

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

**US ARMY UH-60
BLACK HAWK HELICOPTERS
87-26000 AND 88-26060**

VOLUME 1
EXECUTIVE SUMMARY

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

14

27 May 1994

**EXECUTIVE SUMMARY
UH-60 BLACK HAWK HELICOPTER ACCIDENT
14 APRIL 1994**

1. Introduction:

Following the accidental shoot-down of two US Army UH-60 Black Hawk helicopters on 14 April 1994, an accident investigation board was convened. The accident investigation report provides the facts pertaining to the accident and presents the statement of opinion by the board president. This executive summary provides an overview of the report, a map of the Operation PROVIDE COMFORT area of operations, a short glossary of terms, and a time line.

2. Authority and Purpose:

At the direction of the United States Secretary of Defense and the United States Commander in Chief, Europe (USCINCEUR), the Commander in Chief, United States Air Forces in Europe (CINCUSAFE), appointed an Accident Investigation Board which was composed of the Board President, Maj Gen Andrus, 11 Board Members from the US Army and Air Force, 3 Associate Board Members representing France, Turkey and the United Kingdom, 4 legal advisors, and 13 Technical Advisors. The board convened at Incirlik Air Base, Turkey, on 15 April 1994. The investigation was conducted at the helicopter crash sites in Iraq, at Zakhu, Iraq, and at Incirlik AB. Interviews with witnesses were conducted at Incirlik AB and other locations. Technical assistance was obtained from sources in the United States, the United Kingdom, and Germany. The Board concluded its investigation on 27 May 1994.

This was an investigation into the circumstances surrounding the 14 April 1994 accidental shoot-down of two United States Army Black Hawk helicopters in northern Iraq, by two United States Air Force F-15 fighter aircraft participating in Operation PROVIDE COMFORT (OPC). The accident occurred at approximately 0730Z hours while the aircraft were engaged in missions to protect the Kurdish population in the area of Iraq designated as a security zone (SZ). The purpose of the investigation was to determine the relevant facts and circumstances of the accident and, if possible, to determine the cause or causes. The investigation obtained and preserved evidence for claims, litigation, disciplinary and administrative action, and for all other purposes deemed appropriate by competent authority.

3. Summary of Facts:

In April 1991, the US National Command Authority directed US forces to conduct Operation PROVIDE COMFORT. Under his authority, USCINCEUR directed the creation of a Combined Task Force (CTF) to conduct operations in northern Iraq. For three years, coalition air forces from Turkey, France, the United Kingdom and the United States have conducted air operations in a Tactical Area of Responsibility (TAOR) north of 36 degrees north latitude in Iraq. These air

operations have served as a symbol of coalition resolve and as a deterrent to Iraqi military encroachment into a United Nations-established security zone in northern Iraq. The Operation PROVIDE COMFORT (OPC) Combined Task Force (CTF) currently consists of a command element (US and Turkish co-commanders), a staff, a Combined Forces Air Component (CFAC), a Joint Special Operations Task Force, all based at Incirlik, Turkey, and a Military Coordination Center (MCC), located at Zakhu. The Military Coordination Center monitors Iraqi compliance with the United Nations Security Council Resolution 688 barring all Iraqi military, paramilitary, police, and security forces from the security zone.

The US CTF Commanding General has operational control of assigned US Army and Air Force units. Operational control of other coalition nations' forces is retained by their respective parent commands. The CTF has tactical control of those forces. The Combined Forces Air Component Commander (CFACC) is responsible for coordinating the employment of air forces to accomplish the OPC mission. He is delegated operational control of the US Airborne Warning and Control System (AWACS) aircraft, USAF airlift and fighter forces and has been delegated tactical control of the other OPC forces, including the Black Hawk helicopters.

The CFAC Deputy for Operations is responsible for ensuring all aircrews are informed of all unique aspects of the OPC mission, upon their arrival in theater. This includes the Rules of Engagement (ROE). He is also responsible for publishing the Airspace Control Order (ACO) which provides general guidance to aircrews regarding the conduct of OPC missions. The ACO is directive to all aircrews. The Deputy for Operations is also responsible for publishing the daily Air Tasking Order (ATO) which includes the daily flight schedule for aircraft operations over northern Iraq. All helicopter and fixed-wing aircraft are required to comply with this tasking order.

At the time of the 14 April 1994 accident, the Military Coordination Center exercised a high degree of flexibility in scheduling Black Hawk helicopter operations. Detailed information on Black Hawk helicopter flights within the TAOR was not requested or received by the Combined Forces Air Component, nor included in the daily ATO. The ATO and its accompanying "flow sheet" give individual crew members the information needed for their particular missions, and provide them with awareness of other aircraft scheduled to be in the area at the same time.

The accident occurred while two UH-60 Black Hawk helicopters, an E-3B Airborne Warning and Control System (AWACS) aircraft, two F-15Cs and other coalition aircraft were engaged in Operation PROVIDE COMFORT missions. The UH-60 Black Hawk helicopters were flying a transportation mission in support of the Military Coordination Center. An AWACS aircraft was assigned to provide airborne threat warning and air control for all Operation PROVIDE COMFORT aircraft operating inside the TAOR. Two F-15Cs were conducting a mission to detect, intercept, identify, and take appropriate action regarding any Iraqi military aircraft flying in the area.

At 0436Z (0736 local time in Turkey), an E-3B AWACS aircraft departed Incirlik AB. The AWACS was the lead aircraft in the coalition air forces, and would fly the first of the 52 sorties scheduled for that day's operations. The AWACS proceeded to its assigned air surveillance orbit

located on the northern border of Iraq. The onboard AWACS mission crew included a mission crew commander, who supervises all controllers, and a senior director, who supervises all weapons controllers. These weapons controllers included an enroute controller (responsible for clearing OPC aircraft in and out of the TAOR) and a TAOR controller (who controls OPC aircraft inside the TAOR). Other controllers and technicians are also part of the mission crew. Also on board the AWACS was an airborne command element (ACE), a representative of the Combined Forces Air Component Commander.

At 0522Z, the two UH-60 Black Hawk helicopters, (call signs Eagle 01 and Eagle 02) took off from Diyarbakir, Turkey, enroute to the Military Coordination Center's headquarters at Zakhu. The Black Hawk pilots reported their entry into the no-fly zone of northern Iraq to the AWACS enroute controller, at 0621Z. They landed at Zakhu six minutes later.

The flight of two F-15C fighter aircraft (call signs Tiger 01 and Tiger 02) took off from Incirlik AB at 0635Z. The F-15s were tasked to perform an initial fighter sweep of the no-fly zone to clear the area of any hostile aircraft prior to the entry of coalition forces. Following the fighter sweep, the F-15s were to conduct their defensive counter air mission/combat air patrol in the area.

At Zakhu, the Military Coordination Center co-commanders and their party boarded the two UH-60s in preparation for a flight that was scheduled to take them to the towns of Irbil and Salah ad Din, Iraq, for meetings with United Nations and Kurdish representatives. At 0654Z, the Black Hawk flight contacted the AWACS enroute controller, reported their departure from Zakhu, and informed AWACS of their destination. The enroute controller received the radio call.

Approximately thirty minutes later (0720Z), the F-15 flight lead reported entering northern Iraq to the AWACS TAOR controller, who was responsible for air traffic within the TAOR. The F-15 pilots then began their pre-briefed fighter sweep of the TAOR to ensure it was free of Iraqi aircraft. Since the ATO did not contain any detailed information on the Black Hawk helicopters, and the AWACS controllers did not advise the F-15s of the Black Hawks' presence, the F-15s had no knowledge of the helicopters in the area. At approximately 0722Z, the F-15 flight lead reported a radar contact on a low-flying, slow-moving aircraft approximately 52 miles north of the southern boundary of the no-fly zone, and 40 miles southeast of his position. The TAOR controller acknowledged the lead F-15 pilot's radio transmission with a "Clean there" call, indicating that he had no radar contacts in the area. Attempts by the F-15 pilots to identify the contacts by electronic means were unsuccessful, and they initiated an intercept to investigate. At 20 miles range, the F-15 flight lead again reported the radar contact. The TAOR controller responded, "Hits there" (radar contact at the reported location). At approximately five miles range, the F-15 flight lead visually detected a single helicopter and closed for an identification pass. The second F-15, approximately three miles behind his flight lead, also made an identification pass. The helicopters were at very low altitude, heading southeast in a valley, and were flying in a relatively close, lead-trail formation. The lead F-15 pilot visually misidentified the Black Hawks as Iraqi Hind helicopters. The wingman saw the two helicopters but did not positively identify them as Hinds.

The F-15 pilots repositioned their aircraft five to ten miles behind the helicopters for firing passes and the flight lead notified the AWACS TAOR controller that the fighters were "Engaged." At approximately 0730Z, the lead F-15 pilot fired an AIM-120 AMRAAM missile at the trail helicopter from a range of approximately four nautical miles. The F-15 wingman then fired an AIM-9 Sidewinder missile at the lead helicopter from an approximate range of one and one-half nautical miles. Both Black Hawk helicopters were destroyed. All 26 people on board were killed.

The F-15 pilots each made two visual reconnaissance passes over the crash sites, then continued their assigned mission. When their replacements arrived in the area, the F-15s returned to Incirlik AB and landed at 1000Z. The AWACS remained on station providing air surveillance and control for the ongoing Operation PROVIDE COMFORT mission, until relieved by a second AWACS aircraft at 1520Z. The first AWACS then returned to Incirlik AB and landed at 1615Z.

4. Statement of Opinion

Under 10 U.S.C. 2254 (D) any opinion of accident investigators as to the cause of, or the factors contributing to the accident set forth in the accident investigation report, may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability by the United States or by any person referred to in those conclusions or statements.

Operation PROVIDE COMFORT has been a successful coalition effort in response to human rights abuses against the Kurdish population in northern Iraq. The operation has effectively deterred Iraq from disrupting peace and order in the UN-established security zone.

The 14 April 1994 shoot-down of two US Black Hawk helicopters by two US F-15C aircraft in northern Iraq was caused by a chain of events which began with the breakdown of clear guidance from the Combined Task Force to its component organizations. This resulted in the lack of a clear understanding among the components of their respective responsibilities. Consequently, CTF component organizations did not fully integrate Military Coordination Center helicopter activities with other OPC air operations in the Tactical Area of Responsibility. Additionally, OPC personnel did not receive consistent, comprehensive training to ensure they had a thorough understanding of the USEUCOM-directed ROE. As a result, some aircrews' understanding of how the approved ROE should be applied, became over-simplified.

MCC personnel were given a high degree of independence in helicopter operations, without an adequate consideration for the threat of engagement from other OPC aircraft. Neither the CTF staff nor the Combined Forces Air Component staff requested or received timely, detailed flight information on planned MCC helicopter activities in the TAOR. Consequently, the OPC daily Air Tasking Order was published with little detailed information regarding US helicopter flight activities over northern Iraq. Specific information on routes of flights and times of MCC

helicopter activity in the TAOR was normally available to the other OPC participants only when AWACS received it from the helicopter crews by radio and relayed the information on.

The AWACS mission crew commander on 14 April 1994, who had flown only one sortie in the previous three months, was not currently qualified in accordance with Air Force regulations. The AWACS weapons controllers, under his supervision, did not have a clear understanding of their individual responsibilities to provide support to MCC helicopters. They shared the common view, along with the CFAC airborne command element officer, that MCC helicopter activities were not an integral part of OPC air operations. There was general misunderstanding throughout OPC organizations regarding the extent to which the provisions of the Airspace Control Order applied to MCC helicopter activities. AWACS personnel did not routinely monitor the Black Hawk helicopter flights or pass information on those flights to other OPC aircraft. The result was that there was no effective coordination of OPC fixed-wing and helicopter operations within the TAOR.

On 14 April 1994, AWACS controllers were aware that the Black Hawk helicopters had departed Zakhu, and were proceeding east into the TAOR. The F-15 pilots were not aware of the Black Hawk helicopters already in the area. The fighters twice informed AWACS that they had unknown radar contacts in the TAOR. The AWACS mission crew commander, senior weapons director, enroute controller and TAOR controller had access to electronic information regarding the presence of friendly aircraft in the vicinity of the F-15s' reported radar contacts. However, there is no evidence that they were aware of, recognized, or responded to this information. They did not advise the F-15 pilots of the presence of friendly aircraft. The helicopters were unable to hear the radio transmissions between the F-15 flight and AWACS because they were on a different radio frequency.

The F-15 pilots attempted to electronically identify the radar contacts by interrogating the ATO-designated IFF Mode I and Mode IV aircraft codes. The helicopter crew members were apparently not aware of the correct Mode I code specified for use within the TAOR and had the Mode I code specified for use outside the TAOR in their IFF transponders. The result was that the F-15s did not receive a Mode I response. When the lead F-15 pilot interrogated the IFF Mode IV code, he received a momentary friendly response. However, on two subsequent attempts, no Mode IV response was received. The F-15 wingman attempted one Mode IV interrogation and received no response.

The reason for the unsuccessful Mode IV interrogation attempts cannot be established, but was probably attributable to one or more of the following factors: both F-15 pilots may have selected the incorrect interrogation mode; both F-15 Air-to-Air Interrogators (AAIs) may have incorrectly processed the Black Hawks' transponder signals; both helicopter IFF transponder codes may have been loaded incorrectly; there may have been "garbling" of the friendly Black Hawks' IFF responses, produced by two helicopters using the same code in close proximity to each other; there may have been intermittent loss of line-of-sight radar contact between the F-15s and the helicopters, due to mountainous terrain and the Black Hawks' low-altitude, which could have precluded a successful Mode IV interrogation.

When the F-15 pilots were unable to get positive/consistent IFF responses they performed an intercept in order to visually identify the "unknown" aircraft. They each made a single identification pass on the Black Hawks. However, the identification passes were accomplished at speeds, altitudes and distances where it was unlikely that the pilots would have been able to detect the Black Hawks' markings. Neither F-15 pilot had received recent, adequate visual recognition training. The pilots did not recognize the differences between the US Black Hawk helicopters with wing-mounted fuel tanks and Hind helicopters with wing-mounted weapons. The F-15 flight lead misidentified the US Black Hawks as Iraqi Hind helicopters. Following his identification pass, he asked his wingman to confirm the identification. The wingman, who was a senior squadron supervisor and instructor pilot, saw two helicopters, but did not positively identify them as Hinds. The wingman did not notify the flight lead that he had been unable to make a positive identification, and allowed the engagement to continue. The flight lead, acting within the specified ROE, fired a single missile and shot down the trail Black Hawk helicopter. At flight lead's direction, the F-15 wingman also fired a single missile and shot down the lead Black Hawk helicopter.



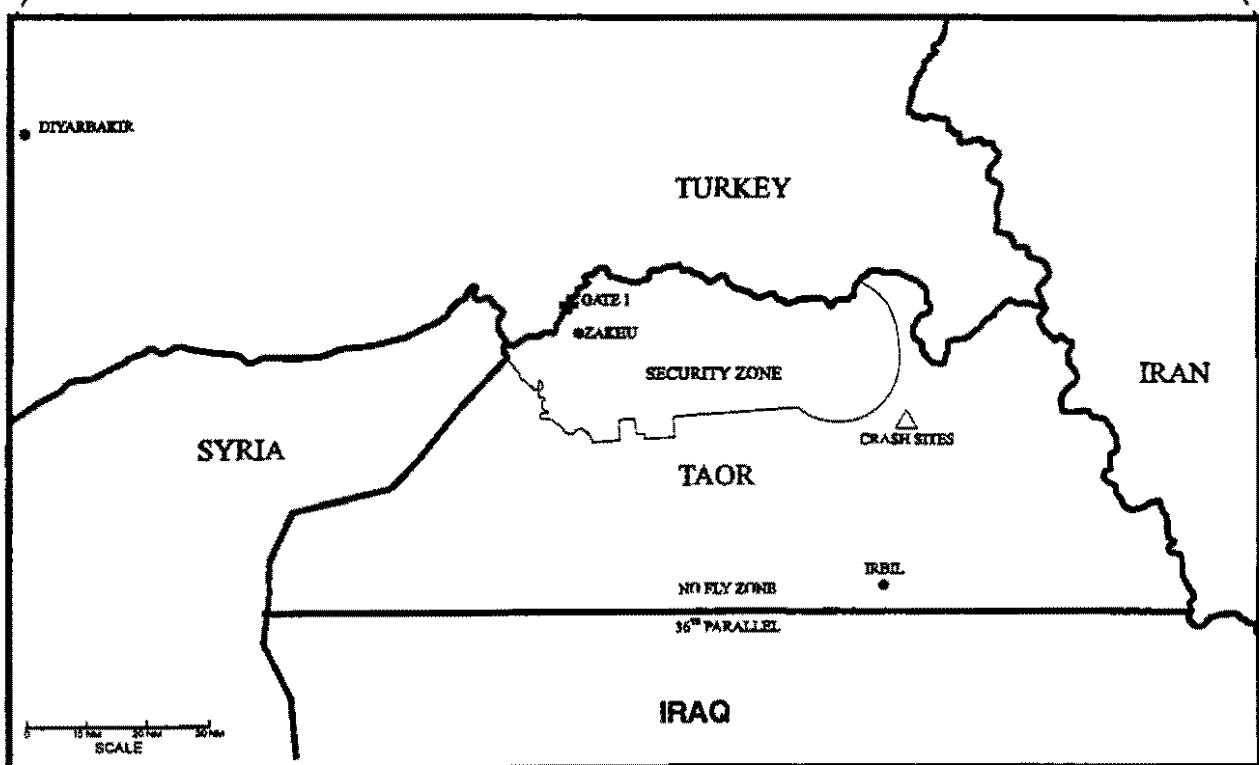
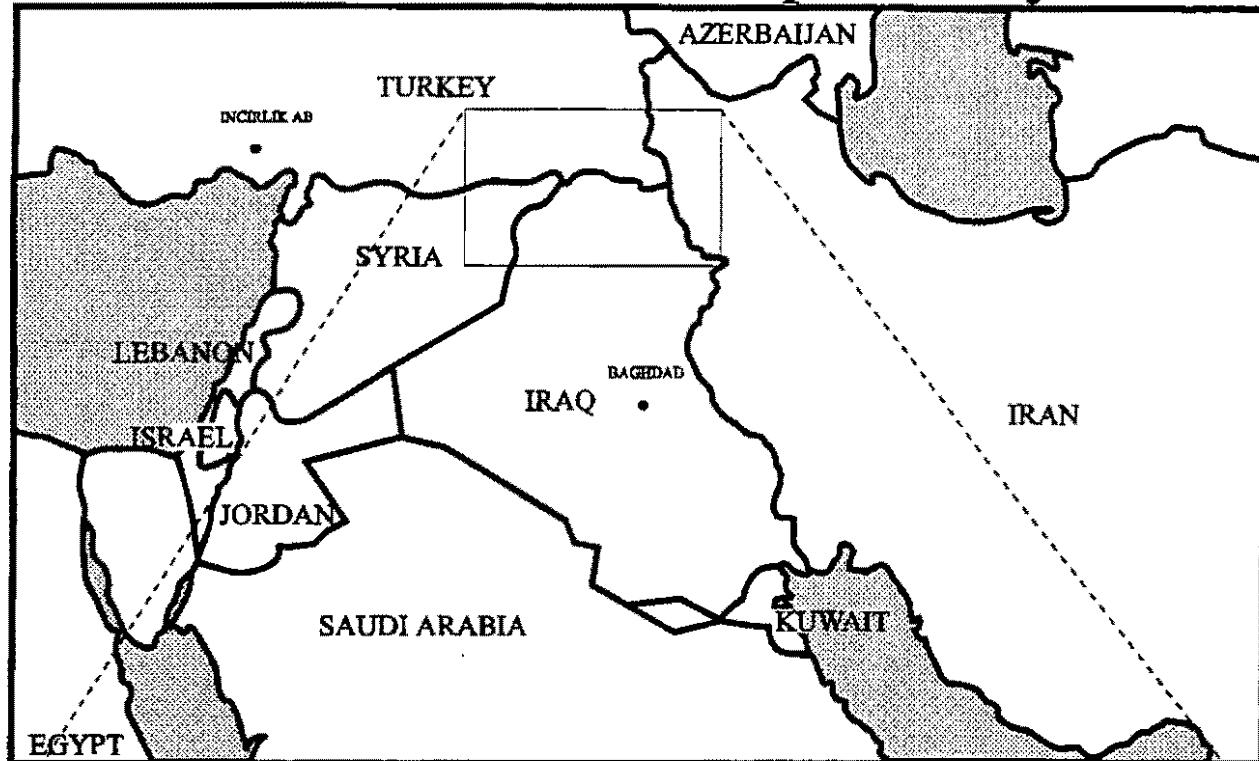
JAMES G. ANDRUS
Maj Gen, USAF
Board President

