tower roger mothers b r c
three zero eight altimeter two niner niner eight wanna bring you
inbound you can expect spot nine proceed to the downwind we're
gonna get you on deck get you gassed up and then have you
spinning probably on spot nine

0614:41 PUFF00 - zero zero

0614:44 KR07 - tower knight rider zero seven when able

0614:46 TWR - go

0614:47 KR07 - just a quick update they have their davit in the
water they had us standing off and uh the davit is working it
currently

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0614:56 KR07 - we're ready to perform resolve when they're ready
for us to come in

0615

0615:02 KR07 - there are two rafts on top of the water

0615:06 TWR - understand two rafts in the water how many
survivors

0615:18 KR07 - so far we've counted sixteen

0615:23 TWR - understand one six

0615:36 PUFF00 - tower puff zero zero is currently two miles off
your port bow

0615:42 TWR - in sight of tower

0615:45 TWR - report abeam

0615:47 TWR - expect spot nine winds twenty six to starboard
twenty seven knots can you accept those on spot nine

0615:59 PUFF00 - say winds again

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0616

0616:01 TWR - twenty six degrees to starboard twenty seven knots

0616:58 TWR - puff zero zero rev gator tower winds twenty six to starboard twenty eight knots charlie spot nine

0617

0617:03 PUFF00 - charlie spot nine if i can do a stern approach i'll accept that

0617:07 TWR - approved

0618

0619

0620

0621

0621:38 TWR - puff zero zero rev gator tower

0621:42 PUFF00 - go for zero zero tower

0621:43 TWR - zero zero tower our understanding is to keep you spinning swap your crew out and use that aircraft to go back out if we need to do you see anything wrong with that we are getting word from your maintenance that we're trying to pull another aircraft do you know if yours is limited

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0621:57 PUFF00 - i don't know if mine has hours limitations so
if it's coming from maintenance i would listen to them

0622

0622:02 TWR - alright thank you

0622:16 PUFF14 - rev gator tower puff one four when able

0622:19 TWR - go

0622:22 PUFF14 - titletown just called obviously they're not
going to land me on their deck at this time i them i would check
with you if i am of any use up here i will remain in the
overhead if not see if you guys want to bring me in

0622:33 TWR - i have a spot for you here remain overhead
titletown update your state

0622:40 PUFF14 - two plus one five

0622:45 TWR - two plus one five rev gator tower copies keep you
overhead til we get a relief crew that way and then we will have
a spot for you after that

0622:54 PUFF14 - roger

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 12 of 19

0623:00 PUFF00 - tower zero zero

0623:03 TWR - zero zero tower

0623:04 PUFF00 - do you want me to go ahead and start shut down procedures

0623:11 TWR - zero zero affirm

0623:13 PUFF00 - zero zero

0623:14 TWR - winds are twenty four knots starboard twenty knots cleared to shut down on l s e signal

0623:18 PUFF00 - zero zero will be about three minutes

0623:21 TWR - roger

0626:22 PUFF00 - tower zero zero spot nine winds for shut down disengage

0626:26 TWR - cleared to shut down winds twenty six to starboard twenty nine knots

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 13 of 19

0626:31 PUFF00 - zero zero

0627

0628

0628:31 PUFF00 - tower winds for wing walkers spot nine

0628:36 TWR - thirty to starboard thirty knots

0628:43 PUFF00 - zero zero

0629

0630

0630:20 TWR - knight rider zero seven tower

0630:26 TWR - and this is rev gator tower

0630:28 KR07 - go for zero seven

0630:30 TWR - update to manifest five crew and two one pax for
two six souls total

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0630:38 KR07- copy all they just took a load of survivors in the davit we are looking at a bunch of survivors in the davit we are looking at a bunch of survivors in the raft right now i have not put a swimmer yet in the water i did not want to interfere with the boat with the survivors and i'm waiting for the pax count excuse me survival count from tittletown

0631:02 TWR - tower copies

0632

0632:50 TWR - knight rider zero seven primary

0632:53 KR07 - go

0632:55 TWR - make sure you're not just loitering overhead keep the search going k

0633

0633:00 KR07 - copy all

0633:11 TWR - you got a datm go with the sector search keep hooking

0633:21 PUFF00 - tower zero zero spot nine winds for fold and stow

Mishap ID
PUFF 02 (SIDE NUMBER 13)
Page 15 of 19

0633:27 TWR - zero zero winds twenty five to starboard thirty knots cleared to fold

0633:30 PUFF00 - zero zero

0634:03 TWR - puff one four and knight rider zero seven puff one four if you will just pass any pertinent information over ebony to knight rider zero seven we're going to bring you back to mom and knight rider zero seven will assume on scene commander

0634:20 PUFF14 - tower puff one four wilco

0634:23 KR07 - zero seven

0634:26 PUFF14 - zero seven i think you have higher s a than i do at this point just from how low you've been able to be just for confirmation though there were five aircrew and twenty one pax twenty six total souls

0634:40 KR07 - zero seven copies all last i heard from titletown they have seven onboard there is a raft full of survivors i have not gotten a head count the boat is in the way i would like to go in and send my swimmer to get a head count and get some s a but i'm not able to do that right now

0635

0635:04 PUFF14 - one four copies all

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0635:08 PUFF14 - do you need anything from us before we depart

0635:10 KR07 - negative you're good man

0635:12 PUFF14 - roger

0635:13 TWR - one four you're cleared back to mom

0635:17 PUFF14 - one four copies

0635:35 PUFF14 - one four request to make downwind entry

0635:39 TWR - puff one four rev gator tower that's approved b r
c three one six altimeter two niner niner six

0635:45 Knight rider zero two (KR02) - rev gator tower knight
rider zero two request engine start rotor engagement spot four

0635:49 TWR - zero two thirty to starboard thirty knots cleared
to start and engage on l s e signal

0635:53 KR02 - knight rider zero two

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0636

0636:05 PUFF14 - tower puff one four say b r c

0636:08 TWR - three one six

0636:09 PUFF14 - three one six

0636:11 TWR - correction three two one

0636:12 PUFF14 - three two one

0637

0637:04 PUFF14 - tower puff one four right seat with the gear

0637:06 TWR - puff one four rev gator tower winds twenty five to starboard thirty knots charlie spot seven

0637:12 PUFF14 - charlie spot seven puff one four

0638

0639

0639:48 KR07 - rev gator tower knight rider zero two is up and ready four souls and three hours on spot four standing by

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0640

0640:04 TWR - knight rider zero two rev gator tower roger mothers b r c three two one altimeter two niner niner six break you down

0640:12 KR02 - and tower from knight rider if zero seven is not doing any rescue right now i recommend just holding us on deck once they begin it makes sense to me to send us over there but just having two helos loiter in the same airspace probably isn't a good idea

0640:29 TWR - yeah copy all we're going to send you over there in seach so you can go high low and keep devin down low but we need a search asset

0640:36 KR02 - zero two copies high low

0640:59 TWR - knight rider zero two tower winds twenty eight to starboard twenty nine knots cleared to launch l s e signal

0641:00 KR02 - tower to zero two

0641:20 KR07 - rev gator tower knight rider zero seven be advised we have deployed our swimmer right now he is swimming up to the raft we're trying to get some s a on medical conditions

0641:30 TWR - rev gator copies

Mishap ID
PUFF 02 (SIDE NUMBER 13)
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0641:38 KR02 - tower knight rider zero two ops normal

0641:41 TWR - tower copies

0641:42 Knight Rider zero eight (KR08) - rev gator tower knight rider zero eight is ready to start up awaiting further tasking