3 Atchs

1. Map
2. Glossary
3. Time Line

OPERATION PROVIDE COMFORT

Tactical Area of Responsibility



EXECUTIVE SUMMARY

GLOSSARY

AAI - Air-to-Air Interrogation

ACO - Airspace Control Order

ADR - Automatic Data Recorder

AIM - Air Intercept Missile

AMRAAM - Advanced Medium Range Air-to-Air Missile

ATO - Air Tasking Order

BLACK HAWK - A UH-60 Helicopter

BSD - Battle Staff Directive

CAP - Combat Air Patrol

CTF - Combined Task Force

EAGLE - Call sign of UH-60 helicopter formation (Eagle 01, flight lead; Eagle 02, wingman)

EID - Electronic Identification

IFF - Identification Friend or Foe

MCC - Military Coordination Center

NO FLY ZONE - Airspace in Iraq, north of 36 degrees north latitude

OPC - Operation PROVIDE COMFORT

ROE - Rules of Engagement

SPINS - Special Instructions

SZ - Security Zone

TAOR - Tactical Area of Responsibility

TIGER - Call sign of F-15C formation (Tiger 01, flight lead, Tiger 02, wingman)

VID - Visual Identification

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

TIME LINE

Time (Z)	AWACS ("Cougar")	F-15s ("Tiger")	Black Hawks ("Eagle")
0436	AWACS departs Incirlik AB		
0522			Black Hawks depart Diyarkabir
0545	AWACS declares "On station" Surveillance section begins tracking aircraft		
0616	"H" character programmed to appear on senior director's radar scope whenever Eagle Flight's IFF Mode I, Code 42 is detected		
0621	AWACS answers Black Hawks Track annotated "EE01" for Eagle flight		Black Hawks call AWACS on the enroute frequency at the "Gate" (entrance to TAOR)
*0624	Black Hawks' radar and IFF returns fade		Black Hawks land at Zakhu
0635		F-15s depart Incirlik AB	
0636	Enroute controller interrogates F-15s' IFF Mode IV		
0654	AWACS receives Black Hawks' radio call Enroute controller reinitiates "EE01" symbology to resume tracking		Black Hawks call AWACS to report enroute from "Whisky" (Zakhu) to "Lima" (Irbil)
0655	"H" begins to be regularly displayed on SD's radar scope (IFF Mode I, Code 42)		
0705		F-15s check in with AWACS on enroute frequency	
0711	"H" ceases to be displayed on SD's radar scope		
0712	Black Hawks' radar and IFF contacts fade, computer symbology continues to move at last known speed and direction		Black Hawks enter mountainous terrain
0713	ASO places arrow on SD scope in vicinity of Black Hawks' last known position		
*0715	ACE replies to F-15s "...negative words"	F-15s check in with the ACE	
0715	AWACS radar adjusted to low-velocity detection settings		

Time (Z)	AWACS ("Cougar")	F-15s ("Tiger")	Black Hawks ("Eagle")
0720		F15s enter TAOR and call AWACS at Gate on TAOR radio frequency	
0721	"EE01" (Black Hawk symbology) dropped by AWACS		
0722	TAOR WD responds "Clean there"	F-15 lead reports radar contact at 40 NM	
0723	Intermittent IFF response appears in vicinity of F-15's reported radar contact		
0724	"H" symbol reappears on SD's scope		
0725	Black Hawk IFF response becomes more frequent TAOR controller responds to F-15s with "Hits There"	F-15 lead calls "Contact" (radar return approximately 20 NM)	
0726	Black Hawk IFF response continuous; radar returns intermittent		
0727	Enroute controller initiates an "Unknown, Pending, Unevaluated" symbol in vicinity of Black Hawks' IFF/radar returns; attempts IFF interrogation		
*0728	Black Hawk IFF and radar responses fade	F-15 lead "visual" with a helicopter at 5 NM	
*0728	AWACS replies "Copy Hinds"	F-15 lead conducts VID pass and calls "...Tally 2 Hinds"	
*0728.30		F-15 wingman conducts VID pass; calls "Tally 2"	
*0729		F-15 lead instructs No 2 to "Arm hot" and gives instruction for independent targeting	
*0730		F-15 lead fires AIM 120 at trail helicopter	Trail Black Hawk hit by missile
*0730		F-15 wingman fires AIM 9 at lead helicopter	Lead Black Hawk hit by missile
*0730+		F-15 lead reports "Splash 2 Hinds"	

NOTE: All times preceded by a "*" are estimates based on best available information. Local time at Diyarbakir is 3 hours later than Zulu time; and local time at Zakhu is 4 hours later than Zulu time.

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

Historical Records, 88-26060
which is kept in my records system.

23 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

Page 2 of 1

END ITEM			SAMPLE FREQUENCY	COMPONENT	
				a. NOMENCLATURE AND TYPE	b. SERIAL NUMBER
			TRANSMISSION		c. TIME SINCE NEW OR OVERHAUL
END ITEM		COMPONENT			
HELICOPTER					
MODEL		UH-60A			
SERIAL NUMBER		88-26060			
DATE SAMPLE SUBMITTED	END ITEM	COMPONENT	LAST OIL CHG	REASON FOR SAMPLE	RESULTS
3 JUL 93	984	1268	1268	LAB REQUEST	SAT
8 JUL 93	985	1269	1269	Routine	SAT
8 AUG 93	1012	1296	1296	Routine	SAT
25 AUG 93	1037	1321	1321	Routine	SATISFACTORY
12 NOV 93	1061	1345	1345	Routine	Satisfactory
27 NOV 93	1088	1372	1372	Routine	Satisfactory
8 JAN 94	1111	1395	1395	Routine	SATISFACTORY
31 JAN 94	1137	1421	1421	Routine SPECIAL	SATISFACTORY DECONTAMINATE 3 SAMPLES
7 FEB 94	1143	1427	1427		ABNORMAL 5, 10, 12
5 MAR 94	1153	1437	Φ	LAB REQUEST	Satisfactory
7 MAR 94	1858	1442	5	SPECIAL	Satisfactory
9 MAR 94	11601	1445	8	Routine	Satisfactory

REVERSE OF DA FORM 2408-20, DEC 91

New form initiated 21 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM			2. SAMPLE FREQUENCY		3. COMPONENT		
a. NOMENCLATURE Helicopter			25 HRS		a. NOMENCLATURE AND TYPE Intermediate Gearbox		
b. MAKE OR TYPE UH-60A					b. SERIAL NUMBER A005-01626		
c. SERIAL NUMBER 88-26060					c. TIME SINCE NEW OR OVERHAUL 0		
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
	END ITEM a	COMPONENT b	LAST OIL CHANGE c				
21 Aug 91	762	762	762	Special return SWA	Normal	<i>M.J.</i>	
9 Jan 92	774	774	774	Routine	Normal	<i>M.J.</i>	
7 Apr 92	799	799	799	ROUTINE	SAT	<i>C.J.</i>	
13 Jun 92	823	823	823	ROUTINE	SAT	<i>C.J.</i>	
27 Jul 92	847	847	847	Routine	SAT	<i>C.J.</i>	
10 Sep 92	873	873	873	Routine	SATURDAY	<i>C.J.</i>	
8 Oct 92	898	898	898	Routine	SATURDAY	<i>C.J.</i>	
22 Oct 92	925	925	925	Routine	Normal	<i>C.J.</i>	
16 Nov 92	942	942	942	Routine	Normal	<i>C.J.</i>	
8 Dec 92	948	948	948	Routine	SAT	<i>C.J.</i>	
9 Jan 93	1010	1010	975	Routine	SAT	<i>C.J.</i>	

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
26 NOV 93	1131	1000	6000	Routine	SATISFACTORY	D. Miller
12 NOV 93	1061	1024	1024	Routine	Satisfactory	15 Dec 93 R. H. Pratt
27 NOV 93	1089	1051	1051	Routine	Satisfactory	29 Dec 93 D. Klemm
8 JAN 94	1111	1074	1074	Routine	SATISFACTORY	4 Feb 94 M. T. Rung
31 JAN 94	1T37	1100	1100	Routine	SATISFACTORY	10 Feb 94 M. T. Rung
9 MAR 94	11161	1124	1124	Routine	Satisfactory	28 MAR 94 R. H. Pratt
25 MAR 94	1187	1150	1150	Routine	Sample shows increased wear metal. Immediate Resample S/N 9301	J. P. Miller
8 APR 94	1207	1170	1170	C&B REQUEST		
11 APR 94	1214	1177	1177	Routine		

9. REMARKS

COMPLAINDER
 USAREUR MATERIAL & EQUIP
 OIL ANALYSIS LAB
 APO AE 09028

LAST OIL CHANGE: ✓

4. DATE	5. END ITEM	6. HOURS COMPONENT ^b	7. LAST OIL CHANGE ^c	8. REASON FOR SAMPLE	9. RESULTS	10. SIGNATURE
5 JUL 93	925	1621	481	Routine	ABNORMAL, DRAIN/FLUSH INITAL, E, 10,15, HR SPINNING	<i>[Signature]</i>
16 JUL 93	998	1634	491	Special	SAT	<i>[Signature]</i>
8 AUG 93	1012	1661	524	Specal	SAT	<i>[Signature]</i>
21 AUG 93	1031	1686	549	Routine	SATISFACTORY	<i>[Signature]</i>
12 NOV 93	1061	1710	573	Routine	Satisfactory 15 Dec 93	<i>[Signature]</i>
27 NOV 93	1088	1737	600	Routine	ABNORMAL DRAIN/FLUSH 29 DEC 93	<i>[Signature]</i>
12 DEC 93	1093	1742	605	suspect Hydraulic Fluid Contamination	Satisfactory 14 JAN 94	<i>[Signature]</i>
2 JAN 94	1107	1756	0	Special Initial	SATISFACTORY 21 JAN 94	<i>[Signature]</i>
3 JAN 94	1111	1760	4	LAB REQUEST	SATISFACTORY 4 FEB 94	<i>[Signature]</i>
15 JAN 94	1117	1767	11	SPECIAL	SATISFACTORY 7 FEB 94	<i>[Signature]</i>

9. REMARKS

COMMANDER
 USAREUR MATERIAL & EQUIP
 OIL ANALYSIS LAB
 APO AE 09038

LAST OIL CHANGE : ~~500~~ 500 HGT HRS 10/11 COMP. HRS.

New form initiated 28 Aug 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM			2. SAMPLE FREQUENCY	3. COMPONENT	
a. NOMENCLATURE <i>Helicopter</i>			25 HRS	a. NOMENCLATURE AND TYPE <i>T/R Gear Box</i>	
b. MAKE OR TYPE <i>UH-60A</i>				b. SERIAL NUMBER <i>A006-00117</i>	
c. SERIAL NUMBER <i>88-26060</i>				c. TIME SINCE NEW OR OVERHAUL <i>0</i>	
4. DATE	5. HOURS	6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
21 Aug 91	762	1-109	262	Normal	<i>[Signature]</i>
9 Jun 92	774	1421	274	Normal	<i>[Signature]</i>
7 Apr 92	799	1416	249	SAT	<i>[Signature]</i>
13 Jul 92	823	1470	333	SAT	<i>[Signature]</i>
27 Jul 92	847	1494	357	SNT	<i>[Signature]</i>
10 Sep 92	873	1520	383	Normal	<i>[Signature]</i>
8 Oct 92	898	1545	408	Normal	<i>[Signature]</i>
13 Nov 92	915	1570	433	Normal	<i>[Signature]</i>
16 Dec 92	962	1598	461	Normal	<i>[Signature]</i>
22 Mar 93	962	1618	481	ROUTINE	<i>[Signature]</i>
25 Mar 93	973	1609	472	ROUTINE	<i>[Signature]</i>

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM			2. SAMPLE FREQUENCY 100 hrs	3. COMPONENT		
a. NOMENCLATURE <i>Helicopter</i>				a. NOMENCLATURE AND TYPE <i>APC</i>		
b. MAKE OR TYPE <i>UH-60A</i>				b. SERIAL NUMBER <i>836294</i>		
c. SERIAL NUMBER <i>8826060</i>				c. TIME SINCE NEW OR OVERHAUL <i>TSN 417</i>		
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	a	b	c			
12 FEB 91	424	424	424	<i>ROUTINE OIL FOR INSPECTION SWAT</i>	<i>Normal</i>	<i>[Signature]</i>
10 MAR 92	792	792	792	<i>ROUTINE</i>	<i>SAT.</i>	<i>[Signature]</i>
20 APR 92	898	898	898	<i>ROUTINE</i>	<i>SATISFACTORY</i>	<i>[Signature]</i>
16 DEC 92	962	1675	1675	<i>ROUTINE</i>	<i>Normal</i>	<i>[Signature]</i>
22 JUN 93	970	1683	1683	<i>ROUTINE</i>		
24 JULY 93	1002	1715	1715	<i>Special</i>		
21 AUG 93	1007	1720	1720	<i>Special</i>		
12 NOV 93	1061	1774	1774	<i>ROUTINE</i>	<i>Satisfactory 15 Dec 93</i>	<i>[Signature]</i>
9 MAR 94	1161	1874	1874	<i>ROUTINE</i>	<i>Satisfactory 28 MAR 94</i>	<i>[Signature]</i>

9. REMARKS

COMMANDER

USAREUR MATERIAL EQUIP
OIL ANALYSIS LAB
APC AE OPCS

LAST OIL CHANGE:

TAB H-1

UH-60 BLACK HAWK 88-26060

H-1a DA Form 2408-13, Aircraft Status Information Record, 13 April 1994

H-1b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-1c DA Form 2408-5, Equipment Modification Record

H-1a

H-1d DA Form 2408-20, Oil Analysis Record

H-1e DA Form 2408-17, Aircraft Inventory Record

H-1b

H-1c

H-1d

H-1e

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is true and accurate extract from

Historical rods from 88-26060

which is kept in my records system.

26 May 94
Date

Laura A. Ellis, SPA USA

Evidence Custodian, Incirlik Air Base, Turkey

1. AREA COCKPIT		2. SERIAL NUMBER 88-26060		3. AIRCRAFT TYPE UH-60A										4. PAGE NO 1	NO. OF PAGES 3
ITEM NO.	NOMENCLATURE	QTY REFD	EQUIPMENT CHECKS												LOCATION OR REMARKS
			1	2	3	4	5	6	7	8	9	10	11	12	
1	First Aid Kit - 6545-00-919-6650	✓	2	2	2	2	2	2	2	2	2	2	2	2	Behind Pilot's & CoPilot's Seat
2	Fire Extinguisher - FR23-4-11848, 4210-00-555-8837	✓	1	1	1	1	1	1	1	1	1	1	1	1	CoPilot's Seat
3	Barometric Altimeter - AAU-31/A-1	✓	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
4	Barometric Altimeter - AAU-32A	✓	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel
5	Crew Seat - D3801-2	✓	2	2	2	2	2	2	2	2	2	2	2	2	Pilot & CoPilot
6	Aircraft Clock - ABU-11A	✓	2	2	2	2	2	2	2	2	2	2	2	2	LH & RH Side Instr. Panel
7	Receiver/Transmitter - RT-1300/ARC-186(V)	✓	2	2	2	2	2	2	2	2	2	2	2	3	Pilot's Seat Well
8	UHF-FM Radio Set - RT-1518/ARC-164(V)	✓	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
9	Interphone Control - C6533/ARC	✓	1	1	1	1	1	1	1	1	1	1	1	1	LH Center Console
10	Interphone Control - C-6533/ARC	✓	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
11	Receiver/Transmitter - RT-1119D/APN-209	✓	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
12	Indicator Altimeter - ID-1917C/APN-209	✓	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

JUN 22 1998	SIKORSKY	14) <i>John M. Sikorsky</i> JUN 22 1998	15) <i>James F. Evans</i> JUN 22 1998	16) <i>James F. Evans</i> JUN 22 1998	17) <i>James F. Evans</i> JUN 22 1998
III Sikorsky Aircraft 101					
2000-08-14 1998 F-3		18) <i>James F. Evans</i> JUN 22 1998	19) <i>James F. Evans</i> JUN 22 1998	20) <i>James F. Evans</i> JUN 22 1998	21) <i>James F. Evans</i> JUN 22 1998
O Hults 25 AUG 1998		22) <i>James F. Evans</i> JUN 22 1998	23) <i>James F. Evans</i> JUN 22 1998	24) <i>James F. Evans</i> JUN 22 1998	25) <i>James F. Evans</i> JUN 22 1998

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

DATE 11 Apr 94

NUMBER OF PAGES IN FLIGHT PACK

1. AIRCRAFT SERIAL NUMBER <u>8726000</u>	2. MODEL <u>UH60A</u>	3. UIC <u>WDX2AA</u>	4. STATION <u>EDEV</u>	5. NAME OF CE/MECH <u>SGT Bowen</u>			
6. ENGINE HIT READINGS		7. APU HISTORY			8. ROUNDS FIRED AIR-FRAME	9. ENGINE STARTS	
DATE	NO. 1	NO. 2	HOURS	STARTS		HR METER	NO. 1	NO. 2
			CURRENT <u>323.0</u>	<u>1939</u>			
			TODAY <u>1.2</u>	<u>7</u>			
			TOTAL <u>324.2</u>	<u>1946</u>			
10. SYSTEM STATUS				11. FLIGHT DATA			
ACFT				AIRCRAFT HOURS	LANDINGS		HSF/CYCLES
	CURRENT <u>1247.8</u>	<u>30</u>	<u>0</u>				
ARM				TODAY <u>4.5</u>	<u>5</u>		
ELECT				TOTAL <u>1247.3</u>	<u>35</u>	<u>0</u>	
OTHER							
12. SCHEDULED INSPECTION INFORMATION							
a. HOURS OF OPERATION SINCE LAST GENERATION	b. NEXT PHASE/SCHEDULED INSP (NO.) <u>P/N15-2</u>			d. HOURS OF OPERATION TO NEXT PHASE/SCHEDULED INSPECTION	e. PMD DUE		
	c. NEXT PHASE/SCHEDULED INSP DUE AT <u>1414.9</u>				DATE COMPLETED		
			PID				
13. LOCAL USE <u>4/7</u>							

DA FORM 2408-13, OCT 91

EDITION OF DEC 66 IS OBSOLETE

AIRCRAFT STATUS INFORMATION RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from DA Form 2408-13, DTG 11APR94 from the 6 month Maintenance File, ACFT #87-26000 which is kept in my records system.

9 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

1. AIRCRAFT SERIAL NUMBER 87-26000			2. MODEL UH60A			3. DATE 16 MAR 94		4. PAGE 1		
PART I - FAULT INFORMATION										
STATUS	SYS	DATE 14(MAR)94	NO.	TIME	PID	PART II - CORRECTING INFORMATION				
FAULT/REMARKS Pin Ciller adapter removed from S15-1 FPC Computer AIC unit C4E module 6-10						DATE 5 Apr 94	TIME	HRS		
						ROUNDS	ACTION CODE	WUC		
						ACTION	CP DB			
A/C HRS 1076.1		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
W.O.		REQ		OTHER		TI MAN-HOURS				
STATUS	SYS	DATE 14(MAR)94	NO	TIME	PID	DATE 18 Mar 94	TIME 1135	HRS 1223.7		
FAULT/REMARKS TTL, A ANL/AIC, right module 6-10						ROUNDS	ACTION CODE	WUC		
						ACTION	Checked, found tape inserted D. P. M.			
A/C HRS 1076.1		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
W.O.		REQ		OTHER		TI MAN-HOURS				
STATUS	SYS	DATE 26(MAR)94	NO	TIME	PID	DATE 18 Mar 94	TIME 1120	HRS 1223.7		
FAULT/REMARKS TTL, FPC, right module 6-10 removed and replaced due to cyclic bending						ROUNDS	ACTION CODE	WUC		
						ACTION	Replaced right module 6-10			
A/C HRS 1076.1		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
W.O.		REQ		OTHER		TI MAN-HOURS				

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG.

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from:

30 Day Maintenance Record, 87-26000

which is kept in my records system.

23 May 94WILLIAM L. HARRIS, Capt, USAF, MSC
Foothills Contractors Inc.

1. AIRCRAFT SERIAL NUMBER <u>8726000</u>			2. MODEL <u>OH66A</u>			3. DATE <u>11 Mar 94</u>		4. PAGE <u>2</u>			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
<input checked="" type="checkbox"/>	STATUS <u>A</u>	SYS <u>A</u>	DATE <u>26 OCT 93</u>	NO.	TIME	PID	DATE <u>5 Apr 94</u>	TIME	HRS		
FAULT/REMARKS <u>ANTENNA on R/H side tail cone section Authorised GB-GT-19 00-instant police deferral</u>						ROUNDS	ACTION CODE		WUC		
						<u>CF D/F</u>					
						PID	HOURS	PID	HOURS	PID	HOURS
AC HRS <u>376.3</u>		WHEN DISC		HOW REC		MAL EFF	WUC	CMH	OMH	FMH	DMH
W.O.		REQ		OTHER		TI MAN-HOURS					
<input checked="" type="checkbox"/>	STATUS <u>A</u>	SYS <u>A</u>	DATE <u>8 NOV 93</u>	NO	TIME	PID	DATE <u>18 Mar 94</u>	TIME <u>11:20</u>	HRS <u>1223.7</u>		
FAULT/REMARKS <u>Vertical fin drive shaft & cover has no anti-rattle installed</u>						ROUNDS	ACTION CODE		WUC		
						<u>Install fast cap. 1/2" x 1/2"</u>					
						PID	HOURS	PID	HOURS	PID	HOURS
AC HRS <u>1097.8</u>		WHEN DISC		HOW REC		MAL EFF	WUC	CMH	OMH	FMH	DMH
W.O.		REQ		OTHER		TI MAN-HOURS					
<input checked="" type="checkbox"/>	STATUS <u>A</u>	SYS <u>A</u>	DATE <u>20 NOV 93</u>	NO	TIME	PID	DATE <u>5 Apr 94</u>	TIME	HRS		
FAULT/REMARKS <u>Soundproofing screw insert broken on LH side</u>						ROUNDS	ACTION CODE		WUC		
						<u>CF D/F</u>					
						PID	HOURS	PID	HOURS	PID	HOURS
AC HRS <u>1127.1</u>		WHEN DISC		HOW REC		MAL EFF	WUC	CMH	OMH	FMH	DMH
W.O.		REQ		OTHER		TI MAN-HOURS					

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG

PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION					
<input checked="" type="checkbox"/>	STATUS	SYS	DATE	NO	TIME	PID	DATE		TIME	HRS	
	A		20 NOV 93				28 Mar 94	1430	1430	1430	
FAULT/REMARKS						ACTION					
Fastener missing on 4/11 ESSS root Fairing						Replace "d" fastener					
AC HRS		1137.1	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
WO			REQ	OTHER			TIPID	TI MAN-HOURS			
<input checked="" type="checkbox"/>	STATUS	SYS	DATE	NO	TIME	PID	DATE		TIME	HRS	
	A		26/12/92				5 Apr 94				
FAULT/REMARKS						ACTION					
Replaced pin filter, replaced Fairing 4/11/93 in APT Section 1. Fairing #15 made on 20/12/93 AC HRS 1156.0 237-50-59						CF D.V.					
AC HRS		1146.3	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
WO			REQ	OTHER			TIPID	TI MAN-HOURS			
<input checked="" type="checkbox"/>	STATUS	SYS	DATE	NO	TIME	PID	DATE		TIME	HRS	
	A		22 Feb 94				5 Apr 94				
FAULT/REMARKS						ACTION					
RAD ALT reads 0' at stabilizer 10' down on both pointer & digits						CF D.V.					
AC HRS		1199.2	WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH	
WO			REQ	OTHER			TIPID	TI MAN-HOURS			

REVERSE OF DA FORM 2408-13-1, OCT 91

1. AIRCRAFT SERIAL NUMBER 8726000			2. MODEL UH60A		3. DATE 16 MARCH 94		4. PAGE 3	
PART I - FAULT INFORMATION								
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 22 FEB 94	NO	TIME	PID		
FAULT/REMARKS <i>Operate within the limitations and restrictions specified in the previous FWR notice 1 DEC 93</i>								
AC HRS 1199.2		WHEN DISC		HOW REC	MAL EFF	WUC		
WO		REQ		OTHER				
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 8 MAR 94	NO	TIME	PID		
FAULT/REMARKS <i>#2 engine within 5° range of lower limit on hit check</i>								
AC HRS 1209.3		WHEN DISC		HOW REC	MAL EFF	WUC		
WO		REQ		OTHER				
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 15 MAR 94	NO	TIME 0822	PID		
FAULT/REMARKS <i>#2 engine 2nd hit check within 5° range of lower on hit check</i>								
PART II - CORRECTING INFORMATION								
DATE 5 Apr 94		TIME		HRS				
ROUNDS		ACTION CODE		WUC				
ACTION <i>CF D.B.</i>								
PID		HOURS		PID	HOURS		PID	HOURS
CMH		OMH		FMH		DMH		*
TIPID				TM MAN-HOURS				
DATE 16 MAR 94		TIME 1115		HRS 128.7				
ROUNDS		ACTION CODE		WUC				
ACTION <i>Request 1st hit hit check 1115 1115 7 MAR 94 2840 248-03-1 V-KY</i>								
PID		HOURS		PID	HOURS		PID	HOURS
CMH		OMH		FMH		DMH		
TIPID				TM MAN-HOURS				
DATE 16 MAR 94		TIME 1115		HRS 1118.7				
ROUNDS		ACTION CODE		WUC				
ACTION <i>Request 1st hit hit check 1115 1115 7 MAR 94 2840 248-03-1 V-KY</i>								
PID		HOURS		PID	HOURS		PID	HOURS
CMH		OMH		FMH		DMH		
TIPID				TM MAN-HOURS				
AC HRS 1216.3		WHEN DISC		HOW REC	MAL EFF	WUC		
WO		REQ		OTHER				

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

30 Day Maintenance File 87-2600-0
which is kept in my records system.

23 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

1 AIRCRAFT SERIAL NUMBER	2 MODEL			3 DATE	4 PAGE				
8726000			UH60A			1			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
B STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	
	A	15 Mar 94		1615		5 Apr 94	1740	12350	
FAULT/REMARKS Mode 4 ck due @ 1312.2						ACTION C completed Date			
AC HRS 1217.5		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
WO		REQ		OTHER		HRS			
H STATUS		SYS	DATE	NO	TIME	PID	DATE	TIME	HRS
		A	16 Mar 94		1000		16 Mar 94	1740	12350
FAULT/REMARKS LMTE after max AWP down HT check w/ 87-2600-0						ACTION C completed by C			
AC HRS 1218.3		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
WO		REQ		OTHER		HRS			
STATUS		SYS	DATE	NO	TIME	PID	DATE	TIME	HRS
							ROUNDS	ACTION CODE	WUC
FAULT/REMARKS						ACTION			
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
WO		REQ		OTHER		HRS			
STATUS		SYS	DATE	NO	TIME	PID	DATE	TIME	HRS
		A	16 Mar 94		1000		16 Mar 94	1740	12350
FAULT/REMARKS						ACTION			
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
WO		REQ		OTHER		HRS			
STATUS		SYS	DATE	NO	TIME	PID	DATE	TIME	HRS
		A	16 Mar 94		1000		16 Mar 94	1740	12350
FAULT/REMARKS						ACTION			

1. AIRCRAFT SERIAL NUMBER 71-26000			2. MODEL UH-60A		3. DATE 25 Feb 94		4. PAGE 10		
PART I - FAULT INFORMATION									
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 15 Feb 94	NO.	TIME 1505	PID			
FAULT/REMARKS UH-60A-01/ UH-60A-02 REPLACEMENT All W/R EXTENDLE DUE AT THE MILITARY BASE - 2									
AC HRS 1176.8		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
W/O		REQ	OTHER			TIPID		TI MAN-HOURS	
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 15 Feb 94	NO	TIME 0830	PID			
FAULT/REMARKS UH-60 Radio flag No Tone And Current reading 0.25mVdc in the Ground Batteries									
AC HRS 1176.8		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
W/O		REQ	OTHER			TIPID		TI MAN-HOURS	
<input checked="" type="checkbox"/>	STATUS	SYS	DATE 25 Mar 94	NO	TIME 1030	PID			
FAULT/REMARKS EC-1 Transmitter Mole 4 Does not D.L. code C 5a									
AC HRS 1176.0		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
W/O		REQ	OTHER			TIPID		TI MAN-HOURS	

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
 For use of this form, see DA PAM 738-751, the proponent agency is DCSLOG
EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

six month files of acft 81-26000

which is kept in my records system.

23 May 94

Laura A. Ellis, SPC, USAF

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

1. NOMENCLATURE					2. REGISTRATION NUMBER			3. SERIAL NUMBER	
HELICOPTER UH-60A								87-26000	
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRI-ORI- TY	KCM	MWO TITLE AND KIT NUMBER(S)	DATE MWO APPLIED (Day/Mo/Yr)	MAN-HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)	
50FMMSG-UH-60-88-02									
TASS15202372086	17 MAR 88	M	D	ONE TIME INSP OF TIRCON/INT SHAFT	13 APR 88	.5	AMM 08090-0216	L. L. HARRIS	
5-1520-237-50-47	30 Apr 87	N	D	WSPS Group 1	16 May 88	2.	Dyn-Corp	B. D. SAWYER	
UH-60-88-04									
55-1520-237-20-96	12 MAY 88	m	O	Revision to 88-02	14 July 88	.5	WH6DPO	S. U. H. SGT TI	
UH-60-88-05									
55-1520-237-22-98	19 Jun 88	m	O	Initiation of AM START/Hour	30 Jun 88	.5	WH6DPO	X. L. H. SGT TI	
UH-60-88-06									
55-1520-237-20-99	11 July 88	m	O	TOO MAXIMUM oil cooler bering	14 July 88	.5	WH6DPO	X. L. H. SGT TI	
UH-60-88-07									
SOF MSG	13 JULY 88	M	O	REVISION OF UH-60-88-08	18 July 88	.5	WH6DPO	S. U. H. SGT TI	
UH-60A-88-08									
SOF MSG	27 July 88	M	O	REVISION OF UH-60-88-06	2 AUG 88	.5	WH6DPO	S. U. H. SGT TI	
UH-60A-88-09									
SOF MSG	2 AUG 88	m	O	ONE TIME INSP OF P/C/P. SEAT CLEVIS/STOW	10 AUG 88	1.0	WH6DAA	S. U. H. SGT TI	
UH-60A-88-10									
SOF MSG	7 OCT 88	m	O	CABIN SEAT SUPPORT HOW	9 NOV 88	2.0	WH6DAA	S. U. H. SGT TI	
SOF MSG									
GEN-88-02	21 SEPT 88	M	O	ONE TIME INSP OF PORTABLE ACFT FIRE EXT	29 SEPT 88	.5	WH6DAA	S. U. H. SGT TI	
SOF MSG									
UH-60-88-11	17 OCT 88	m	O	ONE TIME CLARIFICATION OF RAPPEL RESTRICTION	20 OCT 88	.5	WH6DAA	S. U. H. SGT TI	
SOF MSG									
UH-60-88-12	1 NOV 88	m	O	REVISION OF UH-60-88-10	2 NOV 88	.5	WH6DAA	S. U. H. SGT TI	
SOF MSG									
UH-60-88-13	18 NOV 88	m	O	ONE TIME INSP OF MR BLADE EXPANDABLE PIN	28 NOV 88	2.0	WH6DAA	S. U. H. SGT TI	

DA FORM 2400-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
For use of this form, see TM 38-750; the proponent agency is Office of The Deputy Chief of Staff for Logistics.

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from Hestoray, May 94, Proprietary, Equipment Modification Record, 87-26000, which is kept in my records system.

23 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incident Aircrew, USAF

1. NOMENCLATURE

HELICOPTER UH-60A

2. REGISTRATION NUMBER

87-26000

4.

MODIFICATIONS REQUIRED

5.

MODIFICATIONS COMPLETED

MWO NUMBER n	DATE OF MWO (Day/Mo/Yr) b	PRI- ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
SOF MSG UH-60-88-14	9 DEC 88	m	G	ONE TIME MWO COMPONENT SKIN ON H/S HOIST	12 DEC 88	.5	WH6DAA	S V Hall SGT II	
SOF MSG GEN-88-03	30 OCT 88	m	O	REVISION TO UH-60-88-02	P/C/W 5 OCT 88	.5	WH6DAA	S V Hall SGT II	
MWO 55-1520-237-50-53	18 NOV 89	N	D	IMPROVED RELAY PANELS	13 MAR 89	.5	DYN CORP-E	John Damm	
SOF MSG UH-60A-ED-03	31 MAR 89	M	O	SHIM NUT VISUAL INST	3 APR 89	.5	WH6DAA	J Damm MSG	
SOF MSG UH-60-89-05	12 JUN 89	M	O	ONE TIME INSPECTION OF WIRE	15 JUN 89	1.0	WH6DAA	J Damm MSG	
SOF MSG UH-60-89-04	31 MAR 89	M	O	STRIKE PROTECTION SYS	REVISION TO ONE TIME	3 APR 89	1.0	WH6DAA	
SOF MSG UH-60-89-06	17 JULY 89	M	O	INSP OF ALL MYR SPINDLES	INSP OF R/H RELAY PANELS	.1	WH6DAA	J Damm MSG	
SOF MSG UH-60-89-07	3 AUG 89	M	O	ONE TIME INSPECTION OF R/H	+ R/H RELAY PANELS	.5	WH6DAA	J Damm MSG	
TB 55-1520-237-20-09	7 JULY 89	L	O	REVISION TO ONE TIME INSPECTION OF R/H RELAY PANELS	REVISION TO RETIREMENT / OVERHAUL SCHEDULE	8 AUG 89	.1	WH6DAA	J Damm
MWO 55-1520-237-50-1	15 JAN 89	N	D	EMI PROTECTION OF LEFT AND RIGHT RELAY PANELS	NOV 16 89	16	DYN CORP-E	J Damm CIV.	
MWO 55-1520-237-50-43	15 NOV 89	N	D	DOWEL PIN RETENTION MGB	18 MAY 90	22	DYN CORP-E	M/S Damm (CIV)	
MWO 55-1520-237-50-42	15 JUN 88	N	D	ENTERED IN ERROR	ENTERED IN ERROR	115.5	DYN CORP-E	M/S Damm (CIV)	

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD

1. NOMENCLATURE

HELICOPTER OH-6A

2. REGISTRATION NUMBER

E: SERIAL NUMBER

84-26000

4. MODIFICATIONS REQUIRED

MODIFICATIONS COMPLETED

DA FORM 240G-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD

LOGISTICS AUTHORIZATION RECORD
For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

002

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD

For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

200

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD

For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

000

DA FORM 2400-S, 1 JAN 64

EQUIPMENT MODIFICATION RECORD

For use of this form, see TM 38-750; the proponent agency is
Office of The Deputy Chief of Staff for Logistics.

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

1. END ITEM				2. SAMPLE FREQUENCY 25 Hours	3. COMPONENT	
a. NOMENCLATURE Helicopter					a. NOMENCLATURE AND TYPE Tail Rotor Gear Box	
b. MODEL UH-60A					b. SERIAL NUMBER A006-00284	
c. SERIAL NUMBER 8726000					c. TIME SINCE NEW OR OVERHAUL 480	
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c		RESULTS 7.	DATE 8. a	SIGNATURE/PID b
5 APR 93	915	480	480	PMS II	Normal	26/4/93 E. Brown SMC
1 JULY	942	507	507	Routine	SAT	15 AUG 93 [Signature]
19 JUL 93	987	552	552	Routine	SATISFACTORY	31 AUG 93 2000
3 SEP 93	1015	580	580	Routine	SATISFACTORY	19 OCT 93 2000
17 SEP 93	1039	619	619	ROUTINE	SATISFACTORY	12 OCT 93 2000
27 SEP 93	1041	621	Ø	INITIAL	SATISFACTORY	12 NOV 93 2000
13 Oct 93	1062	642	21	ROUTINE	SATISFACTORY	13 NOV 93 [Signature]
31 Oct 93	1088	668	47	ROUTINE	Satisfactory	2 DEC 93 [Signature]
12 Nov 93	1114	694	73	Routine	Satisfactory	15 Dec 93 [Signature]
27 NOV 93	1137	719	98	Routine	Satisfactory	29 Dec 93 [Signature]
8 DEC 93	1162	742	121	Routine	SATISFACTORY	25 Jan 94 [Signature]
3 Feb 94	1187	767	1410	Routine	SATISFACTORY	1 MAR 94 [Signature]

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOC

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1993, and that this is a true and accurate extract from my records system, which is kept in my records system.