0641:50 TWR - zero eight tower copies standby please

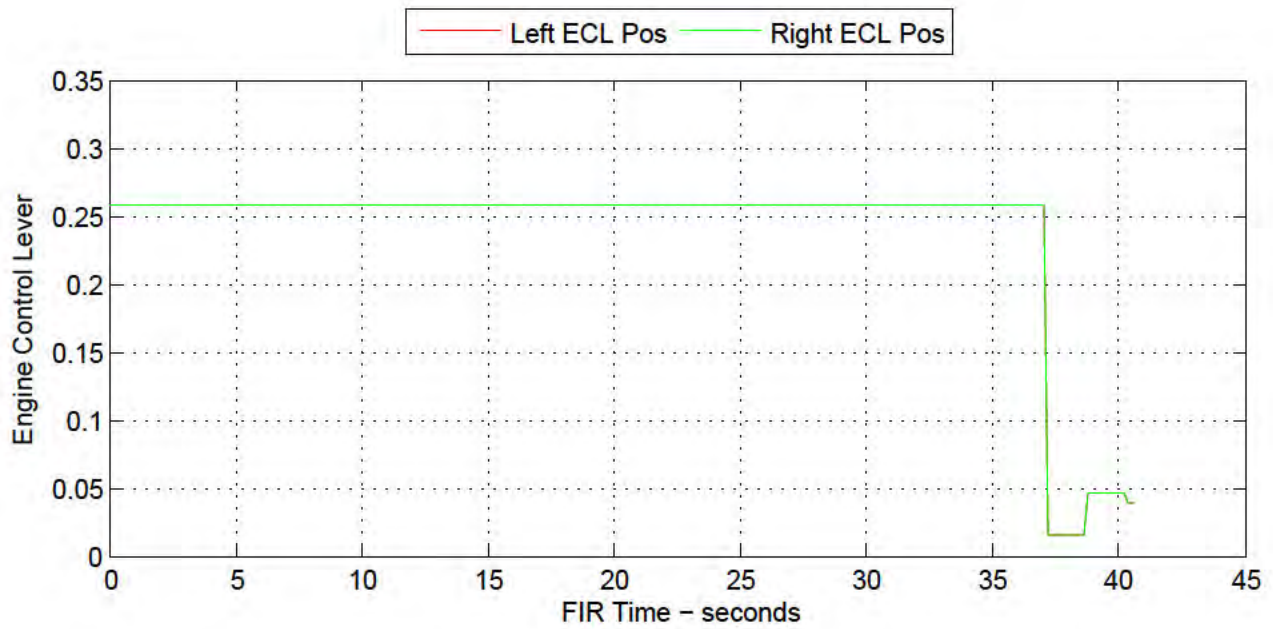
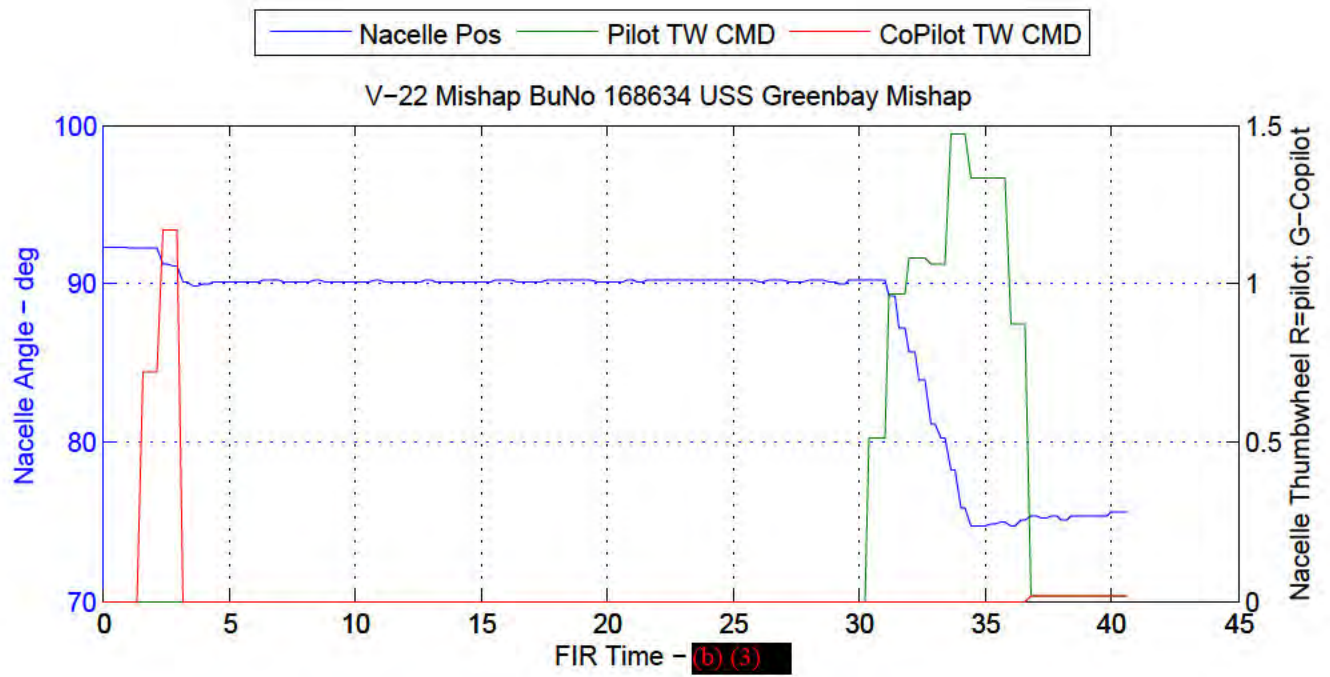
0642

0642:09 KR02 - tower knight rider zero two will remain five hundred feet

0642:34 TWR - knight rider zero eight rev gator tower winds are twenty eight to starboard twenty seven knots cleared to start and engage on l s e signal

0642:42 KR08 - knight rider zero eight copies

"End of Transcript"









NO. 3 CIRCUIT BREAKER PANEL

BUS HEALTH

DC

5
ECS
CTRL

3
MONITOR
DC3

5
WINCH/
HOOK

5
HOIST
CTRL
PANEL

3
LWINS 3

3
BFCUL

5
BFWs/RPU

3
BFCUR

1

3
EELS

7 1/2
COCKPIT
DOME
LIGHTS

10
CABIN
DOME
LIGHTS

7 1/2
POSN
LIGHTS

5
HOIST
OPR

20
HOIST
OPR
LAMP

10
UTL
RCPT

20
UTL
RCPT

2

5
EAPS L

5
EAPS R

3
EXH

3
EXH

5
CHAFF/
FLARE
DISPL

5
CHAFF/
FLARE
DISPR

5
DOOR
LATCH

3
ECS

3
MIX FAN
DELAY

3
AMSS

7 1/2
FIRE

5
FIRE DOOR

5
FIRE DOOR

7 1/2
FIRE

5
FIRE DOOR

5
FIRE DOOR

5
FIRE DOOR

4

10
SEC
LTG

3
CABIN

7 1/2
AFT
ECU

5
FWD

10
AFT

3
BAT
IND

3
IAP
BU

3
MAINT
PUMP

6

5
GROUND
REFUEL

5
DE
PANEL

10
FIRE

3
HI

5
RAM

3
DEFUEL
PANEL

5
CABIN
CUT

5
BRK

7

MAINTENANCE/UNSWITCHED

ESSENTIAL/BATTERY

B

C

D

E

F

G

SEC
LTG

COMPASS
LIGHT

APU
ECU

RAMP/DOOR

WHEEL

MAINTENANCE/UN

GROUND

AFT

10

FMU 1

5

DEFUEL
PANEL

10

FMU 2

3

HFLM

RAMP/DOOR

B

C

D

E



















(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6) on behalf of LFOC Watch Officer

Sent:

Monday, August 21, 2017 4:20 PM

To:

(b3)(10USC§130)(b6)

Subject:

21 Aug Dive Ops

ALCON,

The second dive commenced at 1710 with an estimated completion time of 1900.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Monday, August 21, 2017 3:17 PM

To:

(b3)(10USC§130)(b6)

Subject:

21 Aug Dive Ops

ALCON,

The first dive was completed at 1605 with nothing being recovered at this time. The divers are preparing their gear for a second dive and note that there will be no night dives occurring.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Monday, August 21, 2017 5:14 PM

To:

(b3)(10USC§130)(b6)

Subject:

21 Aug Dive Ops

ALCON,

The last dive for today is completed, all divers have been recovered, and the RHIB is enroute back to the BHR with 20 PAX. For tomorrow's dive the Salvador will have to reposition itself due to the current distance from the wreckage. Estimated time to commence tomorrow's first dive is 0900 hours.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Monday, August 21, 2017 12:26 PM

To:

(b3)(10USC§130)(b6)

Subject:

21 Aug Dive Ops

ALCON,

Pax transfer to Salvor was completed at 1318. Dive ops are expected to commence at 1330K.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 4:19 PM

To:

(b3)(10USC§130)(b6)

Subject:

23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): "Fourth set of divers will splash at 1630 and fifth set of divers will splash roughly at 1900. Will send next SITREP once fourth set of divers are safely decompressing in the chamber."

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Saturday, August 26, 2017 1:13 PM

To:

(b3)(10USC§130)(b6)

Subject:

26 Aug Dive Update

ALCON,

As reported from (b3)(10USC§130)(b6) dive ops have stopped due to the weather making the ship slip it's position and having to be reset. They will resume again tomorrow depending on weather and positioning.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Tuesday, August 29, 2017 6:08 AM

To:

(b3)(10USC§130)(b6)

Subject:

Dive Ops Update

ALCON,

0704 29 August 2017: Dive ops complete for today. Aircraft is rigged for lift. Tomorrow divers will rig the detached motor.

V/R,

LFOC

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Friday, August 25, 2017 6:51 PM

To:

(b3)(10USC§130)(b6)

Subject:

Dive Update

Good Evening,

Dive ops complete @ 1938. Continuing to prepare the aircraft for lifting with slings. Nothing significant brought up. Dives to resume in the morning. Will update again upon first dive.

Respectfully Submitted

(b3)(10USC§130)(b6)

Staff Sergeant

LFOC Watch Chief / CBRN Chief

31st MEU CE, S-3, CBRN

III MEF

☺ - ☹ - ☹

DSN: (b3)(10USC§130)(b6)

SVOIP: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 9:55 AM

To:

(b3)(10USC§130)(b6)

Cc:

Subject:

FW: Periodic Updates

ALCON,

FYSA.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 10:47

To: (b3)(10USC§130)(b6)

Subject: FW: Periodic Updates

FTAO & LFOC,

As requested.

V/r,

(b3)(10USC§130)(b6)

NIPR: (b3)(10USC§130)(b6)

SIPR: (b3)(10USC§130)(b6)

DSN: (I/P) (b3)(10USC§130)(b6)

DSN: (U/W) (b3)(10USC§130)(b6)

COMM: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 10:41 AM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

First set of divers are in the chamber decompressing; they recovered partial remains, two shotguns, and one Kevlar helmet. Second set of divers will splash in one hour. Will send next SITREP once second set of divers are safely decompressing in the chamber.

Very Respectfully,

(b3)(10USC§130)(b6)

MDS Company 1-6 CDR

Mobile Diving and Salvage Unit (MDSU) ONE BLDG (b3)(10USC§130)(b6) Bishop Point Pearl Harbor, HI 96860

NIPR: (b3)(10USC§130)(b6)

Cell: (b3)(10USC§130)(b6)

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

From: Dalton, Marc RDML (CTF-76) [mailto:marc.dalton@lhd6.navy.mil]

Sent: Tuesday, August 22, 2017 11:20 AM

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Roger, thanks

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

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 9:16 AM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

We are planning to conduct five dives today. The first set of divers are on the bottom going to work. Will follow up with more details once the divers are safely decompressing in the chamber.

Very Respectfully,

(b3)(10USC§130)(b6)

MDS Company 1-6 CDR

Mobile Diving and Salvage Unit (MDSU) ONE BLDG (b3)(10USC§130)(b6) Bishop Point Pearl Harbor, HI 96860

NIPR: (b3)(10USC§130)(b6)

Cell: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:58 PM

To: (b) (6) Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

DCOS,

Understand all Sir. The team on SAL will provide the required updates.
Look forward to meeting everyone tomorrow!