WILLIAM T. MARTIN Captain USAF MSc
Evidence Custodian, Incirlik Air Base, Turkey
33 200 92
Date

3. REMARKS

Director
UNEP-PAL
ATTN:AERAS-L
APO:NY,09028

LAST OIL CHANGE: 11/99

1 END ITEM				2 SAMPLE FREQUENCY <i>25 HR</i>	3 COMPONENT		
a. NOMENCLATURE <i>HELICOPTER</i>					a. NOMENCLATURE AND TYPE <i>INTERMEDIATE 6/S</i>		
b. MODEL <i>VH-00A</i>					b. SERIAL NUMBER <i>A005-01520</i>		
c. SERIAL NUMBER <i>8726000</i>					c. TIME SINCE NEW OH OVERHAUL <i>NEW</i>		
4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/PID b
12 Oct 93	1062	1062	1062	ROUTINE	SATISFACTORY	13 Nov 93	<i>Patt</i>
31 Oct 93	1088	1088	1088	ROUTINE	Satisfactory	2 Dec 93	<i>Patt</i>
12 NOV 93	1114	1114	1114	Routine	Satisfactory	15 Dec 93	<i>Patt</i>
27 NOV 93	1139	1139	1139	Routine	Satisfactory	29 Dec 93	<i>A. Johnson</i>
8 DEC 93	1162	1162	1162	Routine	SATISFACTORY	05 Jan 94	<i>M. Hansen</i>
3 Feb 94	1187	1187	1187	ROUTINE	SATISFACTORY	1 MAR 94	<i>M. Hansen</i>
3 MAR 94	1209	1209	1209	Routine	SATISFACTORY	28 MAR 94	<i>Patt</i>
4 APR 94	1232	1232	1232	Routine			

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

REVERSE OF DA FORM 2408-20, DEC 91

For use of this form, see DA PAMs 738-750 and 738-751; the proponent agency is DCSLOG

1. END ITEM			2. SAMPLE FREQUENCY		3. COMPONENT	
a. NOMENCLATURE HELICOPTER			25 HRS		a. NOMENCLATURE AND TYPE INTERMEDIATE G/B	
b. MAKE OR TYPE UH-60					b. SERIAL NUMBER A005-01520	
c. SERIAL NUMBER B7-26000					c. TIME SINCE NEW OR OVERHAUL New	
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
28 DEC 90	549	549	549	Routine	NORMAL	<i>J</i>
11 JAN 91					Reg. file New	<i>J</i>
11 FEB 91	549	549	549		Normal	<i>J</i>
16 FEB 91	578	578	578		Normal	<i>J</i>
6 MAR 91	627	627	627	Routine	Normal	<i>J</i>
19 MAR 91	650	650	650	Sampling	Normal	<i>J</i>
24 MAR 91	675	675	675		NORMAL	<i>J</i>
25 APR 91	700	700	700	Post-Tare	Normal	<i>J</i>
16 MAY 91	725	725	725		SATISFACTOR	<i>J</i>
22 MAY 91	748	748	748		SAT	<i>J</i>
20 JUN 91	773	773	773	Routine	Normal	<i>J</i>

DA FORM 2408-20
MAY 81

OIL ANALYSIS LOG

REVERSE OF DA FORM 2408-20, DEC 91

1 END ITEM				2. SAMPLE FREQUENCY 25 HRS	3 COMPONENT		
a. NOMENCLATURE Helicopter					a. NOMENCLATURE AND TYPE Main Transmission Module		
b. MODEL UH-60A					b. SERIAL NUMBER A265-00745E		
c. SERIAL NUMBER 8726000					c. TIME SINCE NEW OR OVERHAUL 1000		
4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8 RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/PID b
5 APR 93	915	1000	1000	BASELINE Routine	Normal	26/4/93	E. Wilson STIR
1 JULY 93	942	1027	1027	Routine	SAT	15 AUG 93	E. Wilson
19 AUG 93	987	1072	1072	Routine	SATISFACTORY	31 AUG 93	D. Miller
3 SEP 93	1015	1100	1100	Routine	SATISFACTORY	19 OCT 93	D. Miller
12 SEPT 93	1039	1124	1124	ROUTINE	SATISFACTORY	12 OCT 93	D. Miller
12 Oct 93	1062	1147	1147	ROUTINE	SATISFACTORY	13 NOV 93	M. Hatt
31 Oct 93	1088	1173	1173	ROUTINE	Satisfactory	2 DEC 93	M. Hatt
12 NOV 93	1114	1199	1199	Routine	Satisfactory	15 DEC 93	M. Hatt
27 NOV 93	1139	1224	1224	Routine	Satisfactory	29 DEC 93	A. Johnson
8 DEC 93	1162	1247	1247	Routine	SATISFACTORY	25 JAN 94	M. Hatt
3 Feb 94	1187	1272	1272	Routine	SATISFACTORY	1 MAR 94	M. Hatt
3 MAR 94	1209	1294	1294	Routine	SATISFACTORY	28 MAR 94	M. Hatt

DA FORM 2408-20, DEC 91
EDITION OF MAY 81 IS OBSOLETE

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-750 and 738-751, the proponent agency is DCSLOG

REVERSE OF DA FORM 2408-20, DEC 91

1. AREA COCKPIT		2. SERIAL NUMBER 87-26000		3. AIRCRAFT TYPE UH-60A		4. PAGE NO. NO. OF PAGES 2 6							
ITEM NO.	NOMENCLATURE	QTY REQD	EQUIPMENT CHECKS									LOCATION OR REMARKS	
			1	2	3	4	5	6	7	8	9		10	11	12
✓ 7	Receiver/Transmitter - RT-1300/ARC-186(V)	2	2	2	2	2	2	2	2	2	2	2	Pilot's Seat Well
✓ 8	UHF-FM Radio Set - RT-1167C/ARC-164	1	1	1	/	1	1	1	1	1	1	1	RH Center Console
✓ 9	Interphone Control - C-6533/ARC	1	1	1	/	1	1	1	1	1	1	1	LH Center Console
✓ 10	Interphone Control - C-6533/ARC	1	1	1	/	1	1	1	1	1	1	1	RH Center Console
✓ 11	Receiver/Transmitter - RT-1115B/APN-209	1	1	1	/	1	1	1	1	1	1	1	LH Side Instr. Panel
✓ 12	Indicator Altimeter - ID-1917A/APN-209	1	1	1	/	1	1	1	1	1	1	1	RH Side Instr. Panel

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

ASV 30197 SIKORSKY (1) SIKORSKY AIRCRAFT 812	(14) <i>M. J. - 25 MAY 88</i>	(17) <i>M. H. - 5 MAR 91</i>	(10) <i>M. H. - E-6 13 NOV 92</i>
(2) <i>R. J. Miller 14 JAN 1988</i>	(15) <i>R. J. Miller 25 MAY 91</i>	(18) <i>R. J. Miller 5 MAR 92</i>	(11) <i>R. J. Miller 1/1 21 NOV 93</i>
(3) <i>R. J. Miller 14 JAN 1988</i>	(16) <i>R. J. Miller 14 MAR 90</i>	(19)	(12)

DA FORM 2403-17, 1 APR 62

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from *Historical records from 87-26000*

which is kept in my records system.
Laure A. Ellis
Date: *26 May 94*

LAURE A. ELLIS, USAF
Evidence Custodian, Incirlik Air Base, Turkey

AIRCRAFT INVENTORY RECORD (FM 38-750)

TAB H-2

UH-60 BLACK HAWK 87-26000

H-2a DA Form 2408-13, Aircraft Status Information Record, 11 April 1994

H-2b DA Form 2408-13-1, Extracts from the 30 Day Maintenance Record

H-2c DA Form 2408-5, Equipment Modification Record

H-2d DA Form 2408-20, Oil Analysis Record

H-2a

H-2e DA Form 2408-17, Aircraft Inventory Record

H-2b

H-2c

H-2d

H-2e

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

1. DATE 16/02/94	2. CREW CHIEF TSGT C. CALLETT	3. ORGANIZATION 552 ACW	4. LOCATION OF TURKEY	5. MDS E-38	6. SERIAL NUMBER 77-0351										
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT												
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED								
		DATE	TIME				DATE	TIME							
PR	PFC D. H. AK 13743	16/02/94	10:40	1	BPO	P. HARRIS SRA OH 50	17/02/94	23:00							
PR	2DR B. D. LAYTON SSgt 16431	16/02/94	10:40	2			1	1							
PR	LCMOS J. G. 17126	16/02/94	10:40	3			1	1							
		1	1	4			1	1							
		1	1	5			1	1							
		1	1	6			1	1							
		1	1	7			1	1							
		1	1	8			1	1							
		1	1	9			1	1							
		1	1	10			1	1							
9. STATUS DATA			10. FLIGHT CONDITION DATA												
SEE AFM FORMS 781A AND 781X FOR EXPLANATION OF THE STATUS SYMBOL	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Under After Each Flight)		OVER TEMP ENCLRD	AUX ENG OR APU OPERATION						
	X 11	2	<i>By permissio</i>	1	8	<i>Sgt. L. Harris</i>									
	✓ 12			2											
	✓ 13			3											
	✓ 14			4											
	✓ 15			5											
	✓ 16			6											
	✓ 17			7											
	✓ 18			8											
	✓ 19			9											
✓ 20			10												
11. MUNITIONS/ GUNS STATUS		STATUS	L	E	N	L	E	N	L	E	N	TOTAL TODAY			
781A ENTRY		P I	P I	P I	P I	P I	P I	P I	P I	P I	P I				
12. AIRFRAME TIME		13. LANDINGS			14. CARTRIDGE STARTS			15. ENGINE CYCLE DOCUMENTATION							
PREVIOUS	13156.3	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
1	5.1	1	1					1	1	1	1				
2															
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL	13161.4	1755	3931												

PREVIOUS EDITION IS OBSOLETE

AFM FORM 781H, SEP 90

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE DOCUMENT

CERTIFICATE *Robert*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

SERVICING DATA																				
SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pint, Pints, Quarts, Gallons or Liters)												OXY PRESS OR QTY	NITROGEN	WATER		
	OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	1	2	3	4	5	6	7	8	SER	IN	SER	IN	SER	IN			
1	JP-4	120.00	120.00	27	27	27	27	27	27	27	27							74		
2	JP-4	7600	120.00	0	272	1	272	0	272	1	272							70		
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
16																				
17																				
18																				

17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)

1	BY	D. D. H. B.C. MICHILL HALL	DATE 16/02/14	7	BY							BY						
2	BY	P. J. JUNIOR SR. 01/195	DATE 17/02/14	8	BY							BY						
3	BY	INCARIC	DATE 17/02/14	9	BY							BY						
4	BY		DATE / /	10	BY							BY						
5	BY		DATE / /	11	BY							BY						
6	BY		DATE / /	12	BY							BY						

Richard - vth

TAB H-3

E-3B AWACS

H-3a

H-3b

H-3a AFTO Form 781h, 16 February 1994

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO		
13/04/4	/ /	R. Catlett, Tsgt	552 ACW	Tinker, AFB OK	E-3B	77-0351		
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
/	12/04/4	D	1022067		/	/ /	/ /	/ /
DISCREPANCY				CORRECTIVE ACTION				
IFF system interfaces with AIMS transponder. AIMS constantly interrogated on all modes								
DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO			
A. Charbonneau	Sgt	OPS						
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
/	12/04/4	D	1022066	PP-4992	/	/ /	/ /	/ /
DISCREPANCY				CORRECTIVE ACTION				
HF #2 has bad PP-4992, Confirmed by swap.								
DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO			
J. Flemming	Sgt	OPS						
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
/	26/03/4	D	0842069		/	/ /	/ /	/ /
DISCREPANCY				CORRECTIVE ACTION				
St 10 monitor has bad HVPS. Picture fades + loses focus.								
Note: Do Not Power Up St 10								
				CERTIFICATE Received				
				I certify that I am the Records Custodian for the Accident Investigation convened to investigate the crash of two U.S. Army Black Hawk helicopters fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate record which is kept in my records system.				
				12 May 94 Date				
				WILLIAM L. HARRIS, Capt, USAF Evidence Custodian, Incirlik Air Base				
DISCOVERED BY	GRADE	EMPLOYEE NO	INSPECTED BY	GRADE	EMPLOYEE NO			
J. Veach	A1C	17136						

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date:

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

ATCH) - 1 - URGENT

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3h AFTO Form 781h, 12 April 1994

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.		
13/04/4	/ /	C. Catlett, Tsgt	552 ACW	Tinker AFB, OK	E-3B	77-0351		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
M	12/04/4	D			P	11	11	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
Info Note: Aux Rotodome drive and #1 FAC fan used last flight.					Noted			
					CORRECTED/TRANSFERRED BY <i>R. Marcik</i>			
DISCOVERED BY <i>R. Marcik</i>					GRADE EMPLOYEE NO. MSgt 15853			
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
X	12/04/4	F	1022060		P	11	11	13/04/4
DISCREPANCY					CORRECTIVE ACTION			
All engine intakes + Exhausts require FOD MSP prior to flight.					INSP CW NO Effects noted			
					CORRECTED/TRANSFERRED BY <i>R. Marcik</i>			
DISCOVERED BY <i>R. Marcik</i>					GRADE EMPLOYEE NO. MSgt 15853			
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
M	13/04/4	D			P	11	11	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
Note: Aircraft cockpit-on IAW DASH-7					Noted			
					CORRECTED/TRANSFERRED BY <i>R. Marcik</i>			
DISCOVERED BY <i>R. Marcik</i>					GRADE EMPLOYEE NO. MSgt 15853			
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
M	14/04/4	COT			P	11	11	15/04/4

AFTO FORM FEB 66 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

**PREVIOUS EDITION
WILL BE USED**

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 74
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS	SERIAL NO.
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED	
	/ /	/ /				P 1		/ /	/ /	/ /	
DISCREPANCY Info - note : Utility Rotodynamic drive and #2 FAC FAN used last flight											
CORRECTIVE ACTION											
DISCOVERED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED] OPS											
INSPECTED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED]											
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED	
	14/04/4	D	1042066			P 1		/ /	/ /	/ /	
DISCREPANCY #2 Eng throttle 1/2 Knob Aft of other throttles on takeoff and climbout.											
CORRECTIVE ACTION											
DISCOVERED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED] OPS											
INSPECTED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED]											
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED	
	14/04/4	D	1042065			P 1		/ /	/ /	/ /	
DISCREPANCY #2 Eng Compressor stalled momentarily when descending from 32,0 to 25,0. Stalled a second time - when fuel flow was pulled back to 2000 lbs per hour (EPR + FF bottomed out at each stall) 3 times											
CORRECTIVE ACTION											
DISCOVERED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED] OPS											
INSPECTED BY [REDACTED] GRADE [REDACTED] EMPLOYEE NO. [REDACTED]											

DATE FROM	TO	CREW CHIEF		ORGN	LOCATION	MDS	SERIAL NO	
13/04/4	/ /					E-35	A-0351	
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	14/04/4	D	1042067		P	/ /	/ /	/ /
DISCREPANCY HAVE SIRENE#2 HAD A SOFT BITE FAILURE ON CLIMB OUT. 3 DESCENT.					CORRECTIVE ACTION			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY [REDACTED]			GRADE [REDACTED]	EMPLOYEE NO. OPS	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	14/04/4	D	1042068		P	/ /	/ /	/ /
DISCREPANCY NAVS ADS PANEL HAS INTERMITTENT VERY LOUD VOLUME SURGES ON ALL RADION END MISSION NET.					CORRECTIVE ACTION			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY [REDACTED]			GRADE [REDACTED]	EMPLOYEE NO. OPS	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
X	14/04/4	F	1042060		P	/ /	/ /	/ /
DISCREPANCY Aircraft and 781 Series Forms impounded per Col Beringer, 39 th LG.					CORRECTIVE ACTION			
Trouble shooting, repair, and/or inspection actions of any nature are prohibited without approval of impairment officer Capt Gary Zimmerman, Sgt 3rd class is authorized								
to remove #2 Ant relay for Aft 0001 tape wires					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY [REDACTED]			GRADE [REDACTED]	EMPLOYEE NO. [REDACTED]	INSPECTED BY		GRADE	EMPLOYEE NO.