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:42 AM

To: (b) (6) Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

(b3)(10USC§130)(b6)

Thanks for the updates today. As you know, tomorrow is an important day and we want to ensure continued communication with you, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6). As you did today, we would like to make sure we get the "Periodic Updates" tomorrow, understanding that the focus is on the remains recovery.

When you come aboard, we would like to meet with (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6).

Please let me know if you have any questions.

V/r

DCOS

(b3)(10USC§130)(b6)

Deputy Chief of Staff, Task Force 76
Amphibious Force SEVENTH Fleet
Expeditionary Strike Group SEVEN
Currently on BONHOMME RICHARD:

(b3)(10USC§130)(b6)

COM: (b3)(10USC§130)(b6)

DSN: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 4:21 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Third dive is complete, divers are performing decompression in chamber.

Divers continued to work to free remains. Last dive for the day will commence in the next hour or so and will continue to work remains recovery and also start to rig portions of the aircraft.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 4:12 PM

To: (b) (6) 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Second dive is complete; divers are performing decompression in chamber.

Planning on conducting two more dives today. Upper torso of remains are free of wreckage; third and fourth dive will focus on freeing remains completely.

Will provide further updates on progress as third and fourth dives are completed.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 2:23 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

About to commence second dive for today. Initial dive showed aircraft in similar configuration as it was during the Australian's dives. First dive recovered multiple loose items and worked on freeing remains for recovery. Plan for second dive is to continue working remains recovery and recovery of other loose items. Will provide further update once complete.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 8:44 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Second dive commenced at 1725 and had 25 minutes on bottom. Again divers made it to the bottom but with strong currents were not able to make it to the wreckage. Divers are currently in the chamber for their decompression. We are completed with diving operations for the day and will recommence tomorrow. I will put out the time for tomorrow in the nightly update that I've been sending out so personnel can plan for the small boat transfers. We are most likely going to adjust the ship's moor a little bit to get closer to the aircraft.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 6:32 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Military

Subject: RE: Periodic Updates

Admiral,

Update on progress so far. SAL is in the 4 point moor above the wreck. Had a brief with the mortuary affairs team, chaplain, and Boeing engineer upon their arrival. Dive ops commenced at 1444. Divers made it to bottom and were on the bottom for 36 minutes. They found some wreckage but were unable to make it to the main portion of the wreckage due to slack in the buoy line marking the wreck. These divers are currently performing their decompression requirement in the chamber. Once they are complete we will dive a second set of divers. We now have a line to the wreck and will work to get divers on the wreck during the next dive. If divers are unable to get to the wreck we will work to shift SAL over to have more direct access to the wreck.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 9:19 AM

To:

(b3)(10USC§130)(b6)

Subject:

FW: Periodic Updates

ALCON,

BLUF: 5 dives scheduled for today. It appears that 1st dive commenced around 0916.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 10:08

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

Subject: FW: Periodic Updates

As requested.

V/r,

(b3)(10USC§130)(b6)

COMPHIBRON ELEVEN

NIPR: (b3)(10USC§130)(b6)

SIPR: (b3)(10USC§130)(b6)

DSN: (b3)(10USC§130)(b6)

DSN: (b3)(10USC§130)(b6)

COMM: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 9:16 AM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

We are planning to conduct five dives today. The first set of divers are on the bottom going to work. Will follow up with more details once the divers are safely decompressing in the chamber.

Very Respectfully,

(b3)(10USC§130)(b6)

MDS Company 1-6 CDR

Mobile Diving and Salvage Unit (MDSU) ONE BLDG (b3)(10USC§130)(b6) Bishop Point Pearl Harbor, HI 96860

NIPR: (b3)(10USC§130)(b6)

Cell: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:58 PM

To: (b) (6) Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

DCOS,

Understand all Sir. The team on SAL will provide the required updates.
Look forward to meeting everyone tomorrow!

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:42 AM

To: (b) (6) Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

(b3)(10USC§130)(b6)

Thanks for the updates today. As you know, tomorrow is an important day and we want to ensure continued communication with you, (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6). As you did today, we would like to make sure we get the "Periodic Updates" tomorrow, understanding that the focus is on the remains recovery.

When you come aboard, we would like to meet with (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6).

Please let me know if you have any questions.

V/r
DCOS

(b3)(10USC§130)(b6)

Deputy Chief of Staff, Task Force 76
Amphibious Force SEVENTH Fleet
Expeditionary Strike Group SEVEN
Currently on BONHOMME RICHARD:

(b3)(10USC§130)(b6)

COM: (b3)(10USC§130)(b6)

DSN: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 4:21 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Third dive is complete, divers are performing decompression in chamber.

Divers continued to work to free remains. Last dive for the day will commence in the next hour or so and will continue to work remains recovery and also start to rig portions of the aircraft.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 4:12 PM

To: (b) (6) Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Military

Subject: RE: Periodic Updates

Admiral,

Second dive is complete; divers are performing decompression in chamber.

Planning on conducting two more dives today. Upper torso of remains are free of wreckage; third and fourth dive will focus on freeing remains completely.

Will provide further updates on progress as third and fourth dives are completed.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 2:23 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Military

Subject: RE: Periodic Updates

Admiral,

About to commence second dive for today. Initial dive showed aircraft in similar configuration as it was during the Australian's dives. First dive recovered multiple loose items and worked on freeing remains for recovery. Plan for second dive is to continue working remains recovery and recovery of other loose items. Will provide further update once complete.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 8:44 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Second dive commenced at 1725 and had 25 minutes on bottom. Again divers made it to the bottom but with strong currents were not able to make it to the wreckage. Divers are currently in the chamber for their decompression. We are completed with diving operations for the day and will recommence tomorrow. I will put out the time for tomorrow in the nightly update that I've been sending out so personnel can plan for the small boat transfers. We are most likely going to adjust the ship's moor a little bit to get closer to the aircraft.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 6:32 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Update on progress so far. SAL is in the 4 point moor above the wreck. Had a brief with the mortuary affairs team, chaplain, and Boeing engineer upon their arrival. Dive ops commenced at 1444. Divers made it to bottom and were on the bottom for 36 minutes. They found some wreckage but were unable to make it to the main portion of the wreckage due to slack in the buoy line marking the wreck. These divers are currently performing their decompression requirement in the chamber. Once they are complete we will dive a second set of divers. We now have a line to the wreck and will work to get divers on the wreck during the next dive. If divers are unable to get to the wreck we will work to shift SAL over to have more direct access to the wreck.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)



(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Tuesday, August 22, 2017 1:16 PM

To:

(b3)(10USC§130)(b6)

Subject:

FW: Periodic Updates

ALCON,

FYSA.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 14:15

To: (b3)(10USC§130)(b6)

Subject: FW: Periodic Updates

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 2:12 PM

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

Second dive is complete; divers are performing decompression in chamber. Planning on conducting two more dives today. Upper torso of remains are free of wreckage; third and fourth dive will focus on freeing remains completely. Will provide further updates on progress as third and fourth dives are completed.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 2:23 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

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Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 8:44 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

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(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 6:32 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

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Update on progress so far. SAL is in the 4 point moor above the wreck. Had a brief with the mortuary affairs team, chaplain, and Boeing engineer upon their arrival. Dive ops commenced at 1444. Divers made it to bottom and were on the bottom for 36 minutes. They found some wreckage but were unable to make it to the main portion of the wreckage due to slack in the buoy line marking the wreck. These divers are currently performing their decompression requirement in the chamber. Once they are complete we will dive a second set of divers. We now have a line to the wreck and will work to get divers on the wreck during the next dive. If divers are unable to get to the wreck we will work to shift SAL over to have more direct access to the wreck.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)



(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Tuesday, August 22, 2017 11:31 AM

To:

(b3)(10USC§130)(b6)

Subject:

FW: Periodic Updates

ALCON,

Updates from the JOC on 1st dive today. Unable to free the fallen angel, second dive is set to commence shortly.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:29

To: (b3)(10USC§130)(b6)

Subject: FW: Periodic Updates

As discussed

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

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 12:23 PM

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

About to commence second dive for today. Initial dive showed aircraft in similar configuration as it was during the Australian's dives. First dive recovered multiple loose items and worked on freeing remains for recovery. Plan for second dive is to continue working remains recovery and recovery of other loose items. Will provide further update once complete.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 8:44 PM

To: 'Dalton, Marc RDML (CTF-76)'

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

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(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 20, 2017 6:32 PM

To: Dalton, Marc RDML (CTF-76)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Periodic Updates

Admiral,

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wreck and will work to get divers on the wreck during the next dive. If divers are unable to get to the wreck we will work to shift SAL over to have more direct access to the wreck.

Very respectfully,

(b3)(10USC§130)(b6)

CLWP SRU - Singapore AOIC

7th Fleet Salvage Officer

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Monday, August 14, 2017 9:59 AM

To:

(b3)(10USC§130)(b6)

Cc:

(b3)(10USC§130)(b6)

Subject:

FW: Transport of MV-22 mishap remains

ALCON,

FYSA.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Monday, August 14, 2017 10:57

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Transport of MV-22 mishap remains

ALCON,

Flight was not delayed. Launched from YAMB to PGUA on timeline.

At 0023Z the following message was received from VR PACOM LNO:

CNV7575 departing YAMB for PGUA.

Flight time is 6+00.

ETA 0600z.

Respectfully,

(b3)(10USC§130)(b6)

31st MEU Air Officer

DSN Afloat (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Monday, August 14, 2017 10:50 AM

To: (b3)(10USC§130)(b6)

Subject: FW: Transport of MV-22 mishap remains

Importance: High

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

From: (b3)(10USC§130)(b6)

Sent: Monday, August 14, 2017 10:49

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: Transport of MV-22 mishap remains

Importance: High

Gentlemen,

MARFORPAC RFI: Update required ASAP. Please confirm whether or not below listed flight (C40 aircraft, call-sign CONVOY 7575) has taken off from Australia to Guam; as no wheels up confirmation has been received by the MARFORPAC Command Center.

Please also confirm rumors that the flight will or will not be delayed due to the discovery of the remaining crew member.

The Commander MARFORPAC intends to meet the aircraft with Fallen Angels at Hickam AFB once it arrives.

Information to above RFIs is crucial for schedule de-confliction.

Respectfully Submitted,

(b3)(10USC§130)(b6)

Marine Forces Pacific

Command Operations Center Watch Officer

NIPR : (b3)(10USC§130)(b6)

SIPR : [REDACTED]

COMM: (b3)(10USC§130)(b6)

DRSN Red Switch: (b3)(10USC§130)(b6)

NIPR TRANSVERSE Chat Room: (b3)(10USC§130)(b6) SIPR MAKO Chat Room: (b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Saturday, August 12, 2017 2:21 PM

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: Transport of MV-22 mishap remains

III MEF,

After speaking with the 31st MEU, Hickam AFB, and Andersen AFB below is the information for the return of the remains.

BLUF: The recovered remains will arrive at Hickam AFB on 14 August at 0410W HST on a C40 aircraft, call-sign CONVOY 7575.

Prior to arrival at Hickam AFB...

- Remains are to arrive at Anderson AFB, Guam, from RAAF Ambery, Australia, on 13 August at 1845W HST (Guam date and time: 14 August at 1445K).

- Aircraft will refuel, conduct change-over of crew, and depart Anderson AFB for Hickam AFB on 13 August 2015W HST (Guam date and time: 14 August at 1615K).

Due to the high interest of this flight we are requesting a notification for when the remains are enroute to RAAF Ambery and when the A/C departs RAAF Ambery to Guam. We will coordinate with Andersen AFB for the notification when the A/C lands in Guam and departs to Hickam AFB.

Please refrain from disseminating this information to personal without a need to know.

Respectfully,

(b3)(10USC§130)(b6)

Command Watch Chief

U.S. Marine Corps Forces, Pacific

NIPR: (b3)(10USC§130)(b6)

SIPR: (b3)(10USC§130)(b6)
Commercial: (b3)(10USC§130)(b6)
DSN: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Sunday, August 13, 2017 9:30 AM

To:

(b3)(10USC§130)(b6)

Subject:

FW: Transport of MV-22 mishap remains

ALCON,

FYSA. Please refrain from disseminating this information to personnel without a need to know.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

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

From: (b3)(10USC§130)(b6)

Sent: Sunday, August 13, 2017 10:21

To: (b3)(10USC§130)(b6)

Cc: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: Transport of MV-22 mishap remains

III MEF,

After speaking with the 31st MEU, Hickam AFB, and Andersen AFB below is the information for the return of the remains.

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Due to the high interest of this flight we are requesting a notification for when the remains are enroute to RAAF Ambery and when the A/C departs RAAF Ambery to Guam. We will coordinate with Andersen AFB for the notification when the A/C lands in Guam and departs to Hickam AFB.

Please refrain from disseminating this information to personal without a need to know.

Respectfully,

(b3)(10USC§130)(b6)

Command Watch Chief

U.S. Marine Corps Forces, Pacific

NIPR: (b3)(10USC§130)(b6)

SIPR: (b3)(10USC§130)(b6)

Commercial: (b3)(10USC§130)(b6)

DSN: (b3)(10USC§130)(b6)

Laws PFC Katherine R

From:

(b3)(10USC§130)(b6)

Sent:

Tuesday, August 22, 2017 8:51 AM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 21 Aug Dive Ops

ALCON,

Sal has repositioned and moored with an exploratory dive set to commence at 1000. The RHIB is planning on launching at 1100 and plans on conducting a litter transfer practice before proceeding to the Salvor.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Tuesday, August 22, 2017 08:04

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: 21 Aug Dive Ops

ALCON,

Sal reposition and mooring expected to take half to full day. Earliest time dive ops are expected to commence is this afternoon. More to follow.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 18:14

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

ALCON,

The last dive for today is completed, all divers have been recovered, and the RHIB is enroute back to the BHR with 20 PAX. For tomorrow's dive the Salvador will have to reposition itself due to the current distance from the wreckage. Estimated time to commence tomorrow's first dive is 0900 hours.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Tuesday, August 22, 2017 7:04 AM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 21 Aug Dive Ops

ALCON,

Sal reposition and mooring expected to take half to full day. Earliest time dive ops are expected to commence is this afternoon. More to follow.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Monday, August 21, 2017 18:14

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 21 Aug Dive Ops

ALCON,

The last dive for today is completed, all divers have been recovered, and the RHIB is enroute back to the BHR with 20 PAX. For tomorrow's dive the Salvador will have to reposition itself due to the current distance from the wreckage. Estimated time to commence tomorrow's first dive is 0900 hours.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

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VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 9:35 PM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6) The sixth, and final, dive of tonight is being completed with no recovery of HRs. (b3)(10USC§130)(b6) will be staying out on the Salvor tonight and he will call as soon as possible with tomorrow's projected dive times. The RHIB will be returning to the BHR with the two shotguns and 1 Kevlar that were recovered from today.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: (b3)(10USC§130)(b6)

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): "Fourth set of divers will splash at 1630 and fifth set of divers will splash roughly at 1900. Will send next SITREP once fourth set of divers are safely decompressing in the chamber."

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 6:58 PM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): During the last dive (number 5) the divers did not have enough time to bring the recovered remains (which are packaged and ready to go) to the surface before running out of air. The divers are in the decompression chamber currently, and will go down once more tonight to retrieve the remains. Estimated arrival time of the RHIB at the BHR is now 2230.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 5:19 PM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): "Fourth set of divers will splash at 1630 and fifth set of divers will splash roughly at 1900. Will send next SITREP once fourth set of divers are safely decompressing in the chamber."

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

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VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 6:15 PM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): The divers are beginning their ascent from the 5th dive and their recovery efforts were as successful as they could be. Estimated time for the RHIB to depart for the BHR is 2030 hours.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 5:19 PM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): "Fourth set of divers will splash at 1630 and fifth set of divers will splash roughly at 1900. Will send next SITREP once fourth set of divers are safely decompressing in the chamber."

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

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VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Wednesday, August 23, 2017 4:40 PM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): Fourth set of divers have ascended and are beginning their decompression. Nothing has been recovered from this dive. The Chief Master Diver is suiting up for the fifth dive that should commence in approximately an hour so that he direct the recovery efforts.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Wednesday, August 23, 2017 5:19 PM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 23 Aug Dive Ops

ALCON,

From (b3)(10USC§130)(b6): "Fourth set of divers will splash at 1630 and fifth set of divers will splash roughly at 1900. Will send next SITREP once fourth set of divers are safely decompressing in the chamber."

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Watch Officer/SIGINT officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Thursday, August 24, 2017 9:59 AM

To:

(b3)(10USC§130)(b6)

Subject:

RE: 24 Aug 2nd Dive

All,

The information in the email update below should be treated as FOUO information. And not forwarded.

(b3)(10USC§130)(b6) USMC

31st Marine Expeditionary Unit

Executive Officer

NIPR (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Thursday, August 24, 2017 10:39 AM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RE: 24 Aug 2nd Dive

ALCON,

Divers were unable to locate HR on 2nd dive. Transporting what they do have as of 1035. Expect 10-15 minutes transport time to BHR.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Thursday, August 24, 2017 09:34

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 24 Aug 1st Dive Results

ALCON,

(b3)(10USC§130)(b6) reports they were unable to locate the remains on the first dive. Diver's have enough air for 1 more search, expect feet wet in the next hour. If remains are located, expect receiving and processing in next 2 hours. After this second dive they will need to start working on rigging the aircraft for extract.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

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(b3)(10USC§130)(b6)

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(b3)(10USC§130)(b6)

Sent:

Thursday, August 24, 2017 9:39 AM

To:

(b3)(10USC§130)(b6)

Subject:

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Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

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VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Thursday, August 24, 2017 09:34

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: 24 Aug 1st Dive Results

ALCON,

(b3)(10USC§130)(b6) reports they were unable to locate the remains on the first dive. Diver's have enough air for 1 more search, expect feet wet in the next hour. If remains are located, expect receiving and processing in next 2 hours. After this second dive they will need to start working on rigging the aircraft for extract.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)
(b3)(10USC§130)(b6)
Sent: Sunday, August 13, 2017 8:28 AM
To: (b3)(10USC§130)(b6)
Cc: (b3)(10USC§130)(b6)
(b3)(10USC§130)(b6)
Subject: RE: RAN Update and Broad SOM for 13 Aug 17

Sir,

Added to NIPR distro. Request Navy SIPR email addresses to include in high side distro.

Very Respectfully,

(b3)(10USC§130)(b6)

31st MEU Senior Watch Officer

LFOC DSN: (b3)(10USC§130)(b6)

LFOC Commercial: (b3)(10USC§130)(b6)

VoIP SIPR: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)
Sent: Sunday, August 13, 2017 08:30
To: (b3)(10USC§130)(b6)
Cc: (b3)(10USC§130)(b6)
(b3)(10USC§130)(b6)
Subject: RE: RAN Update and Broad SOM for 13 Aug 17

LFOC,

Can you please add JAGMAN Investigative team to the distro on recovery efforts. Thank you.

CC'd is (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), (b3)(10USC§130)(b6), and (b3)(10USC§130)(b6)

V/r

(b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Saturday, August 12, 2017 10:14 PM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: FW: RAN Update and Broad SOM for 13 Aug 17

ALCON,

Updates below.

R/S

LFOC Watch Officer (1500-2300)

(b3)(10USC§130)(b6)

LFOC:

NIPR: (b3)(10USC§130)(b6)

SIPR: (b3)(10USC§130)(b6)

From: (b3)(10USC§130)(b6)

Sent: Saturday, August 12, 2017 10:07 PM

To: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

Subject: RAN Update and Broad SOM for 13 Aug 17

Good Evening Sir, Watch,

Diving RAN LO update/plan as follows:

Update – 12 Aug 17

MVL completed an overnight side scan sonar survey at 0500K IOT commence preparations for diving/ROV operations.
Dive and ROV serials as follows:

Deep Dive Serial 8 – Deceased person located in previous dives was extracted from the fuselage and prepared for recovery to the surface.