DATE FROM	TO	CALM CHIEF	USGS	LOCATION	MOS	SECRET		
/ / /	/ / /				14-15	14-15		
SEAL	DATE ISSUED	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
	14/04/14	F	1042060		P	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
GAC PREFLIGHT --- vacuum acft and flight deck								
					TOOL/FOD CHECK C/W ()			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
S	14/04/14	F	1042060		P	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
COMM/NAV PREFLIGHT --- clean refrigerator, ovens and head								
remove trash from under head								
sink.								
					TOOL FOD CHECK C/W ()			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCO	WOC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
S	14/04/14	F	1042060		P	/ /	/ /	14/04/14
DISCREPANCY					CORRECTIVE ACTION			
RADAR PREFLIGHT--- take out trash and clean interior					PF CW			
walls								
					TOOL FOD CHECK C/W ()			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY			GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.
					R		XKJ	15551

14/04/4	/	/			E-3B	770351	704	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
<u>L</u>	<u>14/04/4</u>	<u>F</u>	<u>1042060</u>		P	/ /	/ /	<u>14 104 14</u>
DISCREPANCY					CORRECTIVE ACTION			
<p><u>L. HYDRO PREFLIGHT --- check all</u></p> <p><u>hydraulic filters, accumulators,</u></p> <p><u>leading edge flap/slat actuators,</u></p> <p><u>hyd quantity, and wipe struts for</u></p> <p><u>refuel.</u></p>					<u>Preflight : G6</u>			
					TOOL/FOD CHECK C/W (MCL)			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
	<u>14/04/4</u>	<u>F</u>	<u>1042060</u>		P	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
<p><u>ENGINES PREFLIGHT --- check</u></p> <p><u>engines APU and IDG oil levels</u></p> <p><u>(take OAPS when applicable) and</u></p> <p><u>wipe engine cowlings.</u></p>								
					TOOL/FOD CHECK C/W ()			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
	<u>14/04/4</u>	<u>F</u>	<u>1042060</u>		P	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
<p><u>COMPUTERS PREFLIGHT --- check</u></p> <p><u>and set up all seats and lap belts</u></p> <p><u>clean ashtrays, take trash from</u></p> <p><u>flight deck, and make bunks.</u></p>								
					TOOL/FOD CHECK C/W ()			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	

DISCOVERED BY	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
A/R PREFLIGHT ---					CORRECTIVE ACTION			
inspect and clean flight deck windows.								
TOOL/FOD CHECK C/W ()								
				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
B	14/04/14	F	1042060		P	1	11	14/04/14
DISCREPANCY				CORRECTIVE ACTION				
ECS PREFLIGHT --- check EGW quantity, nitrogen bottle pressure and refrigerator status.				Preflight C/W				
TOOL/FOD CHECK C/W (new)								
				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
B	14/04/14	F	1042060		P	1	11	14/04/14
DISCREPANCY				CORRECTIVE ACTION				
ELECTRICS PREFLIGHT --- check all lights (internal, external, and panel) and battery systems.				preflight C/W				
TOOL/FOD CHECK C/W (new)								
				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
B	14/04/14	F	1042060		P	1	11	14/04/14

TAB H-3

E-3B AWACS	H-3a
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H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994	H-3c
H-3d AFTO Form 781k, 10 February 1994	
H-3e AFTO Form 781a, 11 March 1994	H-3d
H-3f AFTO Form 781k, 10 February 1994	
H-3g AFTO Form 781j, 28 March 1994	
H-3h AFTO Form 781h, 12 April 1994	

⇒ "MISSION"

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94

Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

OPEN ITEMS CARRIED FORWARD TO NEW AFHQ FORM 7B1K

SIGNATURE

1 U.S. Government Printing Office 1959-648-174/00612

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E-3B AWACS	H-3a
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H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994	H-3c
H-3d AFTO Form 781k, 10 February 1994	
H-3e AFTO Form 781a, 11 March 1994	H-3d
H-3f AFTO Form 781k, 10 February 1994	
H-3g AFTO Form 781j, 28 March 1994	H-3e
H-3h AFTO Form 781h, 12 April 1994	

DATE FROM	TO	CREW CHIEF	ORG	LOCATION	MOS	SERIAL NO		
11/03/4	26/03/4	C. Cartlett TSgt	552 Acw	Tinker AFB, OK	E-38	77-0351		
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO	DATE CORRECTED
/	12/01/4	D	0120148	J257mm40120104	P	1	11	26/03/4
DISCREPANCY					CORRECTIVE ACTION			
VHF FM Sqr tone light w/n come on & Radio Does not tune								

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

13 May 94
Date:

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DISCOVERED BY	GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY	GRADE	EMPLOYEE NO
<i>P. L.</i>	5545	05095	<i>P. L.</i>	SRA	03190
INSPECTED BY	GRADE	EMPLOYEE NO			

FROM	TO	CREW CHIEF		ORGN	LOCATION		MDS	SERIAL NO
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
Y	09/03/4	D	0682065		P	11	11	21/03/4
DISCREPANCY	Roto Cmp FCR 73, main gear Steering driver for stick 21 is bad	CORRECTIVE ACTION	R2	IA4A209				
DISCOVERED BY	J Cl	GRADE	EMPLOYEE NO					
		Sgt.	05095					
DISCOVERED BY	12/03/4	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
SYM	DATE DISCO	WDC	ICN	DOC NO	P	11	11	12/03/4
DISCREPANCY	T.O. + 3.0 MAP Posn 6- Net 2 will no activate Confirmed by SWCD	CORRECTIVE ACTION	R2 MAP OF CK Good	IAW TO 1E-2A-2-23-2				
DISCOVERED BY	Shawer MCA	GRADE	EMPLOYEE NO					
		M/C	073					
DISCOVERED BY	12/03/4	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
SYM	DATE DISCO	WDC	ICN	DOC NO	P	11	11	12/04/4
DISCREPANCY	T.O. + .6 TST 24 FCR IN AZ FOR FIR TYPE 3 FOR UNDER COMPRESSION 10dB pt = 12.0b. PICTURE QUALITY LOW.	CORRECTIVE ACTION	Adjusted LSA LEVEL SET ATTENUATOR					
DISCOVERED BY	2/03/4	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
SYM	DATE DISCO	WDC	ICN	DOC NO	P	11	11	21/03/4
DISCREPANCY	8/300	CORRECTIVE ACTION	Tool+FCD ck cal (mca)					
DISCOVERED BY	J M Aldridge	GRADE	EMPLOYEE NO					
		Sgt.	00230					
DISCOVERED BY	2/03/4	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED
SYM	DATE DISCO	WDC	ICN	DOC NO	P	11	11	21/03/4
DISCREPANCY	8/300	CORRECTIVE ACTION	Tool+FCD ck cal (mca)					
DISCOVERED BY	J M Aldridge	GRADE	EMPLOYEE NO					
		Sgt.	00230					

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO		
17/03/4	26/03/4				E-3B	77-0351		
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
A	12/03/4	F	0710033		P	11	11	12/03/4
DISCREPANCY C ANN Power Feeder Cables To AC ADDO1 IPI Per 553.ACWR 66-42 TD IE-3A-432-93-1 Part 8-41 Step 28, J2 Jm Aldridge 00230 SGT					CORRECTIVE ACTION Installed New Power Feeder Cables OP CHECK Good IAW TD IE-3A-432-93-1.			
					Tool/FOD CK CW (1ma)			
					CORRECTED/TRANSFERRED BY Jm Aldridge	GRADE SGT	EMPLOYEE NO 00230	
DISCOVERED BY Jm Aldridge					INSPECTED BY	GRADE	EMPLOYEE NO	
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	22/03/4	D	0810066		P	11	11	22/03/4
DISCREPANCY T.O. + .5 SAT COM SYS #1 SIM bad - fault flag, no-go and no RX - TX good					CORRECTIVE ACTION COULD NOT DUPLICATE MALFUNCTION OP CK GOOD IAW T.O. IE-3A-2-23-2			
					Tool/FOD CK CW (cvs)			
					CORRECTED/TRANSFERRED BY C. Sargent	GRADE SSGT	EMPLOYEE NO 00095	
DISCOVERED BY A. Jones					INSPECTED BY	GRADE	EMPLOYEE NO	
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
	25/03/4	D	0842068		P	11	26/03/4	11
DISCREPANCY T.O. + 3.25 ESS API01C Watchdog timer W/N accept switches - PFC was declassified.					CORRECTIVE ACTION			
					Tool/FOD CK CW (cvs)			
					CORRECTED/TRANSFERRED BY Patterson	GRADE SRA	EMPLOYEE NO 01196	
DISCOVERED BY A. Jones					INSPECTED BY	GRADE	EMPLOYEE NO	

FROM	TO	CREW CHIEF		ORGN	LOCATION		MDS	SERIAL NO
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
A	25/03/4	D	0842065		P	1	11	25/03/4
DISCREPANCY	T.2 + .5 ROTO card 1 fails constantly for DATA comm | PCE channel,					CORRECTIVE ACTION	Could Not Duplicate Malfunction	
	<i>8/10/CD</i>						<i>Tool + FOD ck Cw MAQ</i>	
DISCOVERED BY	S. Simbel		GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY <i>J. Anderson</i>		GRADE	EMPLOYEE NO
	SRA		OPS				SSGT	00230
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
A	25/03/4	D	0842069		P	1	11	26/03/4
DISCREPANCY	Bad HUPS ST10. Picture loses focus and fades. Confirmed bad by swap.					CORRECTIVE ACTION		
	<i>8/10/CD</i>							
DISCOVERED BY	R. Fenlen		GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY <i>P. Brown</i>		GRADE	EMPLOYEE NO
	Sra		Ops				SSGT	01180
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
A	25/03/4	D	0842070		P	1	11	25/03/4
DISCREPANCY	Desiccant canisters need to be serviced.					CORRECTIVE ACTION	Desiccants changed	
	<i>8/10/CD</i>							
DISCOVERED BY	S. Simbel		GRADE	EMPLOYEE NO	CORRECTED/TRANSFERRED BY <i>J. Aldridge</i>		GRADE	EMPLOYEE NO
	SRA		OPS				SSGT	00230
CORRECTIVE ACTION								

TAB H-3

E-3B AWACS

H-3a

H-3a AFTO Form 781h, 16 February 1994

H-3b

H-3b AFTO Form 781a, Mission Systems, 13 April 1994

H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994

H-3c

H-3d AFTO Form 781k, 10 February 1994

H-3e AFTO Form 781a, 11 March 1994

H-3d

H-3f AFTO Form 781k, 10 February 1994

H-3g AFTO Form 781j, 28 March 1994

H-3e

H-3h AFTO Form 781h, 12 April 1994

H-3f

"AIRFRAME"

CERTIFICATE *Reduced*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S ANALYSED DISCREPANCIES

OPEN ITEMS CARRIED FORWARDED TO NEW ASTO FORM 781K

SIGNATURE

TAB H-3

E-3B AWACS	H-3a
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H-3f AFTO Form 781k, 10 February 1994	
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H-3h AFTO Form 781h, 12 April 1994	H-3f
	H-3g

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER										
	28/03/14	/ /	C Catlett TSgt	552 ACW	TINKER AFB, OK!	E-3B	77-0351										
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13,243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							
12/04/14	10.1	10.1	1	10.1	1	10.1	1	10.1	1								
TOTAL	13,254.0	11960.1	3224	19035.1	9657	16746.5	5309	11169.5	2797								
13/04/14	11.6	11.6	1	11.6	1	11.6	1	11.6	1								
TOTAL	13265.6	11971.7	3225	19046.7	9658	16758.1	5310	11181.1	2798								
/ /																	
TOTAL																	
/ /																	
TOTAL																	
/ /																	
TOTAL																	
/ /																	
TOTAL																	
/ /																	
TOTAL																	
/ /																	
TOTAL																	
CARRIED FORWARD																	

CERTIFICATE *Redacted*

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DATE	FROM	TO	CREW CHIEF				ORGANIZATION				LOCATION				MDS	SERIAL NUMBER	
	0710913	2810314	C. Carter TSGT	552 ACW				Tinker AFB, OK				F-3B				77-0351	
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
			11454.0	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	15218.3	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	AP66 CHER	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
				NO. 1 ENG	NO. 2 ENG	NO. 3 ENG	NO. 4 ENG		NO. 5 ENG	NO. 6 ENG		NO. 7 ENG		NO. 8 ENG			
				TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13084.4	2365	3202	81122.4	1925	7511.9	3280	12006.3	8379	3151	4992						
0810913	6.0	6.0	4	6.0	4	6.0	4	6.0	4								
TOTAL	13070.4	212.5	3198	8429.4	1929	7517.9	5285	12012.3	8463								
1210114	6.1	6.1	1	6.1	1	6.1	1	6.1	1								
TOTAL	13096.5	248.6	3199	8435.5	1930	7524.0	5286	12018.4	8464								
1310114									11,012.0	2770							
TOTAL	13096.5	248.6	3199	8485.5	1930	7524.0	5286	11,012.0	2772								
1910114	3.2	3.2	1	3.2	1	3.2	1	3.2	1								
TOTAL	12104.7	256.8	3200	8443.7	1931	7532.3	5287	11,020.0	2773								
2110114	8.7	8.7	2	8.7	2	8.7	2	8.7	2								
TOTAL	13113.4	11719.5	3202	8452.4	1930	16605.9	5287	11,013.9	2775	3177	5122						
2610114	9.6	9.6	2	9.6	2	9.6	2	9.6	2								
TOTAL	13123.0	11729.1	3204	8462.0	1934	16615.5	5291	11,038.5	2777								
2710114	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13133.5	11739.6	3205	8472.5	1935	16624.0	5292	11,049.0	2778	3185							
0110214	5.3	5.3	2	5.3	2	5.3	2	5.3	2								
TOTAL	13138.8	11744.9	3207	8477.8	1937	16631.3	5294	11,054.3	2780								
0910214	7.7	7.7	4	7.7	4	7.7	4	7.7	4								
TOTAL	13146.5	11752.6	3211	8485.5	1941	16639.0	5296	11,062.0	2784	3191							
1510214	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13156.3	11762.4	3212	8495.3	1942	16643.8	5297	11,071.8	2785	3195							
1710214	5.1	5.1	1	5.1	1	5.1	1	5.1	1								
CARRIED FORWARD	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11,076.9	2786								

AFTO FORM MAY 73 781J

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

CERTIFICATE Reduced

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

12 May 94
DateWILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL	OVER	OIL	OVER	OIL	OVER	OIL	OVER	OIL	OVER	OIL	OVER	OIL	OVER	OIL	OVER
		CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP	CHANGE	TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11076.9	2786								
19/02/14		10.1	1	10.1	1	10.1	1	10.1	1								
TOTAL	13171.5	11777.6	3214	8510.5	1944	16664.0	5299	11087.0	2787								
23/02/14	8.0	8.0	1	8.0	1	8.0	1	8.0	1								
TOTAL	13179.5	11785.6	3215	8518.5	1945	16672.0	5300	11095.0	2788	3210							
01/03/14	8.2	8.2	1	8.2	1	8.2	1	8.2	1								
TOTAL	13187.7	11793.8	3216	8526.2	1946	16680.2	5301	11103.2	2789								
03/03/14	2.5	2.5	1	2.5	1	2.5	1	2.5	1								
TOTAL	13190.2	11796.3	3217	8529.2	1947	16682.7	5302	11105.7	2790	3214							
07/03/14	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13200.7	11806.8	3218	8539.1	1948	16693.2	5303	11116.7	2791								
09/03/14	9.9	9.9	1	9.9	1	9.9	1	9.9	1								
TOTAL	13210.6	11816.7	3219	8549.1	1949	16703.1	5304	11126.1	2792								
12/03/14	8.3	8.3	1	8.3	1	8.3	1	8.3	1								
TOTAL	13218.9	11825.0	3220	8557.9	1950	16711.4	5305	11134.4	2792	3224							
21/03/14																	#2 EN b. 3446.
TOTAL	13218.9	11825.0	3220	19000.0	9654	16711.4	5305	11134.4	2793	3224							
22/03/14	3.9	3.9	1	3.9	1	3.9	1	3.9	1								
TOTAL	13222.8	11828.9	3221	19003.9	9655	16715.3	5306	11138.3	2794	3230							1-40HPS TAKEN
25/03/14	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13232.6	11939.7	3222	19013.7	9655	16725.1	5307	11141.1	2795								#2 OAP TAKEN
28/03/14	11.3	11.3	1	11.3	1	11.3	1	11.3	1								
TOTAL	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							1-50HPS TAKEN
1-1	NOT USED																
CARRIED FORWARD	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							

TAB H-3

E-3B AWACS	H-3a
H-3a AFTO Form 781h, 16 February 1994	H-3b
H-3b AFTO Form 781a, Mission Systems, 13 April 1994	
H-3c AFTO Form 781a, Aircraft Systems, 13 April 1994	H-3c
H-3d AFTO Form 781k, 10 February 1994	
H-3e AFTO Form 781a, 11 March 1994	H-3d
H-3f AFTO Form 781k, 10 February 1994	
H-3g AFTO Form 781j, 28 March 1994	H-3e
H-3h AFTO Form 781h, 12 April 1994	H-3f
	H-3g
	H-3h

1. DATE 12/04/14	2. CREW CHIEF C. EATLETT TSGT	3. ORGANIZATION 552 FCW	4. LOCATION TINKER AFB OK	5. MDS E-3 B	6. SERIAL NUMBER 77-0351
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7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH	8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT
---	--

TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
PR (AF)	1 PSC SGT 021 1045 1900	1					1	
PL	1 CPT SGT 17315 1210414 2100	2					1	
PR	1 PSC 9 AM AV 16614 1210414 1950	3					1	
PR	1 CPT 2 PSC 101098 1210414 2025	4					1	
		1	1	5			1	
		1	1	6			1	
		1	1	7			1	
		1	1	8			1	
		1	1	9			1	
		1	1	10			1	

SEE AFM FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOL	STATUS DATA				FLIGHT CONDITION DATA			
	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENCOUNTERED	AUX ENG OR APU OPERATION
X	11	2	R. Marshall (MS) 5831	1	5	<i>May Marshall</i>		
	12			2				
X	13			3				
	14			4				
	15			5				
	16			6				
	17			7				
	18			8				
	19			9				
	20			10				

11. MUNITIONS/ GUNS STATUS	781A ENTRY	STATUS	L	E	N	L	E	N	L	E	N	TOTAL TODAY
		P	I	P	I	P	I	P	I	P	I	O

12. AIRFRAME TIME	13. LANDINGS		14. CARTRIDGE STARTS		15. ENGINE CYCLE DOCUMENTATION									
	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	13254.0	1766	3941											
1	11.6		1	1			1	1	1	1	1	1	1	1
2														
3														
4														
5														
6														
7														
8														
9														
10														

PREVIOUS EDITION IS OBSOLETE	CERTIFICATE <i>Redacted</i>												
	I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.												
	<i>13 May 94</i>												
	WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey												

16.

SERVICING DATA

SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pints, Pints, Quarts, Gallons or Liters)												OXY PACED OR QTY	NITROGEN	WATER	
	OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN		
1	JP4	Ø p	130,000 p	27.2		27.2		27.2		27.2		27.2		27.2		27.2		45	
2	JP4	Ø p	130,000 p															75	
3	JP4	228004	130,000 p															69	
4	JP4	85,000 p	130,000 p	Ø	27.2	Ø	27.2	Ø	27.2	+	27.2							68	
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
16																			
17																			
18																			

17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)

1	BY	S. Potter Tsgt	0290	7	BY											BY		
	AT	Incerlik AB	DATE		AT											AT		DATE
2	BY	C. Cattell Tsgt	0370	8	BY											BY		
	AT	Incerlik AB	DATE		AT											AT		DATE
3	BY	D. Dowd Tsgt	05	9	BY											BY		
	AT	In flight	DATE		AT											AT		DATE
4	BY	R. Maas MSGT	15853	10	BY											BY		
	AT	Incerlik AB	DATE		AT											AT		DATE
5	BY			11	BY											BY		
	AT		DATE		AT											AT		DATE
6	BY			12	BY											BY		
	AT		DATE		AT											AT		DATE

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

1. DATE	CREW CHI	3. ORGANIZATION	4. LOCATION	5. MILEAGE	6. SERIAL NUMBER
14-04-4	G Humphrey E-S	52 FW	APO 09123	F-15C	790025

7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT		
---	--	--	--	--	--

TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
PFO PR	S/Hamilton E-11 02916	13/04/14	17:40	1			/ /	•
		/ /	•	2			/ /	•
		/ /	•	3			/ /	•
		/ /	•	4			/ /	•
		/ /	•	5			/ /	•
		/ /	•	6			/ /	•
		/ /	•	7			/ /	•
		/ /	•	8			/ /	•
		/ /	•	9			/ /	•
		/ /	•	10			/ /	•

9. STATUS DATA	10. FLIGHT CONDITION DATA
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SEE AFM FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOL	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP EN CRD	AUX ENG OR APU OPERATION
	X 11	2	R C (S) C-7 00054	1	1	[REDACTED]	✓	✓
	- 12	4	J. H. CAPT	2		0		
	X 13			3				
	- 14			4				
	5 15			5				
	6 16			6				
	7 17			7				
	8 18			8				
	9 19			9				
	10 20			10				

11. MUNITIONS/ GUNS STATUS	STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
	781A ENTRY	P I	P I	P I	P I	P I	P I	

12. AIRFRAME TIME	13. LANDINGS		14. CARTRIDGE STARTS		15. ENGINE CYCLE DOCUMENTATION								
	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG

PREVIOUS	3650.0													
1	3.7	1	1											
2														
3														
4														
5														
6														
7														
8														
9														
10														
TOTAL														

PREVIOUS EDITION IS OBSOLETE

EXTRACT
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from

F-15C Maint File, AFTO 781h, 14-04-94,
which is kept in my records system.

20 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H-4a

H-4b

TAB H-4

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FROM 13/04/4	T0 / /	CREW CHIEF G Humphrey	ORGN S2 FW	LOCATION APO 09123	MSC F1SC	SERIAL NO 790035		
SYM W	DATE DISCO 13/04/4	WDC J	ICN 103	DOC NO. 8225	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13 104 14
DISCREPANCY LEFT AND RIGHT INTAKE INSPECTION REQUIRED					CORRECTIVE ACTION INSP CW NO			
PRIOR TO FLIGHT					DEFECTS NOTED			
RED X					CORRECTED/TRANSFERRED BY <i>G. Humphrey</i>		GRADE E-4	EMPLOYEE NO. 02916
DISCOVERED BY <i>G. Humphrey</i>					INSPECTED BY <i>G. Humphrey</i>		GRADE E-5	EMPLOYEE NO. 02916
SYM W	DATE DISCO 13/04/4	WDC J	ICN 103	DOC NO. 8225	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13/04/4
DISCREPANCY LOX BOTTLE REQUIRES SERVICING					CORRECTIVE ACTION SERVICED LOX BOTTLE INSTALLED			
					IAW T.O. 1F-15C-2-12JG-10-1 LOX CIRCUIT			
					BREAKERS INSPECTED FOR INSTALLATION			
					LOX BOTTLE # 4633 INSTALLED			
					LOX CART # LX50 USED			
					TOOL AND FOD CHECK COMPLIED WITH			
RED X					CORRECTED/TRANSFERRED BY <i>G. Humphrey</i>		GRADE E-4	EMPLOYEE NO. 02916
DISCOVERED BY <i>G. Humphrey</i>					INSPECTED BY <i>G. Humphrey</i>		GRADE E-5	EMPLOYEE NO. 02916
SYM W	DATE DISCO 13/04/4	WDC J	ICN 103	DOC NO. 8225	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 13/04/4
DISCREPANCY TIRE PRESSURE CHECK DUE					CORRECTIVE ACTION NOSE: 220			
					RIGHT MAIN: 320			
					LEFT MAIN: 320			
					TIME: 1843 GAUGE #: -04			
					TOOL AND FOD CHECK COMPLIED WITH			
					CORRECTED/TRANSFERRED BY <i>G. Humphrey</i>		GRADE	EMPLOYEE NO.
RED DASH					INSPECTED BY <i>G. Humphrey</i>		GRADE E-4	EMPLOYEE NO. 02916
DISCOVERED BY <i>G. Humphrey</i>					INSPECTED BY <i>G. Humphrey</i>		GRADE E-4	EMPLOYEE NO. 02916

CERTIFICATE
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

W. L. Harris
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

RED DASH

DISCOVERED BY
G. Humphrey

GRADE
E-4

EMPLOYEE NO.
02916

INSPECTED BY
G. Humphrey

GRADE
E-4

EMPLOYEE NO.
02916

SERVICING

PAGE 2 OF 2 PAGES

DATE FROM	TO	CREW CHIEF		ORGN	LOCATION		MOS	SEAL NO
/ /	/ /							
STM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781K	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	13/04/14	J	103 822S		P 1	11	11	14 104 14
DISCREPANCY NOTE					CORRECTIVE ACTION CODE A: 0001 - 2400 DATE 14 Apr 54			
MODE IV REQUIRED KEYING					CODE B: 0001 - 2400 DATE 15 Apr 54			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY <i>M. Hamilton</i>			GRADE	EMPLOYEE NO	INSPECTED BY <i>H. Shone</i>		GRADE	EMPLOYEE NO
STM	DATE DISCD	WDC	JCN	DOC NO	CF TO 781K	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	12/04/14	J	103 822S		P 1	11	11	12/04/14
DISCREPANCY NOTE					CORRECTIVE ACTION KY58 KEYED			
KY58 REQUIRES KEYING					FROM: 12/04/14			
					TO: 18/04/14			
					CORRECTED/TRANSFERRED BY <i>M. Hamilton</i>		GRADE	EMPLOYEE NO
DISCOVERED BY <i>M. Hamilton</i>			GRADE	EMPLOYEE NO	INSPECTED BY		GRADE	EMPLOYEE NO
STM	DATE DISCD	WDC	JCN	DOC NO.	CF TO 781K	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
	13/04/14	J	103 822S		P 1	11	11	14/04/14
DISCREPANCY JOAP SAMPLES DUE AFTER FLIGHT					CORRECTIVE ACTION JOAP SAMPLES TAKEN AT 1315 HRS.			
					CURRENT AIR FRAME TIME IS 3050.0 HRS.			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
RED DASH			GRADE	EMPLOYEE NO	INSPECTED BY <i>H. Shone</i>		GRADE	EMPLOYEE NO
DISCOVERED BY <i>M. Hamilton</i>			GRADE	EMPLOYEE NO			GRADE	EMPLOYEE NO

FROM DATE	TO	CREW CHIEF G. Humphrey	ORGANIZATION 36 PW	LOCATION 09132	MDS F-15 C	SERIAL NUMBER 79-0025	
A. AIRCRAFT INSPECTION STATUS			B. ENGINE DATA			TYPE F100PW100	
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO HPO-1 2		PSN	ENG SER NO.	ENG CHANGE DUE TIME	PSN	ENG SER NO.	ENG CHANGE DUE TIME
TYPE HPO-1	FREQ 400hr	COMPL 35439	NEXT DUE 3970.9	COMPL	NEXT DUE 1 P68 1412	1 TCA 5342	
HPO-2	400hr			2 P68 1901	2 TCA 1676		
PE	1200hr			3	7		
				4	8		
				JFS 0357			
				143 0126			
C. CALENDAR INSP STATUS		DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY			
				DATE COMPLETED	ACFT TIME		
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS							
TD NUMBER AND PUBLICATION DATE		DATE CW	TD NUMBER AND PUBLICATION DATE		DATE CW		
		1 / 1			1 / 1		
		1 / 1			1 / 1		
		1 / 1			1 / 1		
F. HIGHER AUTHORITY INSPECTIONS							
DATE	SIGNATURE AND TITLE		DATE	SIGNATURE AND TITLE			
1 / 1			1 / 1				
1 / 1			1 / 1				
1 / 1			1 / 1				
G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APPLY REPCON RAIN REPELLENT	25 Hours	3649.2	3652.2	3657.2	3675.0		
AILERON HINGE LUBE	25 Hours	3644.0	3659.7	3657.2	3675.0		
SDR TAPE CHANGE (IF SDR EQUIPPED)	25 Hours	3549.0	3618.5	3623.3	3666.4		
LT RUDDER SPLICE BOLTS (IF REQ) 50 ^{1/2} Hours	50 ^{1/2} Hours	3645.9	3682.2				
LT RUDDER SER #: 0010							
RT RUDDER SPLICE BOLTS (IF REQ) 50 ^{1/2} Hours	50 ^{1/2} Hours	3645.9	3682.2				
AIRCRAFT DOCUMENT REVIEW	14 Days	08/03/4	21/04/4				
R+ Rudder Ser. #: 0064							
EMERGENCY OXYGEN HOSE PULL TEST	30 Days	09/03/4	20-04-4	23-04-4			
CMD BIT CHECK	30 Days	N/A					
AWM-171/199 FUNCTIONAL CHECK	30 Days	25/03/4	05-05-4				
GUN ROTATION, LUBE, AND INSPECT.	30 Days	07/03/4	25-05-4				
RECOVERY PARACHUTE INSPECTION	30 Days	09/03/4	20-05-4	23-04-4			
LOX CONVERTER PURGE	60 Days	06/03/4	20-05-4	01-06-4			
LOX CONVERTER SER #: 4683							
AIRCRAFT WASH	90 Days	10/01/4					
MAU-12 BOMB RACK INSPECTION	90 Days	02/05/4					
LAU-106 LAUNCHER INSPECTION	90 Days	02/05/4					
LAU-128 LAUNCHER INSPECTION	90 Days	02/05/4					
LIFE SUPPORT EQUIPMENT INSPECT.	120 Days	24/04/4	14-07-4				
OXYGEN REGULATOR LEAK CHECK	120 Days	05/05/4	04-07-4				
AIRCRAFT LOX SYSTEM PURGE	180 Days	15-07-4					
GROUND RECEPICAL CONTINUITY CHK.	180 Days	07-08-4	08-10-4				
CMD Bit Cleaning	90 Days	15/13/4	12/06/4				
NDI Win. tip Insp.	100 hrs.	3643.9	3737.4				
L+ AML Ser. #: 1248							
R+ AMAN Ser. #: 0777							
Radom Ser. #: 0305							
AVTR Clean / INSPECT	90 Days	12/06/4					

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

2 May 94
Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S AND DELAYED DISCREPANCIES

OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K

SIGNATURE

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

H-4a

H-4b

H-4c

TAB H-4

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

4000 CCV CORE INSTALLED

MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	52 FW	LOCATION	MDS	SERIAL NUMBER			
06/09/3			G HUTCHINSON	36 FW	09108		F100PW100	P681412			
A. AIRCRAFT INSPECTION STATUS					B. ENGINE DATA		C. TYPE				
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO					PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME	
TYPE	FREQ	COMPL	NEXT DUE	COMP.	NEXT DUE	1	P681412	E1412	5	TCA2342	
						2			6		
						3			7		
						4			8		
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT		/ /		D. STATUS OF DEPOT LEVEL INSPECTION				
TYPE	DATE DUE	TYPE	DATE DUE		/ /		LAST DEPOT LEVEL FACILITY		ACFT TIME		
	/ /		/ /		/ /		/ /		/ /		
E. IMMEDIATE AND URGENT ACTION TCTS COMPLETED WITHIN THE PAST 10 DAYS											
TO NUMBER AND PUBLICATION DATE			DATE CW		TO NUMBER AND PUBLICATION DATE			DATE CW			
205-F100-865 #5 SCAVANGE V			1710314								
TC10 865			/ /					/ /			
			/ /					/ /			
F. HIGHER AUTHORITY INSPECTIONS											
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE						
/ /				/ /							
/ /				/ /							
/ /				/ /							
G. CALENDAR AND HOURLY INSPECTION SCHEDULE											
INSPECTION ITEM	FREQUENCY		NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE		
PACER GROWTH AUGMENTOR	50 TFT		NA								
FAN 1 & 2 SPACER INSP (NDI)	50 TFT		2807.6	2901.2	2904.8	2908.3	2912.9	2916.5	2920.1		
			25.1	30.7	30.9.6						
100 HR 1F-15C-6 INSP	100 TFT		2851.0	2937.2	2940.3	3050.5					
100 HR 1F-15C-6 SPRAYPAK CAGE INSP + CLEAN	100 TFT		2851.0	2940.6	300.5	3050.5					
200 HR 1F-15C-6 INSP LPT 4th STG VANE PART #4037254	200 TFT		2956.7	3150.5							
400 HR 1F-15C-6 INSP	400 TFT		2956.7	3350.5							
ISSUED TIMES											
TOT: 4328.5	TFT: 2757.6										
OTC: 7	EOT: 4475.12										

EXTRACT I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from my records system. *Y. HARRIS*, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey

2/16/94

AFID 781K-06-10-93 Sect 1 P681412

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781b, 14 April 1994

H-4e

H-4b AFTO Form 781a, 13 April 1994

H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4e AFTO Form 781k, 4 August 1993

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

4000 CCV COMPL INSTA								MODIFIED GEARBOX			
DATE	FROM	TO	CREW	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER				
				36 FW	09132	F100PW100	P681901				
A. AIRCRAFT INSPECTION STATUS								B. ENGINE DATA		TYPE	
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME		
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1	P681901	E1901	5	TCP1676	
					(2)				6		
					3				7		
					4				8		
C. CALENDAR INSP STATUS				DATE OF LAST FLIGHT		/ /		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE	DATE DUE	TYPE	DATE DUE					LAST DEPOT LEVEL FACILITY			
								DATE COMPLETED		ACFT TIME	
E. IMMEDIATE AND URGENT ACTION TCTO6 COMPLETED WITHIN THE PAST 10 DAYS											
TD NUMBER AND PUBLICATION DATE				DATE CW		TD NUMBER AND PUBLICATION DATE				DATE CW	
23-F100-265 #5 SEALANT ✓				1710314						/ /	
TCTO 865				/ /						/ /	
				/ /						/ /	
F. HIGHER AUTHORITY INSPECTIONS											
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE						
/ /				/ /							
/ /				/ /							
/ /				/ /							
G. CALENDAR AND HOURLY INSPECTION SCHEDULE											
INSPECTION ITEM	FREQUENCY		NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	
PACER GROWTH AUGMENTOR	50 TFT		N/A								
FAN 1 & 2 SPACER INSP (NDI)	50 TFT		2000-2500 2500-2600 2600-2700 2700-2722.0								
100 HR 1F-15C-6 INSP	100 TFT		2500-2600 2600-2700 2700-2728.4								
200 HR 1F-15C-6 INSP LFT 4th STG VANE PART #403704	200 TFT		2600-2700 2700-2828.4								
400 HR 1F-15C-6 INSP	400 TFT		2844.6								
ISSUED TIMES:											
TOT: 3789.5	TFT: 2444.6										
OTC: .5	EOT: 2192.8										

EXTRACT
 I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from AF TO 781K / D-04-08-93 / Ser # P681901 which is kept in my records system.
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey
 Date 2 May 2001

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

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H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4g

H-4d AFTO Form 781k, 6 September 1993

H-4h

H-4e AFTO Form 781k, 4 August 1993

H-4i

H-4f AFTO Form 781a, 24-25 February 1994

H-4j

H-4g AFTO Form 781a, 26-28 February 1994

H-4k

H-4h AFTO Form 781a, 13 April 1994

H-4l

H-4i AFTO Form 781j, 9 March 1994

H-4m

H-4j AFTO Form 781a, 6 December 1993

H-4n

H-4k AFTO Form 781a, 13 January 1994

DATE FROM 24/3/94	TO 25/3/94	CREW CHIEF		ORDN	LOCATION	MOS 11042	SERIAL NO. 2A-1352	
SYM C	DATE DISCO 1/1	WDC	JCN	DOC NO.	CF TO 781A P-1	DATED //	TRANSFERRED TO 781A DATE //	DATE CORRECTED //
DISCREPANCY					CORRECTIVE ACTION			
EXTRACT					<i>Redacted</i>			
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from <i>AFTO 781 - Redacted</i> which is kept in my records system.								
23 May 14 Dpc					WILLIAM L HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
SYM C	DATE DISCO 1/1	WDC	JCN 8625	DOC NO.	CF TO 781A P-1	DATED //	TRANSFERRED TO 781A DATE //	DATE CORRECTED //
DISCREPANCY					CORRECTIVE ACTION			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
SYM /	DATE DISCO 18/3/94	WDC F	JCN 049 8625	DOC NO.	CF TO 781A P-1	DATED 18/3/94	TRANSFERRED TO 781A DATE //	DATE CORRECTED //
DISCREPANCY					CORRECTIVE ACTION			
<i>Ph. 30 one nut/bolt missing on Lt. side</i>								
DISCOVERED BY					GRADE	EMPLOYEE NO.		
SYM /	DATE DISCO 18/3/94	WDC F	JCN 049 8625	DOC NO.	CF TO 781A P-1	DATED 18/3/94	TRANSFERRED TO 781A DATE //	DATE CORRECTED //
DISCREPANCY					CORRECTIVE ACTION			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
SYM /	DATE DISCO 18/3/94	WDC F	JCN 049 8625	DOC NO.	CF TO 781A P-1	DATED 18/3/94	TRANSFERRED TO 781A DATE //	DATE CORRECTED //
DISCREPANCY					CORRECTIVE ACTION			

DATE FROM	TO	CREW CHIEF		OPRN	LOCATION	MSS	SERIAL NO.	
SYM	DATE DISCO	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
X	24/02/14	F	056		P	11	11	24/02/14
DISCREPANCY					CORRECTIVE ACTION			
FILE 1526 52978					Close file			

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H-4b

TAB H-4

H-4c

F-15C 79-0025

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H-4a AFTO Form 781h, 14 April 1994

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H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4g

H-4d AFTO Form 781k, 6 September 1993

H-4h

H-4e AFTO Form 781k, 4 August 1993

H-4i

H-4f AFTO Form 781a, 24-25 February 1994

H-4j

H-4g AFTO Form 781a, 26-28 February 1994

H-4k

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.		
26/02/94	28/02/94				FISC	79-0026		
SYM	DATE DISCO	WDC	ICN 059	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
<i>28/02/94</i>	F	2002			P	11	11	11
DISCREPANCY					CORRECTIVE ACTION			
<p><i>OPS Inflight</i></p> <p><i>Ops ct need for</i></p> <p><i>previous wrk-ld</i></p> <p><i>on do 8 17/2 3</i></p>					<p><i>Ops ✓ good.</i></p>			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
<i>W. L. Harris</i>		<i>CPT</i>	<i>03584</i>	<i>W. L. Harris</i>		<i>CPT</i>		
SYM	DATE DISCO	WDC	ICN 059	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
<i>28/02/94</i>	F	8001			P	11	11	11
DISCREPANCY					CORRECTIVE ACTION			
<p><i>In flight dis</i></p> <p><i>ct due for</i></p> <p><i>wrk-ld on 8/2/94</i></p> <p><i>B/H 3</i></p>					<p><i>Ops ✓ good</i></p>			
EXTRACT								
<p>I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from AFHQ 781-Publ Form 26-02-94 - 28/02/94 AFHQ 781-Publ Form 26-02-94 - 28/02/94</p>								
which is kept in my records system.					<p><i>W. L. Harris</i> Date 2 May 94</p> <p>WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>			
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
<i>W. L. Harris</i>		<i>CPT</i>	<i>03584</i>	<i>W. L. Harris</i>		<i>CPT</i>		
SYM	DATE DISCO	WDC	ICN 059	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
<i>28/02/94</i>	O	8004			P	11	11	01/03/94
DISCREPANCY					CORRECTIVE ACTION			
<p><i>Mode TV interlocator inop.</i></p> <p><i>Dumped just after Take</i></p> <p><i>Off Steady BT light</i></p> <p><i>throughout light.</i></p>					<p><i>REMOVE AND REPLACE</i></p> <p><i>KIR COMPUTER.</i></p> <p><i>AAI OPS CHECK</i></p> <p><i>Good IAW IF-ISC-2-</i></p> <p><i>34JG-52-1.</i></p>			
					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY		GRADE	EMPLOYEE NO.	INSPECTED BY		GRADE	EMPLOYEE NO.	
<i>W. L. Harris</i>		<i>CPT</i>	<i>03584</i>	<i>Z. Mard</i>		<i>E5</i>	<i>00172</i>	