ROV Mission 7 – Nothing significant to report (NSTR)

Deep Dive Serial 9 – Deceased person recovered to surface and passed to USN RHIB. 2 x diver who conducted dive experience deeper depth profile than planned. Divers indicating well on completion of dive however both placed in decompression for preventative care.

ROV Mission 8 - NSTR

Deep Dive Serial 10 – Completed recovery of ROV 2 and tether. GoPro footage gathered of internal to the fuselage however this did not provide any further understanding of the internals of the fuselage due limitations of torch used to illuminate the observed area.

MVL has enquired on the availability of a large dive suitable torch to cast a strong, broad beam from the TF in support of 13 Aug diving operations.

ROV Mission 9 – Penetrated wreckage via the stern door. Successfully moved the previously reported obstruction (now free floating within wreck) and was able to gather video footage within the fuselage. Footage indicates a high level of silt building up both inside the fuselage and external to the aircraft.

Deep Dive Serial 11 – Not conducted

ROV Mission 10 – Not conducted

Deep Dive Serial 12 – Not conducted

ROV Mission 11 – Not conducted

ROV Status

ROVs one, two and three are now all serviceable and embarked in MVL. However, due to water ingress and a requirement to cut a tether to resolve an entanglement, no serviceable tethers remain rendering MVL NOT MISSION CAPABLE for ROV operations. Additional tethers are being sourced and confirmation of movement plans will follow.

Intentions Overnight

MVL will conduct a side scan sonar search of the area from 122000K. This will cease at 130500K.

Intentions for Tomorrow (13 Aug 17)

MVL will conduct a diving tactical pause between 121800K and 131300K Aug 17 IOT service and rebuild dive sets. MVL will embark request food stores between 0900K-1000K via 11m RHIB. COMPHIBRON 11, CO 31 MEU and 31 MEU SGT Major will embark MVL during same window for short visit.

MVL intends on resuming diving operations at 131300K Aug 17 and is planning for a minimum of two deep dive serials to be conducted PM 13 Aug 17.

Deep Dive Serial 12 – 1300K

Deep Dive Serial 13 – 1430K

Objective of 13 Aug 17 Dive operations are:

1. Inspect and obtain footage of the cockpit from all sides to show conditions and unsuitability for access.

It is intended for MVL to utilize 2x RHIB (1x 11m 1x 7m) to support dive ops from 1230K. MVL will host/feed the US boat crews as required. Commanding Officer MVL has requested that a dive medical officer embark MVL for the duration of tomorrows dive task.

Notes

MVL has requested additional diving and ROV stores IOT continue rate of effort beyond 13 Aug. Once the Australian logistics plan known I will engage with key staff to coordinate movement of stores through USN connectors to MVL.

Thanks & Regards,

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

From:

(b3)(10USC§130)(b6)

Sent:

Sunday, August 27, 2017 9:38 AM

To:

(b3)(10USC§130)(b6)

Subject:

Salvor dive update

Alcon,

0914: Dives have stopped at the moment due to the sea state pushing them off the wreckage. Broke one anchor chain as well. They are resetting the position today as the sea has calmed.

R/S

LFOC

RANK LAST FIRST MI EDIPI (b3)(10USC§130)(b6)

RANK	LAST	FIRST	MI	EDIPI	TRAINING TYPE	DATE COMPLETE	COMMENTS
					SWET	1-Jul-14	Expired. Not a frequent flyer (with Howitzers)
					SWET	24-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	13-Oct-15	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	27-Feb-17	Camp Pendleton
					SWET	8-Mar-16	Camp Hansen
					SWET	20-Jun-16	Camp Hansen
					SWET	13-Oct-15	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Hansen
					SWET	24-Feb-17	Camp Pendleton
					SWET	20-Jun-16	Camp Hansen
					SWET	8-Mar-16	Camp Hansen
					SWET	24-Feb-17	Camp Pendleton
					SWET	27-Feb-17	Camp Pendleton
					SWET	15-Oct-15	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Hansen
					SWET	24-Feb-17	Camp Pendleton
					SWET	22-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	15-Oct-15	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Hansen
					SWET	24-Feb-17	Camp Pendleton
					SWET	27-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	20-Jun-16	Camp Hansen
					SWET	31-May-17	Camp Hansen
					SWET	24-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Hansen
					SWET	16-Jun-16	Camp Hansen
					SWET	23-Feb-17	Camp Pendleton
					SWET	23-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	20-Jun-16	Camp Pendleton
					SWET	27-Feb-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Hansen
					SWET	27-Feb-17	Camp Pendleton
					SWET	31-May-17	Camp Pendleton
					SWET	24-Feb-17	Camp Pendleton
					SWET	27-Feb-17	Failed training
					SWET	24-Feb-17	Camp Pendleton

(b3)(10USC§130)(b6)

SWET	24-Feb-17	Camp Pendleton
SWET	24-Feb-17	Camp Pendleton
SWET	17-Jun-16	Camp Hansen
SWET	24-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	24-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	24-Feb-17	Camp Pendleton
SWET	31-May-17	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	15-Oct-15	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	20-Jun-16	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	22-Feb-17	Camp Pendleton
SWET	20-Jun-16	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	31-May-17	Camp Hansen
SWET	24-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	23-Feb-17	Camp Pendleton
SWET	24-Feb-17	Camp Pendleton
SWET	23-Feb-17	Camp Pendleton
SWET	23-Feb-17	Camp Pendleton
SWET	31-May-17	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	23-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	20-Jun-16	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	21-Jul-16	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	23-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	24-Feb-17	Camp Pendleton
SWET	17-Jun-16	Camp Hansen
SWET	23-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
SWET	27-Feb-17	Camp Pendleton
Helo-Dunker	31-May-17	Camp Hansen
UNTRAINED		12th Marines Attachment, not a frequent flyer (with Howitzers)
UNTRAINED		Attending Resident PME in Camp Pendleton
UNTRAINED		12th Marines Attachment, not a frequent flyer (with Howitzers)
UNTRAINED		AQIS, Not a frequent flyer (with Howitzers)
UNTRAINED		HMMWV Course, Not a frequent flyer (with Howitzers)
UNTRAINED		AQIS, Not a frequent flyer (with Howitzers)
UNTRAINED		12th Marines Attachment, not a frequent flyer (with Howitzers)
UNTRAINED		LCpl Seminar, AQIS, not a frequent flyer (with Howitzers)
UNTRAINED		Not medically cleared to participate (eye)
UNTRAINED		IRON FIST ammo working party, not a frequent flyer (with Howitzers)
UNTRAINED		Late addition to Battery, not a frequent flyer (with Howitzers), supporting B2D ranges (armor)
UNTRAINED		HMMWV Course, Not a frequent flyer (with Howitzers)
UNTRAINED		Late addition to Battery, not a frequent flyer (with Howitzers)
UNTRAINED		12th Marines Attachment, not a frequent flyer (with Howitzers)
UNTRAINED		Not a frequent flyer (with Howitzers)
UNTRAINED		Not medically cleared to participate (heart)
UNTRAINED		Late addition to Battery, not a frequent flyer (with Howitzers)
UNTRAINED		HMMWV Course, Not a frequent flyer (with Howitzers)

(b3)(10USC§130)(b6)

UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)
UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)
UNTRAINED	IRON FIST ammo working party, not a frequent flyer (with Howitzers)
UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)
UNTRAINED	12th Marines Attachment, not a frequent flyer (with Howitzers)
UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)
UNTRAINED	PENDING OFFICIAL CONFIRMATION with Camp Hansen Pool
UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)
UNTRAINED	IRON FIST ammo working party, not a frequent flyer (with Howitzers)
UNTRAINED	Late addition to Battery; not a frequent flyer (with Howitzers)



3/5

S-3 Operations Officer

This letter is to verify that the following personnel have completed MAET training through Pro Active Tech Inc. on the 31st of May, 2017.

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

And no others.

This training includes certification on the following:

- Basic Aircraft Ditching
- Emergency Breathing Device Introduction
- Advanced Aircraft Ditching
- Emergency Breathing Device Qualification

(b3)(10USC§130)(b6)

Chief Instructor
Okinawa MAET Trainer
Office (b3)(10USC§130)(b6)

Enclosure 70

31st MEU Smart Book

330 pages

Exempt from release pursuant to (b)(7)(F).

STATEMENT OF INCOMPLETION

Being seat belted into a simulator device and turned upside down underwater can be an intimidating experience. We feel that every student can successfully complete our training; however, we understand that sometimes personal experiences can prove a hindrance to completing training the first time around. Although you are not continuing the submerged egress training at this time, for safety purposes you are required to remain on the pool deck area until the other students have completed training or released by a staff member. You are also encouraged to work with your unit and come back and complete the course at the earliest opportunity.

Please provide the requested information at the bottom of this form for our own record keeping purposes.