H-4a

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TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

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H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

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H-4d AFTO Form 781k, 6 September 1993

H-4h

H-4e AFTO Form 781k, 4 August 1993

H-4i

H-4f AFTO Form 781a, 24-25 February 1994

H-4j

H-4g AFTO Form 781a, 26-28 February 1994

H-4h

H-4h AFTO Form 781a, 13 April 1994

H-4i

H-4i AFTO Form 781j, 9 March 1994

H-4j

H-4j AFTO Form 781a, 6 December 1993

H-4k

H-4k AFTO Form 781a, 13 January 1994

Info Note

Radar left light came on
in-flight B/T Recal : Transmitter
Multi-pactor off. On ground
B/T cleared itself. No problems
with Radar in flight

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from current AFTB 781 forms Binder, 79-0025 which is kept in my records system. N - 44

15 May 64

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DISCOVERED BY <i>V. Hamill</i>	GRADE E-4	EMPLOYEE NO. 02916
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DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MOS	SERIAL NO.	
SYM	DATE DISCD	WDC	ICN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED	
	/ /	/ /				P	/ /	/ /	/ /		/ /	
DISCREPANCY Ref ICN 103 8225 - Identical word inflt - 2 inflt Bits ✓'s done - also CM 1 bit 38						CORRECTIVE ACTION						
						CORRECTED/TRANSFERRED BY			GRADE	EMPLOYEE NO.		
						INSPECTED BY			GRADE	EMPLOYEE NO.		
X	DATE DISCD ✓ 14/04/4	WDC J	ICN 103 8225	DOC NO.		CF TO 781A P	DATED / /	TRANSFERRED TO 781K / /	DATE	DATE CORRECTED 14/04/4		
DISCREPANCY						CORRECTIVE ACTION						
Both intakes due insp. prior to next flt.						CW No defect noted						
						CORRECTED/TRANSFERRED BY			GRADE	EMPLOYEE NO.		
DISCOVERED BY B. Shows						GRADE E-4	EMPLOYEE NO. 00198	INSPECTED BY B. Shows			GRADE E-4	EMPLOYEE NO. 00198
X	DATE DISCD 14/04/4	WDC R	ICN 104 8225	DOC NO.		CF TO 781A P	DATED / /	TRANSFERRED TO 781K / /	DATE	DATE CORRECTED / /		
DISCREPANCY						CORRECTIVE ACTION						
Aircraft impounded by Col Barringer, 39 LG/CC												
						CORRECTED/TRANSFERRED BY			GRADE	EMPLOYEE NO.		
DISCOVERED BY K. M. Hilton						GRADE SSgt	EMPLOYEE NO. 2009	INSPECTED BY			GRADE	EMPLOYEE NO.

H-4a

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H-4c

TAB H-4

F-15C 79-0025

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H-4a AFTO Form 781h, 14 April 1994

H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4d AFTO Form 781k, 6 September 1993

H-4f

H-4e AFTO Form 781k, 4 August 1993

H-4g

H-4f AFTO Form 781a, 24-25 February 1994

H-4g AFTO Form 781a, 26-28 February 1994

H-4h

H-4h AFTO Form 781a, 13 April 1994

H-4i AFTO Form 781j, 9 March 1994

H-4i

H-4j AFTO Form 781a, 6 December 1993

H-4k AFTO Form 781a, 13 January 1994

#1

1412

#2

1901

DATE	FROM	TO	CREW CHIEF	E-5	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER									
	0910314	1 1	G. Humphrey		52 FW	APO 09123	F-15C	79-0025									
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	DIESEL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP										
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	3603.1	29830	46086	7553	457.7	47	26284	24482	40435	257.9	47						
1910314	2.7	27	38	38	3.8	0	27	40	40	40	0						
TOTAL	3605.8	29857	46124	7591	461.5	47	26311	24522	40475	261.9	47						
2010314	6.3	63	57	57	5.7	0	63	74	74	74	0						
TOTAL	3612.1	29920	46181	7648	467.2	46	26354	24596	40549	269.3	46						
2510314	5.2	52	78	78	7.8	0	52	57	57	57	57						
TOTAL	3617.6	29972	46259	7726	475.0	46	26406	24653	40606	275.0	46						
2610314	2.9	29	37	37	3.7	0	29	37	37	37	0						
TOTAL	3620.5	30001	46296	7763	478.7	46	26435	24690	40643	278.7	46						
2710314	5.3	53	60	60	6.0	0	53	60	60	60	0						
TOTAL	3625.8	30054	46356	7823	484.7	46	26488	24730	40703	284.7	46						
2810314	3.2	52	41	41	4.1	0	32	38	38	38	0						
TOTAL	3629.0	30086	46397	7864	488.8	46	26520	24788	40741	288.5	46						
3010314	2.7	27	36	36	3.6	0	27	36	36	36	0						
TOTAL	3631.7	30113	46433	7900	492.4	46	26547	24824	40777	292.1	46						
0510414	6.0	..	69	69	6.0	0	60	71	71	71	0						
TOTAL	3637.9	30173	46503	7967	511.3	46	26609	24895	40846	297.0	46						
1010414	3.5	35	53	53	5.3	0	35	52	52	52	0						
TOTAL	3641.4	30210	46556	8022	504.6	46	26634	24947	40900	304.4	46						
1110414	5.5	55	61	61	6.1	0	55	61	61	61	0						
TOTAL	3646.9	30265	46616	8083	510.7	46	26689	25008	40961	310.5	46						
1310414	3.1	31	46	46	4.6	0	31	48	48	48	0						
CARRIED FORWARD	36500	30296	46662	8129	515.3	46	26720	25056	41009	315.3	46						

AFTO FORM MAY 73 781J

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

8 May 94
DateWILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT	OIL CHANGE	TEMP	TOT			
		NO. 1 ENG	TIME	CYCLES	NO. 2 ENG	TIME	CYCLES	NO. 3 ENG	TIME	CYCLES	NO. 4 ENG	TIME	CYCLES	NO. 5 ENG	TIME	CYCLES	NO. 6 ENG	TIME	CYCLES	NO. 7 ENG	TIME	CYCLES	NO. 8 ENG	TIME	CYCLES
PREVIOUS	3650.030296	46662	812	9	515.346	26720	75056	41009			315.346														
/ /																									
TOTAL																									
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TOTAL																									
CARRIED FORWARD																									

H-4a

H-4b

H-4c

TAB H-4

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4e

H-4b AFTO Form 781a, 13 April 1994

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H-4c AFTO Form 781k, 2 March 1994

H-4g

H-4d AFTO Form 781k, 6 September 1993

H-4h

H-4e AFTO Form 781k, 4 August 1993

H-4i

H-4f AFTO Form 781a, 24-25 February 1994

H-4j

H-4g AFTO Form 781a, 26-28 February 1994

H-4k

H-4h AFTO Form 781a, 13 April 1994

H-4l

H-4i AFTO Form 781j, 9 March 1994

H-4m

H-4j AFTO Form 781a, 6 December 1993

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H-4k AFTO Form 781a, 13 January 1994

H-4o

DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
L1000 WAS UNCOMMANAGED DURING FLIGHT AND WING DUMP WAS FOR APPROX 15 MIN INFLIT AFT	11	11	11	11	07 11213
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
SYW DATE DISCO WDC ICHN DOC NO	DF TO 7014 DATED TRANSFERRED TO 701K DATE	DATE CORRECTED			
M 6/12/13 D 340 8002	1 11 11	06/12/13			
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
FUEL VENTED FROM RT WING DUMP MAINT FOR APPROX 5-7 MIN. (\approx 1200 lbs lost)	11	11	11	11	06/12/13
VENTING WAS UNCOMMANAGED OCCURRING AT EL 290, .9 MACH DURING RTB. (TOTAL FUEL AT START WAS \approx 14,800 lbs)	11	11	11	11	06/12/13
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
SYW DATE DISCO WDC ICHN DOC NO	DF TO 7014 DATED TRANSFERRED TO 701K DATE	DATE CORRECTED			
X 06/12/13 F 340 8002	1 11 11	06/12/13			
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
AFT REQ FULL LOAD OF FUEL	11	11	11	11	06/12/13
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.
DISCREPANCY	GRADE	EMPLOYEE NO.	INSPECTED BY	GRADE	EMPLOYEE NO.

EXTRACT *Procedure*
Custodian for the Accident Investigator

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from Black Hawk down, AF 70-731, 5-12-93 to 6-12-93 which is kept in my records system.

AFTO REG 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

REVISED EDITION
WITH NEW USES

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

H-4a AFTO Form 781h, 14 April 1994

H-4e

H-4b AFTO Form 781a, 13 April 1994

H-4f

H-4c AFTO Form 781k, 2 March 1994

H-4g

H-4d AFTO Form 781k, 6 September 1993

H-4h

H-4e AFTO Form 781k, 4 August 1993

H-4i

H-4f AFTO Form 781a, 24-25 February 1994

H-4j

H-4g AFTO Form 781a, 26-28 February 1994

H-4k

H-4h AFTO Form 781a, 13 April 1994

H-4l

H-4i AFTO Form 781j, 9 March 1994

H-4m

H-4j AFTO Form 781a, 6 December 1993

H-4n

H-4k AFTO Form 781a, 13 January 1994

H-4o

H-4k

DATE FROM 12/01/93	TO 12/01/93	OPEN CHAT		OPEN	LOCATION	BY F-151	SERIAL NO.	
STW	DATE DISC	WOC	ICN	DOC NO	CF TO TPA	DATED	TRANSFERRED TO TPA DATE	DATE CORRECTED
	1/1	J	E2		1	1/1	1/1	12/01/94
DISCREPANCY INFO-NOTE: KY-55 is KEYED.					CORRECTIVE ACTION			
CODED FOR: 12 THRU 18 OT 94								
					CORRECTED/TRANSFERRED BY <i>L. J. HARRIS</i>		GRADE	EMPLOYEE NO.
DISCOVERED BY <i>L. J. HARRIS</i>			GRADE	EMPLOYEE NO	INSPECTED BY <i>G. D. HARRIS</i>		GRADE	EMPLOYEE NO
STW	DATE DISC	WOC	ICN	DOC NO	CF TO TPA	DATED	TRANSFERRED TO TPA DATE	DATE CORRECTED
<i>X</i>	12/01/93	J	E2		1	1/1	1/1	12/01/94
DISCREPANCY WEAPONS PREFLIGHT WORKCARDS					CORRECTIVE ACTION			
NOT COMPLIED WITH.					<i>CW</i>			
					CORRECTED/TRANSFERRED BY <i>G. D. HARRIS</i>		GRADE	EMPLOYEE NO
DISCOVERED BY <i>L. J. HARRIS</i>			GRADE	EMPLOYEE NO	INSPECTED BY <i>G. D. HARRIS</i>		GRADE	EMPLOYEE NO
STW	DATE DISC	WOC	ICN	DOC NO	CF TO TPA	DATED	TRANSFERRED TO TPA DATE	DATE CORRECTED
<i>X</i>	12/01/93	J	E2		1	1/1	1/1	12/01/94
DISCREPANCY					CORRECTIVE ACTION			
					<i>TMP PARTS INSTR</i>			
					CORRECTED/TRANSFERRED BY <i>L. J. HARRIS</i>		GRADE	EMPLOYEE NO
DISCOVERED BY <i>L. J. HARRIS</i>			GRADE	EMPLOYEE NO	INSPECTED BY <i>L. J. HARRIS</i>		GRADE	EMPLOYEE NO
STW	DATE DISC	WOC	ICN	DOC NO	CF TO TPA	DATED	TRANSFERRED TO TPA DATE	DATE CORRECTED
<i>X</i>	12/01/93	J	E2		1	1/1	1/1	12/01/94

AFTO FORM
FIRE 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from my records system.

Robert L. Harris
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

EXTRACT

Robert L. Harris

DATE FROM	TO	DISCREPANCY	GRADE	DOC NO	REASON	FILED	SERIAL NO	
SYM	DATE DISCO	WOC	JCN	DOC NO	CF TO 281A	DATED	TRANSFERRED TO	DATE CORRECTED
X	12/1/14	F	012		F-1	11	11	13/01/14
DISCREPANCY					CORRECTIVE ACTION			
MLC's Trust								
No MLC's Trust								

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

**H-1
H-2
H-3
H-4
H-5**

TAB H-5

F-15C 84-0025

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

1. DATE	2. CREW MEMBER	3. ORGANIZATION	4. LOCATION	5. M.	6. SERIAL NUMBER							
14-04-8	WETKES	52 FW	APO CAG	INC	84-0025							
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT									
TYPE BVO A	ACCOMPLISHED BY	COMPLETED		FLT NO 130417001	TYPE BT	ACCOMPLISHED BY Sgt Black - ECA 14-04-14 1400	COMPLETED					
		DATE	TIME				DATE	TIME				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
		11	•				11	•				
9. STATUS DATA		10. FLIGHT CONDITION DATA										
SEE AFM FORM 781A AND 781H FOR EXPLANATION OF THE SYMBOLS	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE LAW Box No	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Name, Grade, Rank)	OVER TEMP ENCTED	AUT END OR APU OPERATION				
	<input checked="" type="checkbox"/>	11	2	R Cg 5-7 0084	1	OK		dd				
	<input checked="" type="checkbox"/>	12	4	RCG 5-7 0084	2	OK	J Sod	CP CO				
	<input checked="" type="checkbox"/>	13			3							
	<input checked="" type="checkbox"/>	14			4							
	<input checked="" type="checkbox"/>	15			5							
	<input checked="" type="checkbox"/>	16			6							
	<input checked="" type="checkbox"/>	17			7							
	<input checked="" type="checkbox"/>	18			8							
	<input checked="" type="checkbox"/>	19			9							
	<input checked="" type="checkbox"/>	20			10							
11	MUNITIONS GUNS STATES	STATUS 781A ENTRY	LEN P1	LEN P1	LEN P1	LEN P1	LEN P1	LEN P1	LEN P1	TOTAL TODAY		
12	AIRFRAME TIME		13 LANDINGS	14 CARTRIDGE STARTS		15	ENGINE CYCLE DOCUMENTATION					
PREVIOUS		FULL STOP	TOTAL	NO ENG	NO ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	
FLIGHTS												
1		35	1	1								
2		64	1	1								
3												
4												
5												
6												
7												
8												
9												
10												
TOTAL												

PREVIOUS ENTRIES IS INCOMPLETE

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from Current AFM Form 781 Binder - 84-0025 which is kept in my records system.
18 May 94
Date
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

DATE FROM / / /	TO / / /	CREW CHIEF	ORGN	LOCATION	MU.	SERIAL NO
SYM DATE DISCO 13/04/01	WDC JCN J 103 8625	DOC NO. 00000000	CF TO 781A P 1	DATED //	TRANSFERRED TO 781K DATE //	DATE CORRECTED 15/04/01
DISCREPANCY JOAP RESULTS DUE FROM PREVIOUS FLYING DAY			CORRECTIVE ACTION JOAP ANALYSIS RESULTS CONFIRMED: #1 ENGINE: GOOD/BAD #2 ENGINE: GOOD/BAD			
(RED-)			CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY M Jia		GRADE E-4	EMPLOYEE NO. 039265	INSPECTED BY R. Jia	GRADE E-4	EMPLOYEE NO 02961
SYM DATE DISCO 13/04/01	WDC JCN J 103 8625	DOC NO. 00000000	CF TO 781A P 1	DATED //	TRANSFERRED TO 781K DATE //	DATE CORRECTED 14/04/01
DISCREPANCY JOAP SAMPLES REQUIRED FROM BOTH ENGINES			CORRECTIVE ACTION			
AFTER THE FIRST FLIGHT OF THE DAY			JOAP SAMPLES REQUIRED @ 1400			
(RED-)			CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY M Jia		GRADE E-4	EMPLOYEE NO 039265	INSPECTED BY B. Jia	GRADE S2A	EMPLOYEE NO 02927
SYM DATE DISCO 13/04/01	WDC JCN J 103 8625	DOC NO. 00000000	CF TO 781A P 1	DATED //	TRANSFERRED TO 781K DATE //	DATE CORRECTED //
DISCREPANCY INFO-NOTE:			CORRECTIVE ACTION			
MODE IV IFF/AI KEYED						
A CODE: 14 APR 01						
B CODE: 15 APR 01						
(RED-)			CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY M Jia		GRADE E-4	EMPLOYEE NO 039265	INSPECTED BY	GRADE	EMPLOYEE NO

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MOS	SERIAL NUMBER		
	22.03.4		M. FAUGAHT SGT	36 FW	09132	F-15C	84-0025		
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA			TYPE		
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1 P68-0698	5 TCB 1784		
HPO-1	400HR		2999.2	3399.2		2 P68-1754	6 TCB 1083		
HPO-2	400HR		3199.2			3	7		
PE	1200HR		3599.2			4	6		
						JFS 0412			
						CGB 0650			
C. CALENDAR INSP STATUS			DATE OF LAST FLIGHT	/ /	D. STATUS OF DEPOT LEVEL INSPECTION				
TYPE	DATE DUE	TYPE	DATE DUE	/ /	LAST DEPOT LEVEL FACILITY				
				/ /	DATE COMPLETED	/ /	ACFT TIME		
E. IMMEDIATE AND URGENT ACTION TCTS COMPLETED WITHIN THE PAST 10 DAYS									
TD NUMBER AND PUBLICATION DATE		DATE CM		TD NUMBER AND PUBLICATION DATE		DATE CM			
		/ /				/ /			
		/ /				/ /			
		/ /				/ /			
F. HIGHER AUTHORITY INSPECTIONS									
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE				
/ /				/ /					
/ /				/ /					
/ /				/ /					
G. CALENDAR AND HOURLY INSPECTION SCHEDULE									
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	
APPLY REPCON RAIN REPELLENT	25 HOURS	2984.0	3000.0	3026.0	3052.0	3078.0	3104.0	3130.0	
AILERON HINGE LUBE	25 HOURS	2984.0	3000.0	3026.0	3052.0	3078.0	3104.0	3130.0	
SDR TAPE CHANGE (IF REQ)	25 HOURS	2974.0	2999.2	3024.0	3054.0	3084.0	3114.0	3144.0	
LT RUDDER SPLICE BOLTS	50 HOURS	3009.2							
RT RUDDER SPLICE BOLTS	50 HOURS	3009.2							
AIRCRAFT DOCUMENT REVIEW	14 DAYS	05-02-4	13-04-4						
EMERGENCY OXYGEN HOSE PULL TEST	30 DAYS	05-04-4	11-05-4						
CMD BIT CHECK	30 DAYS	N/A							
CMD BIT CLEANING	90 DAYS	15-06-4							
AWM - 171/199 FUNCTIONAL CHECK	30 DAYS	15-04-4	03-05-4						
GUN ROTATION, LUBE, AND INSPECT	30 DAYS	15-04-4	11-05-4						
RECOVERY CHUTE INSPECTION	30 DAYS	02-07-4	01-08-4						
LOX CONVERTER PURGE (S/N: 5154)	60 DAYS	03-05-4							
AIRCRAFT WASH	90 DAYS	10-01-4							
MAU - 12 BOMB RACK INSPECTION	90 DAYS	15-06-4							
LAU - 106 LAUNCHER INSPECTION	90 DAYS	15-06-4							
LAU - 128 LAUNCHER INSPECTION	90 DAYS	15-06-4							
LIFE SUPPORT EQUIPMENT INSPECTION	120 DAYS	11-04-4	04-06-4						
OXYGEN REGULATOR LEAK CHECK	120 DAYS	18-05-4							
AIRCRAFT LOX SYSTEM PURGE	180 DAYS	06-04-4							
GROUND RECEPICAL CONTINUITY CHK.	180 DAYS	06-05-4							
NDI WINGTIP INSPECTION	100 HOURS	3059.2							
LT. AMAD SERIAL #: 1486									
RT. AMAD SERIAL #: 6253-C									
RADOME SERIAL #: 0290									
LT. RUDDER SERIAL #: A22-0716									
RT. RUDDER SERIAL #: WRE-716									
LT. STAB ACT. SFR. NO #: 0737									
RT. STAB ACT. SFR. NO #: 0310									

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

*WILLIAM L. HARRIS, Capt, USA, MSC
Evidence Custodian, Incirlik Air Base, Turkey*

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO'S AND DELAYED - CREPANCIES

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

REF ID: A4000 CCV CORE INSLED

MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MOS	SERIAL NUMBER		
08/02/94			M. FAUGI T SGT	36 FW	09132	F100PW100	P68 0698		
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA		TYPE			
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NC	ENG CHANGE DUE TIME	PSN	ENG SER NC EHR SN	ENG CHANGE DUE TIME
TYPE	EE-2	COMP.	NEXT DUE	COMP.	NEXT DUE	1	P68 0698 E 0698	5	TC 81-74
						2		6	
						3		7	
						4		8	
C. CALENDAR INSP STATUS				DATE OF LAST FLIGHT		/ /		D. STATUS OF DEPOT LEVEL INSPECTION	
TYPE	DATE DUE		TYPE	DATE DUE		/ /		LAST DEPOT LEVEL FACILITY	
	/ /			/ /		/ /		DATE COMPLETED	ACT TIME
E. IMMEDIATE AND URGENT ACTION TETO'S COMPLETED WITHIN THE PAST 10 DAYS									
T.O. NUMBER AND PUBLICATION DATE			DATE CR		T.O. NUMBER AND PUBLICATION DATE			DATE CR	
			/ /					/ /	
			/ /					/ /	
			/ /					/ /	
F. HIGHER AUTHORITY INSPECTIONS									
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE				
/ /				/ /					
/ /				/ /					
/ /				/ /					
G. CALENDAR AND HOURLY INSPECTION SCHEDULE									
INSPECTION ITEM	FREQUENCY		NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
SPACER GROWTH AUGMENTOR	50 TFT		N/R						
FAX 1 & 2 SPACER INSP (NDI)	50 TFT		3246.1	3287.1					
100 HR 1F-15C-6 INSP	100 TFT		3296.1						
200 HR 1F-15C-6 INSP LPT 4th STG VANE PART #40162-54	200 TFT		3396.1						
400 HR 1F-15C-6 INSP	400 TFT		3596.1						
ISSUED TIMES:									
TOT: 4745.1	TFT: 3196.1								
OTC: 7	EOT: 11798								

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

7 May 94
Date

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5e

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

4000 CCV CORE INSTALLED

25/11/94
NON-MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER		
290314			171. FAUGHT S61	36 FW.	09132	F100PW100	P68 1754		
A. AIRCRAFT INSPECTION STATUS				B. ENGINE DATA		TYPE F100PW100			
NEXT PERIODIC, MAJOR OR PHASED INSPECTION DUE NO				PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	2 P68 1754 E1754	5	TCB1093	
						2	6		
						3	7		
						4	8		
C. CALENDAR INSP STATUS				DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY					
				DATE COMPLETED	ACFT TIME				
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS									
TD NUMBER AND PUBLICATION DATE		DATE CW		TD NUMBER AND PUBLICATION DATE		DATE CW			
		/ /				/ /			
		/ /				/ /			
		/ /				/ /			
F. HIGHER AUTHORITY INSPECTIONS									
DATE	SIGNATURE AND TITLE			DATE	SIGNATURE AND TITLE				
/ /				/ /					
/ /				/ /					
/ /				/ /					
G. CALENDAR AND HOURLY INSPECTION SCHEDULE									
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	
1-PACER GROWTH AUGMENTOR	50 TFT	2189.2	2327.0	2327.0	2327.0	2327.0	2327.0	2327.0	
FAN 1 & 2 SPACER INSP (NDI)	50 TFT	2189.2	2327.0	2327.0	2327.0	2327.0	2327.0	2327.0	
CONT	11	242	2470.0	2519.8	2555.6	2585.6			
100 HR 1F-15C-6 INSP	100 TFT	2234.2	2330.8	2507.0	2525.0	2619.6			
100 HR 21AIS SPRAYING OZONE LUBE & CLEAN	100 TFT	2234.2	2330.8	2507.0	2525.0	2619.6			
200 HR 1F-15C-6 INSP LPT 4th STG VANE PART 14037254	200 TFT	2234.2	2434.2	2625.0	2719.6				
400 HR 1F-15C-6 INSP	400 TFT	2524.2	2919.6						
ISSUED TIMES:									
TOT: 3483.9	TFT: 2124.2								
OTC: .7	EOT: 2732.0								
CERTIFICATE									
I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.									
7 May 94 <i>W.L.H.</i> Date WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey									

H-5a

TAB H-5

F-15C 84-0025

H-5b

H-5a AFTO Form 781h, 14 April 1994

H-5c

H-5b AFTO Form 781a, 13 April 1994

H-5c AFTO Form 781k, 22 March 1994

H-5d

H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

H-5e

H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

H-5f

H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

H-5j AFTO Form 781j, 9 August 1994

DATE FROM	TO	CHIEF	ORGN	LOCATION	MDS	SERIAL NO.			
/ /	/ /								
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/04/4	F	098	8007	P	11	11	08/04/4	
DISCREPANCY					CORRECTIVE ACTION				
AAI GAVE DIAMONDS AT THE BOTTOM OF THE JSD WHEN MODE 1 OR 2 WAS INTERROGATED.					OPS CK GOOD IAW TO 1F-15C-2-343G-53-1				
THERE WAS ALSO MODE 1 SHATTER.									
DISCOVERED BY <i>E. Name</i>				GRADE O-3	EMPLOYEE NO. 02526	CORRECTED/TRANSFERRED BY <i>E. Name</i>		GRADE E4	EMPLOYEE NO. 02526
INSPECTED BY <i>T. Sjod</i>						GRADE E3	EMPLOYEE NO. 02978		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/04/4	F	098	8007	P	11	11	08/04/4	
DISCREPANCY LEFT AND RIGHT FUEL FLOW CB'S PULLED					CORRECTIVE ACTION <i>R. C. -</i>				
DISCOVERED BY <i>E. Name</i>				GRADE E4	EMPLOYEE NO. 02526	CORRECTED/TRANSFERRED BY <i>M. J. Name</i>		GRADE E4	EMPLOYEE NO. 028960
INSPECTED BY <i>M. J. Name</i>						GRADE E3	EMPLOYEE NO. 028960		
SYM	DATE DISCO	WDC	JCN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED	
X	08/04/4	F	098	8007	P	11	11	08/04/4	
DISCREPANCY #3 CMD CB'S PULLED TO FORWARD.					CORRECTIVE ACTION <i>R. C. -</i>				
DISCOVERED BY <i>E. Name</i>				GRADE E4	EMPLOYEE NO. 02526	CORRECTED/TRANSFERRED BY <i>M. J. Name</i>		GRADE E4	EMPLOYEE NO. 028960
INSPECTED BY <i>M. J. Name</i>						GRADE E3	EMPLOYEE NO. 028960		

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H-5c AFTO Form 781k, 22 March 1994

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H-5d AFTO Form 781k, 2 February 1994

H-5e AFTO Form 781k, 29 March 1994

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H-5f AFTO Form 781a, 7 April 1994

H-5g AFTO Form 781a, 12-13 April 1994

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H-5h AFTO Form 781a, 22-24 March 1994

H-5i AFTO Form 781a, 9 March 1994

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H-5j AFTO Form 781j, 9 August 1994

DATE FROM		TO		CROW CHIEF		ORGN		LOCATION		MDS	SERIAL	
/ /	/ /											
SYM	DATE DISCO	WDC	JCN	103	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED		
N	13/04/4	F	8225				P 1	/ /	/ /	13/04/4		
DISCREPANCY						CORRECTIVE ACTION R ² TAPE BIT						
SDR TAPE EXPENDED						OK GOOD IAW TO. IF-15C-2-31 JG-30-1						
						CORRECTED/TRANSFERRED BY				GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE		EMPLOYEE NO.		INSPECTED BY				GRADE		EMPLOYEE NO.
<i>J. Halleen</i>		E5		02917		<i>None</i>				E4		02526
SYM	DATE DISCO	WDC	JCN	103	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED			
J	13/04/4	F	4005			P 1	/ /	/ /	13/04/4			
DISCREPANCY						CORRECTIVE ACTION						
<i>25HR DUE</i>						<i>C/W</i>						
						CORRECTED/TRANSFERRED BY				GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE		EMPLOYEE NO.		INSPECTED BY				GRADE		EMPLOYEE NO.
<i>M. J. Halleen</i>		E4				<i>M. J. Halleen</i>				E4		02906
SYM	DATE DISCO	WDC	JCN	103	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED			
J	13/04/4	F	4004			P 1	/ /	/ /	13/04/4			
DISCREPANCY						CORRECTIVE ACTION						
<i>missing tape</i>						<i>M. Halleen</i>						
<i>at side STA 5</i>												
						CORRECTED/TRANSFERRED BY				GRADE	EMPLOYEE NO.	
DISCOVERED BY		GRADE		EMPLOYEE NO.		INSPECTED BY				GRADE		EMPLOYEE NO.
<i>M. J. Halleen</i>		E4		02906		<i>M. J. Halleen</i>				E4		02906

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H-5i AFTO Form 781a, 9 March 1994

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H-5j AFTO Form 781j, 9 August 1994

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DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO		
11	11							
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
P P314	F	0105	081		'41	24/03/4	11	23/03/14
DISCREPANCY Document Review + Rpt					CORRECTIVE ACTION <i>Pats; ch</i>			
Dock Due					<i>Dock Chief: Chw</i>			
"CF"					CORRECTED/TRANSFERRED BY <i>H. J. M. J.</i>		GRADE <i>E-5</i>	EMPLOYEE NO <i>28883</i>
DISCOVERED BY <i>HVI - H. M. J.</i> SOT 08625					INSPECTED BY <i>H. M. J.</i>		GRADE	EMPLOYEE NO
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
P P314	F	7150	081		'1	11	11	23/03/14
DISCREPANCY INFO. NOTE: 4 x 446 CARTS INSTALLED					CORRECTIVE ACTION <i>All IMPULSE Carts, Revised</i>			
"CF"					CORRECTED/TRANSFERRED BY <i>H. M. J.</i>		GRADE	EMPLOYEE NO
DISCOVERED BY <i>HVI - H. M. J.</i> SOT 08625					INSPECTED BY <i>H. M. J.</i>		GRADE	EMPLOYEE NO
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED
A 23/3/4	D	082	0113		'1	11	11	23/03/14
DISCREPANCY AAI Replies To Interviews but unable to interview any modus.					CORRECTIVE ACTION <i>R² AAT P/T TAW To IF-150-3-3436-53-2. Ops</i>			
CODE III FLYABLE					<i>1111</i>			
DISCOVERED BY <i>H. M. J. DODSON</i> GRADE <i>E-5</i> EMPLOYEE NO <i>02894</i>					CORRECTED/TRANSFERRED BY <i>H. M. J.</i>		GRADE <i>E-5</i>	EMPLOYEE NO <i>02883</i>
DISCOVERED BY <i>H. M. J. DODSON</i> GRADE <i>E-5</i> EMPLOYEE NO <i>02894</i>					INSPECTED BY <i>H. Cart</i>		GRADE <i>E-5</i>	EMPLOYEE NO <i>02883</i>

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H-5a AFTO Form 781h, 14 April 1994

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H-5j AFTO Form 781j, 9 August 1994

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EXTRACT

Pulled from Pulled from 3-2-94 to 3-21-94, ACFT 84-0025
which is kept in my records system. W. T. H.
15 May 94 Date WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

CORRECTED BY _____ **GRADE** _____ **EMPLOYEE NO.** _____

卷之三

INSPECTED BY _____ GRADE _____ EMPLOYEE NO. _____

Digitized by srujanika@gmail.com

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS	SERIAL NO.				
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
X	09/03/14	F	5678230			P	1	11	11	17/03/14					
DISCREPANCY						CORRECTIVE ACTION		RWR BIT ✓							
RWE BIT check						C/W ✓ GOOD									
Due:															
						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.						
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY			GRADE	EMPLOYEE NO.				
M. Todd				F-2	02959		Carter			E6C7	00388				
SYM	DATE DISCD	WDC	JCN	067	DOC NO. Y307PL		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
X	08/03/14	F	8230	Y0570003			P	1	11	17/03/14					
DISCREPANCY						CORRECTIVE ACTION		EWS BIT ✓							
Request EWS						GOOD									
BIT check in flight															
Sgt. - Request 36															
is discovered instead															
of 067-34, to															
verify RWR CBL-3															
						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.						
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY			GRADE	EMPLOYEE NO.				
Carter				O2959	02959		Carter			E6C7	00388				
SYM	DATE DISCD	WDC	JCN	068	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
X	09/03/14		0127	0127			P	1	11	17/03/14					
DISCREPANCY						CORRECTIVE ACTION		AAE OPS ✓ GOOD							
AAE OPS ✓ GOOD															
AAE OPS ✓ GOOD															
AAE OPS ✓ GOOD															
						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.						
DISCOVERED BY				GRADE	EMPLOYEE NO.		INSPECTED BY			GRADE	EMPLOYEE NO.				
Carter				O2959	02959		Carter			E6C7	00388				

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#1 Pd 8 0698

#1
Pd 8 1754

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
	0910314	1 1	M. FAUGHT SGT	52 FW	APO AE 09126	F-15C	84-0025

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL	OVER													
		CHANGE	TEMP													
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME
PREVIOUS		2957.5	3212.2	1 205	6	4820.9	4	46.5	45	2492.4	4	188.7	7	938.6	6	4705.46
110314		1.7	17	21		21		2.1		17		21		2.1		2.1
TOTAL		2959.2	3213.9	1207	7	4823.0	0	47.6	15	1994.1	1	190.2	2	940.7	7	1726.46
1210314	REC'D C.V. 110314 TIME															
TOTAL		2958.0	3196.1	1207	7	4823.0	0	48.6	48	2494.1	1	3190.8	8	3942.7	7	4726.46
12210314		1.8	18	24		24		2.4		18		2.5		2.5		1
TOTAL		2959.8	3197.9	1210	1	4825.4		51.0	48	2495.9	2	2193.3	3	3945.2	2	475.1 47
2310314		3.4	34	46		46		4.6		4.6	0	3.4		4.6		4.6 0
TOTAL		2963.2	3201.3	1214	7	4830.0	0	55.6	48	2499.3	3	3197.9	9	3949.8	8	479.7 47
2410314		1.0	10	12		12		1.2		10		12		12		1.2 0
TOTAL		2964.2	3202.3	1215	9	4831.2		56.8	44	2500.3	3	3199.1	0	3951.0	0	180.9 46
2810314		3.2	32	46		46		4.6		4.6	0	3.2		4.6		4.6 0
TOTAL		2967.4	3205.5	1220	5	4835.8		61.4	44	2503.5	5	3203.9	9	3955.8	8	485.7 46
3010314		2.1	21	32		32		3.2		21		3.6		3.6		3.6 1
TOTAL		2969.5	3207.6	1223	7	4839.0		64.6	47	2505.6	6	3207.5	4	3959.4	4	489.3 46
3010314		1.1	11	16		16		1.6	0	11		16		16		1.6 0
TOTAL		2970.6	3208.7	1225	3	4840.6		61.2	47	2506.7	1	3208.6	2	3963.6	6	490.9 46
3110314		1.3	13	42		42		4.2	0	13		42		42		4.2 0
TOTAL		2971.9	3210.0	1229	5	4844.8		70.4	48	2508.0	0	3213.3	3	3965.2	2	495.1 46
2510414		3.6	36	39		39		3.9	0	36		39		39		3.9 0
TOTAL		2975.5	3213.6	1233	4	4848.7		74.3	48	2511.6		217.2	2	3969.1	1	499.0 46
2610414		1.3	43	50		51		5.0		11.3		53		53		5.2
CARRIED FORWARD		2977.6	3217.7	1238	1	4853.7		77.3	46	2511.9	1	2970.4	1	3971.1	3	5040.46

AFTO FORM MAY 73 781J

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE - ENGINE FLIGHT DOCUMENT

CERTIFICATE

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate copy of the record which is kept in my records system.

8 May 94
Date

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

C684

1754

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL	OVER															
		CHANGE	TEMP															
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG				
		TIME	CYCLES															
PREVIOUS		00-70.0	3017	9	1036	4	41643	7	5013	46	5010	9	10100	61	34101	2	42010	51
0810414	3.7	27	7	60	60	..	..	37	61	61	1	61	1	61	1	61	1
TOTAL		2963.5	2111	6	1094.6	6	3713	7	63.3	94	6119	6	102.3	3	1920	11	512.2	11
1010414	..	34	1	..	..	..	..	34	1	34	1	34	1	34	1	34	1
TOTAL		1043.6	1053	3	1047.6	11	6113	5	6111	74	2515	11	1010	47	1010	2	1010	11
101114	6.3	10	3	73	78	78	78	63	79	79	79	79	79	79	79	79	79	
TOTAL		2793.0	3231	3	1056.0	11	6110	3	6110	11	2509	2	546	3	2530	0	5111	0
1210414	..	8	8	10	10	10	10	58	13	13	13	13	13	13	13	13	13	
TOTAL		2994.0	3232	1	1057.0	10	6110	10	96.1	48	2530	1	1016	1	2933	5	5114	5
1310414	1.0	53	5	56	56	56	56	53	57	57	57	57	57	57	57	57	57	
TOTAL		2999.1	3237	1	1067	10	41658	1	10227	48	2535	1	2173	3	2939	0	59.1	48
11																		
TOTAL																		
11																		
TOTAL																		
11																		
TOTAL																		
11																		
TOTAL																		
11																		
TOTAL																		
CARRIED FORWARD	*																	

AFR 110-14 AIRCRAFT ACCIDENT BOARD

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