Name: (b3)(10USC§130)(b6)

Rank: (b3)(10USC§130)(b6)

Unit: 211

Date: 05 31 2017

1. Reason(s) why you feel you cannot complete the course at this time:

Panicking and forgetting the steps while underwater

2. Did you feel the period (s) of instruction were adequate to prepare you for the pool training?

yes

3. Did staff members attempt to assist you through your difficulties?

yes

4. Is there anything that could be changed that you feel would make it easier in the future to complete the training?

No there is nothing

(b3)(10USC§130)(b6)

(Student Signature)

(b3)(10USC§130)(b6)

(Primary Instructor)

NAME: (b3)(10USC§130)(b6) DATE 5/31/17

PASSENGER EMERGENCY BREATHING SYSTEM

- | | |
|--------------------------|---|
| 1. A B C <u>D</u> | 16. A <u>B</u> C D |
| 2. <u>HALT</u> | 17. A <u>B</u> C D |
| 3. <u>A</u> B C D | 18. A <u>B</u> C D |
| 4. A B <u>C</u> D | 19. <u>Breathing out when coming up</u> |
| 5. A B C <u>D</u> | 20. <u>A</u> <u>B</u> C D |
| 6. <u>A</u> <u>B</u> C D | 21. A <u>B</u> C D |
| 7. <u>A</u> B C D | 22. A <u>B</u> C D |
| 8. A B C <u>D</u> | 23. A B C <u>D</u> |
| 9. A <u>B</u> C D | 24. <u>A</u> B C D |
| 10. <u>A</u> B C D | 25. A <u>B</u> C D |
| 11. <u>A</u> B C D | 26. <u>A</u> <u>B</u> <u>C</u> <u>D</u> |
| 12. A <u>B</u> C D | 27. <u>A</u> <u>B</u> <u>C</u> D |
| 13. A B C <u>D</u> | 28. <u>A</u> <u>B</u> C D |
| 14. <u>A</u> B C D | 29. A <u>B</u> <u>C</u> <u>D</u> |
| 15. A B <u>C</u> D | 30. <u>A</u> B <u>C</u> <u>D</u> |

I have had the opportunity to discuss this examination with the Instructor. I am now aware of the correct answers to those questions I have answered incorrectly.

Trainee (b3)(10USC§130)(b6) Instructor (b3)(10USC§130)(b6)

ProActive Technologies, LLC. Water Survival Training Facility		Date: 5/31/17	Site: OKI	Completed by: [Redacted]
Instructor: [Redacted]	Program: USMC	Class Number OKI-145	Class Type MAET	S/A Initials [Redacted]

One-Day Helo

		Number of Students								
Last Name, Initials		RANK	MOS	UNIT	Incomplete	Equipment #	EBD	SWET	MAET	Clean Time / 10 minutes
1	(b3)(10USC§130)(b6)	(b3)(10USC§130)(b6)					C	C	C	C
2							C	C	C	C
3							C	C	C	C
4							C	C	C	C
5							C	C	C	C
6							C	C	C	C
7							C	C	C	C
8							C	C	C	C
9							C	C	C	C
10					X		C	X	X	X
11					X		X	X	X	X
12					X		C	X	X	X
13							C	C	C	C
14					X		X	X	X	X
15							C	C	C	C
16							C	C	C	C
17							C	C	C	C
18							C	C	C	C
19							C	C	C	C
20							C	C	C	C
21							C	C	C	C
22							C	C	C	C
23					X		C	X	X	X
24							C	C	C	C

12 Aug 17

MEMORANDUM FOR THE RECORD

Subj: CHAIN OF CUSTODY ICO PHOTOS AND VIDEOS OF 5 AUG 17 MV-22 MISHAP

1. On 7 August 2017, I received three discs containing photographs and videos documenting the 5 August 2017 MV-22 mishap, follow-on SAR efforts, and USS GREENBAY (LPD 20) flight deck damage.

2. I received the photographs and videos directly from a RHIB that had traveled from USS GREENBAY (LPD 20) to USS BONHOMME RICHARD (LHD 6). The discs were packaged in a brown box and wrapped in a plastic bag. There were no signs of tampering or attempts to open the box or bag.

3. I opened the box and transferred the discs' contents onto a standalone laptop to facilitate viewing by executive leadership from Expeditionary Strike Group SEVEN, Amphibious Squadron ELEVEN, 31st Marine Expeditionary Unit, and Marine Medium Tiltrotor Squadron 265. Leadership reviewed all photograph and videos in my presence. I then provided the three discs to Commanding Officer, Marine Medium Tiltrotor Squadron 265, (b3)(10USC§130)(b6) (b3)(10USC§130)(b6) I maintained custody over the discs up until that point.

4. On 8 August 2017, members of the JAGMAN investigation team arrived onboard USS BONHOMME RICHARD (LHD 6). I provided them with the standalone laptop for a few hours to view the photographs and videos. I also copied the media to a disc for their investigation. Save for use by the JAGMAN investigation team, I have maintained custody over the standalone laptop and its contents since 6 August 2017.

5. I did not alter, delete, damage, or otherwise change the composition of any photograph or videos provided to me in connection with the 5 August 2017 MV-22 mishap.

(b3)(10USC§130)(b6)



Excerpt of INVESTIGATIVE INTERVIEW OF
(b3)(10USC§130)(b6) 20 August 2017 Brisbane, Australia
INTERVIEWERS:

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

Transcript Prepared by: (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6): Is this the flight schedule for the 4th of August. Looking at the highlighted names, I see (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) flying on the schedule until 2100

(b3)(10USC§130)(b6): Yes sir.

(b3)(10USC§130)(b6): They're both in separate planes

(b3)(10USC§130)(b6): Yes sir

(b3)(10USC§130)(b6): (b3)(10USC§130)(b6) ended up flying in aircraft seven, I think the other was aircraft nine, but they both flew separate aircraft, and on those aircraft, there were two crew chiefs correct?

(b3)(10USC§130)(b6): Yes sir

(b3)(10USC§130)(b6): Based on the time of day, were they conducting night CQ or day CQ?

(b3)(10USC§130)(b6): During this time, it was night CQ sir

(b3)(10USC§130)(b6): So, based on that, did they need a single crew chief to conduct night CQ or two?

(b3)(10USC§130)(b6): We always ran with two sir

(b3)(10USC§130)(b6): You always ran with two?

(b3)(10USC§130)(b6): Yes sir.

(b3)(10USC§130)(b6): Is there any chance that if the pilots didn't land those aircraft at 2100 in your opinion those crew chiefs were the crew chiefs on the plane until 2100 or later?

(b3)(10USC§130)(b6): Ok sir so as per the schedule this is correct, umm did you have the updated schedule because there were pen and ink changes on this as well sir.

(b3)(10USC§130)(b6): So, this is the schedule we were given. so, what were the pen and ink changes?

(b3)(10USC§130)(b6): the pen and ink changes change was that (b3)(10USC§130)(b6) who was the only non-night CQ crew chief we had, because he just kind of messed up with his crew day and in turn couldn't come when we were executing the high light portion, but neither here nor there, he hot seated into (b3)(10USC§130)(b6) spot and who then in turn left, and then when this schedule was also written that (b3)(10USC§130)(b6) had not re-punched hi 2135 so I in turn was on this plane as well. So that I was on with (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) to make sure we had a legal crew to execute, and then I hot seated off once we completed the RNS insert along with (b3)(10USC§130)(b6) from the other plane since they were doing bounces on the back side.

(b3)(10USC§130)(b6): So what time did (b3)(10USC§130)(b6) leave the flight deck?

(b3)(10USC§130)(b6): We both left I will say probably around 8:00 sir

(b3)(10USC§130)(b6): Around 20:00?

(b3)(10USC§130)(b6): Yes sir.

Media Release #17-018: Dignified transfer of recovered Marines

August 25, 2017

[PRINT](#)

[SHARE](#)



31st MEU MV22B Osprey Mishap UPDATE

MARINE CORPS BASE CAMP BUTLER, Okinawa, Japan – On Aug. 6 at around 3:00 a.m. local time, the U.S. Navy and Marine Corps suspended search and rescue operations for three Marines involved in the Aug. 5 MV-22 Osprey mishap off the east coast of Australia. Operations have now shifted to recovery efforts. The next-of-kin for the three missing Marines have been notified.

CAMP COURTNEY, OKINAWA, Japan --

CAMP COURTNEY, OKINAWA, Japan – The remains of (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6), who died in an MV-22B Osprey mishap off the coast of Australia, August 5, have been recovered.

(b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) have been transferred to Hickam Air Force Base, Hawaii, before returning home. (b3)(10USC§130)(b6) remains, which were recently recovered, will be moved to Hickam Air Force Base as expediently as possible. From Hickam, fallen service members are prepared for transport to their final destination as determined by the families. A solemn, dignified transfer of remains continues to be the priority as our fallen Marines are returned to their families.

We are extremely grateful for the assistance of the Royal Australian Navy's HMAS MELVILLE and Clearance Diver Team One which initially responded for recovery efforts, followed by the USNS SALVOR (T-ARS-52) and Mobile Diving and Salvage Unit (MDSU) ONE which is continuing salvage operations.

We ask that you keep the families and friends of these Marines in your thoughts and prayers, and respect their privacy during this difficult time.

Please direct all media queries to III MEF Public Affairs office at IIIMEFPAO@usmc.mil.

NOTE: (b3)(10USC§130)(b6) and (b3)(10USC§130)(b6) were posthumously promoted to their current rank.

31st Marine Expeditionary Unit (b3)(10USC§130)(b6)

(b3)(10USC§130)(b6)

 PRINT

 SHARE

USS GREEN BAY LPD 20

LAST CERTIFICATION INSPECTION: 22 Jul 09
CERTIFICATION GRANTED: 292358Z JAN 11

USN/USMC HELOS

LVL III,CL 3-AV8(VTOL),
LVL I,CL 1-H1,H46,H53D,MV22,
LVL I,CL 1-H53E,
LVL I,CL 2-H3,H60B/F/H/R/S
LVL I,CL 2A-H60A
LVL I,CL 4,TY 2-H1,H3,H46,H53D,H53E,MV22,H60

EXP SPOTS

LVL I,CL 2-H1,H3,H46,H53D,H53E,H60B/F/H/R/S
LVL I,CL 2A-H60A

USCG HELOS

LVL I,CL 2-H60,HH65
LVL I,CL 4,TY 2-H60,HH65
LVL I,CL 2-H60,HH65

USA HELOS

LVL I,CL 2A-H1,H6A,H47,H58,H60,AH64
LVL I,CL 4,TY 2-H1,H47,H60

LVL I,CL 2A-H1,H6A,H58,H60
USAF HELOS
LVL I,CL 2A-H1,H53,H60,CV22
LVL I,CL 4,TY 2-H1,H53,H60,CV22
LVL I,CL 2A-H1,H53,H60

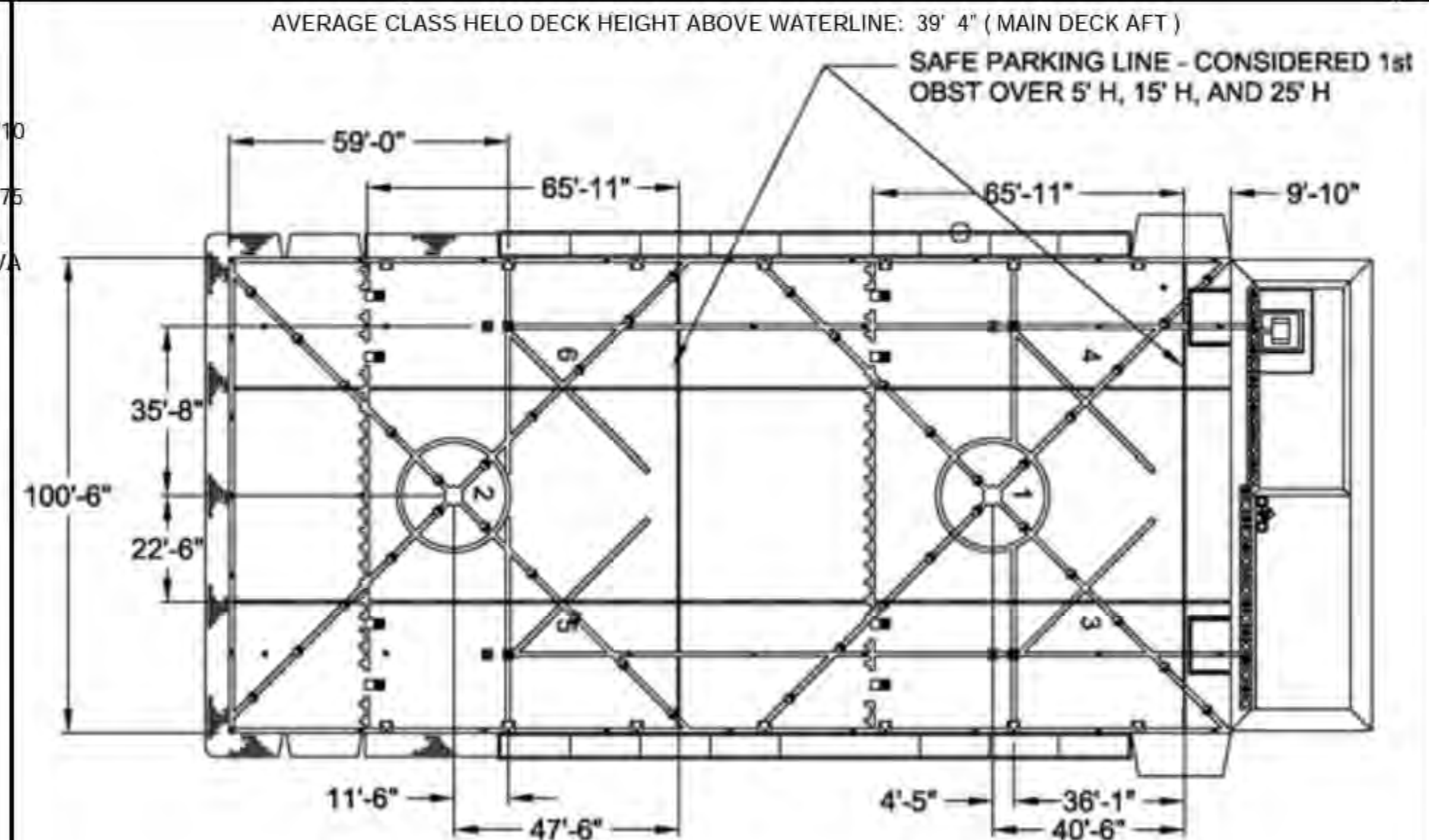


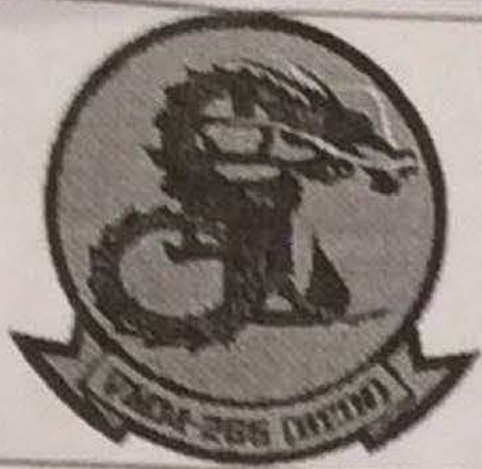
SHIPS IN CLASS
LPD 17 - LPD 24

CH-47 ACFT RESTRICTED TO LANDING AT SPOT 2.

A	B	MARKING/CLEARANCES
<input type="checkbox"/>	<input type="checkbox"/>	LANDING
<input type="checkbox"/>	<input type="checkbox"/>	VERTREP
<input type="checkbox"/>	<input type="checkbox"/>	HIFR
A	B	LIGHTING
<input type="checkbox"/>	<input type="checkbox"/>	LANDING
<input type="checkbox"/>	<input type="checkbox"/>	VERTREP
<input type="checkbox"/>	<input type="checkbox"/>	HIFR
A	B	ACCESSORY VISUAL AIDS
<input type="checkbox"/>	<input type="checkbox"/>	FLT/HGR DECK
<input type="checkbox"/>	<input type="checkbox"/>	DRAINAGE & SEALING
<input type="checkbox"/>	<input type="checkbox"/>	SECURING FITTINGS
<input type="checkbox"/>	<input type="checkbox"/>	STRENGTH (SEE APPENDIX D)
<input type="checkbox"/>	<input type="checkbox"/>	WIND MEASURING SYSTEM
<input type="checkbox"/>	<input type="checkbox"/>	MOORING AIDS
<input type="checkbox"/>	<input type="checkbox"/>	COMMUNICATIONS
<input type="checkbox"/>	<input type="checkbox"/>	NAVIGATIONAL AIDS
<input type="checkbox"/>	<input type="checkbox"/>	FIRE PROTECTION

A	B	SERVICING FACILITIES
<input type="checkbox"/>	<input type="checkbox"/>	FUEL STOWAGE & REFUELING
<input type="checkbox"/>	<input type="checkbox"/>	STOR TK 122,607 GAL, PUMP (GPM/PSI) : 268/10
<input type="checkbox"/>	<input type="checkbox"/>	FILTER (GPM/PSI) : 783/20
<input type="checkbox"/>	<input type="checkbox"/>	SERV TK 17,530 GAL, PUMP (GPM/PSI) : 250/175
<input type="checkbox"/>	<input type="checkbox"/>	FILTER (GPM/PSI) : 500/250
<input type="checkbox"/>	<input type="checkbox"/>	ELEC POWER (AC/DC) : 115VAC, 400Hz, 30 kVA
<input type="checkbox"/>	<input type="checkbox"/>	NITROGEN SERVICE 28VDC, 300AMP
<input type="checkbox"/>	<input type="checkbox"/>	SERVICING FLUID STOWAGE
<input type="checkbox"/>	<input type="checkbox"/>	FRESH WATER WASHDOWN SYSTEM
<input type="checkbox"/>	<input type="checkbox"/>	HYDRAULIC SERVICING CART STOWAGE/
<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT
A	B	MAINTENANCE FACILITIES
<input type="checkbox"/>	<input type="checkbox"/>	HANGAR: 72'7"L x 39'4"W x 21'5"H
<input type="checkbox"/>	<input type="checkbox"/>	(Door: 35'1"W x 20'4"H)
<input type="checkbox"/>	<input type="checkbox"/>	WORK/OFFICE
<input type="checkbox"/>	<input type="checkbox"/>	COMPONENT & SPARE PARTS STOWAGE
<input type="checkbox"/>	<input type="checkbox"/>	DEFUELING
<input type="checkbox"/>	<input type="checkbox"/>	BATTERY SERVICING
<input type="checkbox"/>	<input type="checkbox"/>	RECOVERY ASSIST SECURING AND
<input type="checkbox"/>	<input type="checkbox"/>	TRAVERSING (RAST) SYSTEM FACILITIES
<input type="checkbox"/>	<input type="checkbox"/>	PERSONNEL SAFETY
<input type="checkbox"/>	<input type="checkbox"/>	EXPLOSIVE SAFETY





MARINE MEDIUM TILTROTOR
SQUADRON 265 (REIN)

ROUTING SHEET

ROUTINE

DUE DATE:

URGENT

ORIGINATOR:

(b3)(10USC§130)(b6)

NATOPS/ OPS

DATE:

SUBJECT:

(b3)(10USC§130)(b6)

BILL DES.

RETURN TO:

(b3)(10USC§130)(b6)

NATOPS/ OPS

Route Order	CODE	ADDRESSEES	DATE		INITIALS	
			IN	OUT	CONCUR	NONCONCUR
4	C	CO		8/5	(b3)(10USC§130)(b6)	
3	I	XO		8/5		
2	I	SGTMAJ	8/5	8/5		
1	I	S-1	8/4	8/5		
		LEGAL				
		ADJ				
		OPSO				
		S-3				
		AMO				
		MAINT CHIEF				
		AAMO				
		MMCO				
		MAINT CONT				
		MAINT ADMIN				
		AIRFRAMES				
		FLIGHTLINE				
		FLIGHT EQUIP				
		ORDNANCE				
		CORROSION				
		TOOL ROOM				
		AVIONICS				
		PHASECREW				
		GSE				
		QA				
		DOSS				
5	X,J	NATOPS				
		ASO				
		GSO				
		S-2				
		S-4				
		S-5				
		S-6				
		CAREER PLN				
		SACO				
		MEDICAL				
		OTHER:				

X	ORIGINATOR OFFICE	F	INFORMATION
A	APPROPRIATE ACTION	G	DISPOSITION
B	GUIDANCE	H	DECISION
C	SIGNATURE	I	INITIAL
D	COMMENT	J	RETURN TO:
E	RECOMMENDATION	K	OTHER:

REMARKS:

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S-1 Correspondence Control #: _____

VMM-265 1000/1 REV 16 APR 15 (PREVIOUS EDITIONS ARE OBSOLETE)

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UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 265 (REIN)
31ST MARINE EXPEDITIONARY UNIT
III MARINE EXPEDITIONARY FORCE
UNIT 37239
FPO AP 96372-7239

IN REPLY REFER TO
3710
CO
13 Jun 17

From: [REDACTED] Officer, Marine Medium Tiltrotor Squadron 265 (REIN)
To: (b3)(10USC§130)(b6) USMC

Subj: CARRIER QUALIFICATION

Ref: (a) CNAF 3710.7V
(b) NAVMC 3500.14D
(c) NAVMC 3500.11D
(d) NAVAIR A1-V22B-NFM-000

1. Per the references and having demonstrated the knowledge, proficiency, and capabilities required in the MV-22B, the following qualifications are in effect:

Qualification	Effective Date
LOW ALTITUDE TACTICS	12 Oct 16
NIGHT SYSTEMS QUALIFIED (HIGH LIGHT LEVEL)	14 Oct 16
NIGHT SYSTEMS QUALIFIED (LOW LIGHT LEVEL)	02 Dec 16
TAIL GUNNERY QUALIFIED (M240D)	16 Feb 17
CARRIER QUALIFICATION	13 Jun 17

2. Upon receipt of this letter, appropriate entries will be made in your Aviator's Flight Log Book, Aircrew Performance (b3)(10USC§130)(b6) ATOPS Training/Qualification Jacket.

Copy to:
S-3
DSS



VMM-265
AVIATION TRAINING FORM
NIGHT CQ



Date

INSTRUCTOR

CCUI

13-Jun-17
(b3)(10USC§130)(b6)

UNIT

FLIGHT TIME

T&R CODE

VMM-265

4.0

CQ-2935

ITEM	DND	Unsat	1	2	3	4	REMARKS
1 PREFLIGHT/POSTFLIGHT					X		FLIGHT NARRATIVE- FLIGHT CONDUCTED INITIAL NIGHT CARRIER QUALIFICATION ABOARD USS BONHAMME RICHARD. SNM DEMONSTRATED A HIGH LEVEL OF SITUATIONAL AWARENESS THROUGH OUT THE NIGHT. SNM MADE TIMELY AND ACCURATE CALLS. ALL TRAINING WAS CONCLUDED WITH ALL ASSETS SAFELY ABOARD THE USS BONHOMME RICHARD. ALL TRAINING WAS CONDUCTED IAW T&R PROGRAM MANUAL STRENGTHS- COMMUNICATION, SITUATIONAL AWARENESS. AREAS FOR IMPROVEMENT- NONE NOTED. INSTRUCTOR/OPERATIONS INFORMATION- CONTINUE WITH TRAINING.
2 BRIEF					X		
3 INTRODUCE CARRIER OPS UTILIZING NVDs					X		
4 REVIEW CQ-2934					X		
5 INTRODUCE SELF TAXI PROCEDURES					X		
6 INTRODUCE STO'S					X		
7 INTRODUCE PITCH-UP SIDESLIP CHARACTERISTICS					X		

GRADE

3.00

☒ Satisfactory

☐ Unsatisfactory

INSTRUCTOR SIGN

STUDENT SIGN

DND - Not applicable or not observed

UNSAT* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from IP for safe execution and/or mission accomp

1 - Safe but limited proficiency. Requires frequent input from the IP.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the IP.

3 - Correct, efficient, skillful, and without hesitation. Requires minimal input from the IP.

4* - Unusually high degree of ability. Requires no input from IP.

* Mandatory comments in remarks section for items scored a this level.

CQ-2935

QUALIFICATIONS DATA SUMMARY



UNITED STATES MARINE CORPS
MARINE MEDIUM TILTROTOR SQUADRON 265 (REIN)
31ST MARINE EXPEDITIONARY UNIT
III MARINE EXPEDITIONARY FORCE
UNIT 37239
FPO AP 96372-7239

IN REPLY REFER TO
3710
CO
11 Jun 17

From: Commanding Officer, Marine Medium Tiltrotor Squadron 265 (REIN)
To: (b3)(10USC§130)(b6) USMC
Subj: CARRIER QUALIFICATION

Ref: (a) CNAF 3710.7V
(b) NAVMC 3500.14D
(c) NAVMC 3500.11D
(d) NAVAIR A1-V22B-NFM-000

1. Per the references and having demonstrated the knowledge, proficiency, and capabilities required in the MV-22B, the following qualifications are in effect:

Qualification	Effective Date
LOW ALTITUDE TACTICS	26 May 16
NIGHT SYSTEMS QUALIFIED (HIGH LIGHT LEVEL)	14 Oct 16
NIGHT SYSTEMS QUALIFIED (LOW LIGHT LEVEL)	02 Dec 16
TAIL GUNNERY QUALIFIED (M240D)	23 Jan 17
CARRIER QUALIFICATION	10 Jun 17

2. Upon receipt of this letter, appropriate entries will be made in your Aviator's Flight Log Book, Aircrew Personnel Training/Qualification Jacket. (b3)(10USC§130)(b6) ATOPS

Copy to:
S-3
DSS



Date
INSTRUCTOR
CCUI

VMM-265

AVIATION TRAINING FORM

NIGHT CQ

10-Jun-17
(b3)(10USC§130)(b6)

UNIT
FLIGHT TIME
T&R CODE

VMM-265
2.5
CQ-2935



ITEM	DND	Unsat	1	2	3	4	REMARKS
1 PREFLIGHT/POSTFLIGHT					X		FLIGHT NARRATIVE- FLIGHT CONDUCTED INITIAL NIGHT CARRIER QUALIFICATION ABOARD USS BONHAMME RICHARD. SNM DEMONSTRATED A HIGH LEVEL OF SITUATIONAL AWARENESS THROUGH OUT THE NIGHT. SNM MADE TIMELY AND ACCURATE CALLS. ALL TRAINING WAS CONCLUDED WITH ALL ASSETS SAFELY ABOARD THE USS BONHOMME RICHARD. ALL TRAINING WAS CONDUCTED IAW T&R PROGRAM MANUAL STRENGTHS- COMMUNICATION, SITUATIONAL AWARENESS. AREAS FOR IMPROVEMENT- NONE NOTED. INSTRUCTOR/OPERATIONS INFORMATION- CONTINUE WITH TRAINING.
2 BRIEF					X		
3 INTRODUCE CARRIER OPS UTILIZING NVDs					X		
4 REVIEW CQ-2934					X		
5 INTRODUCE SELF TAXI PROCEDURES					X		
6 INTRODUCE STO'S					X		
7 INTRODUCE PITCH-UP SIDESLIP CHARACTERISTICS					X		

GRADE

3.00

☒ Satisfactory

☐ Unsatisfactory

INSTRUCTOR SIGN

STUDENT SIGN

DND - Not applicable or not observed

UNSAT* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from IP for safe execution and/or mission accomp

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2 - Correct. Recognizes and corrects errors. Requires occasional input from the IP.

3 - Correct, efficient, skillful, and without hesitation. Requires minimal input from the IP.

4* - Unusually high degree of ability. Requires no input from IP.

* Mandatory comments in remarks section for items scored a this level.

CQ-2935



Date
INSTRUCTOR
STUDENT

VMM-265

AVIATION TRAINING FORM

DAY CQ

3-Jun-17
(b3)(10USC§130)(b6)

UNIT
FLIGHT TIME
T&R CODE

VMM-265
1.8
CQ-2932



ITEM	DND	Unsat	1	2	3	4	REMARKS
1 PREFLIGHT/POSTFLIGHT					X		FLIGHT NARRATIVE- FLIGHT CONDUCTED INITIAL DAY CARRIER QUALIFICATION ABOARD USS BONHOMME RICHARD. SNM DEMONSTRATED A HIGH LEVEL OF SITUATIONAL AWARENESS THROUGH OUT THE NIGHT. SNM MADE TIMELY AND ACCURATE CALLS. ALL TRAINING WAS CONCLUDED WITH ALL ASSETS SAFELY ABOARD THE USS BONHOMME RICHARD. ALL TRAINING WAS CONDUCTED IAW T&R PROGRAM MANUAL STRENGTHS- CORRECTION CALLS WERE ACCURATE AND CLEARLY STATED AREAS FOR IMPROVEMENT- NONE NOTED INSTRUCTOR/OPERATIONS INFORMATION- CONTINUE WITH CQ SYLLABUS
2 BRIEF					X		
3 INTRODUCE CARRIER OPS					X		
4 INTRODUCE PITCH-UP SIDESLIP CHARACTERISTICS					X		
5 INTRODUCE STEADY HEADING APPROACH					X		
6 INTRODUCE SELF TAXI PROCEDURES					X		
7 INTRODUCE STO'S					X		
8 INTRODUCE 45 DEGREE SLIDE APPROACH					X		

GRADE

3.00

☒ Satisfactory

☐ Unsatisfactory

INSTRUCTOR SIGN

STUDENT SIGN

DND - Not applicable or not observed

UNSAT* - Unsafe or complete lack of ability and/or knowledge. Requires substantial input from IP for safe execution and/or mission accomp

1 - Safe but limited proficiency. Requires frequent input from the IP.

2 - Correct. Recognizes and corrects errors. Requires occasional input from the IP.

3 - Correct, efficient, skillful, and without hesitation. Requires minimal input from the IP.

4* - Unusually high degree of ability. Requires no input from IP.

* Mandatory comments in remarks section for items scored a this level.

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