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**AIRCRAFT  
ACCIDENT INVESTIGATION BOARD  
REPORT**

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

**VOLUME 10**

**TAB U**

**AIRCRAFT  
ACCIDENT INVESTIGATION BOARD  
REPORT**

**COPY**

15

**OF**

14

**AFR 110-14 AIRCRAFT ACCIDENT BOARD  
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**TAB U**

**AIRCRAFT MAINTENANCE RECORDS**

**U-1 UH-60 Black Hawk 88-26060**

**(This tab not used)**

**U-2 UH-60 Black Hawk 87-26000**

**(This tab not used)**

**U-3 E-3B AWACS**

**U-4 F-15C 79-0025**

**U-5 F-15C 84-0025**

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**U-4 F-15C 79-0025**

**U-5 F-15C 84-0025**

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**E-3B AWACS**

**U-3a Detailed Debrief Sorties Recap**

**U-3b TCTO 1E-3-673, 22 April 1994**

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**U-3d Special Inspection/TCTOs due on A/C 77-0351**

**U-3a**

**U-3e DD Forms 2027, Oil Analysis Records**



SUBJECT: [REDACTED] \*  
 PILOT: [REDACTED]  
 CREW: [REDACTED] WHITNEY PATRICK  
 F91A F91A: EFF RTE ROSS/ACHV ALERT CAYE ERCS TOTAL ERCS RAD

REMARKS: MTT #2 MAN BRING UP VACCUM

MOD 01  
 ECH TAKEOFF ECH LANDING ACT TAKEOFF ACT LANDING  
 13 APR 94 2036 14 APR 94 1140 13.2 4700  
 LAUNCH BASE: LTAG RECOVERY BASE: LTAG

CAP BLK NOC NPL: NPL: FAULT CODE:  
 1 000 000 MAINT EVT ID: 941042066 CAUSE: ENG SHUTDOWN: WHERE: LTAG  
 (FMOD) MTT #2 WILL NOT BRING UP VACCUM

CAP BLK NOC NPL: NPL: FAULT CODE:  
 1 000 000 MAINT EVT ID: 941042067 CAUSE: ENG SHUTDOWN: WHERE: LTAG  
 (FMOD) #2 HAVE SIREN HAD SOFT BYTE FAILURE ON CLIMBOUT AND 2  
 INCIDENT

CAP BLK NOC NPL: NPL: FAULT CODE:  
 2 043 040 MAINT EVT ID: 941042068 CAUSE: ENG SHUTDOWN: WHERE:  
 (FMOD) NAV ADS PANEL HAS INTERMITTENT VOLUME SURGES

CAP BLK NOC NPL: NPL: FAULT CODE:  
 2 028 020 MAINT EVT ID: 941042066 CAUSE: ENG SHUTDOWN: WHERE:  
 (FMOD) #2 ENG THROTTLE 1 1/2 ANDS AFT IN FLIGHT

CAP BLK NOC NPL: NPL: FAULT CODE:  
 2 035 030 MAINT EVT ID: 941042068 CAUSE: 1 ENG SHUTDOWN: WHERE:  
 (FMOD) #2 ENG COMPRESSOR STALLED WHEN DESCENDING FROM 32 TO  
 25 THOU AND WHEN FF WAS REDUCED TO 2000 RPM

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	2	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	400	FUEL SYSTEM	035	1	470	OXYGEN
036	1	454	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	310	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	1	450	IFF ANT	045	1	638	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	694	TADIL-A
048	1	690	SECURE COMM	049	1	695	JTIDS/VODDER
050	1	370	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	1	510	SURV RADAR
054	1	570	CONSOLES	055	2	320	COMPUTERS/DEP
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

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.

19 May 94  
Dye

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

\* Control Witness to  
Gordon  
Wilcox

AIRCRAFT ACCIDENT: DETAILED DEBRIEF SORTIE REPORT 28 APR 94 11:17:00

SORTIE# 735 SORTIE DATE 941001 SORTIE OF DAY 1 MISSION UPGOBE LOS STAF 7 SYG 610 EFF/CAUSE R

PILOT CAPT. DALEY CREW DEBRIEFER WHITNEY PATRICK L ENG SHUT TIME TURNAROUND 5ALT

FSA FSASA: CFF PTE POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

HF#2 HAS A BAD AMB#72

MOD 01 SCH TAKEOFF 11 APR 94 0907 SCH LANDING 12 APR 94 0911 DUR 10.1 ATRP

LAUNCH BASE: LTAG RECOVERY BASE: LTAG

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 1 040 610 MAINT EVT ID: 741002065 CAUSE: ENG SHUTDOWN: WHERE: LTAG  
 (FMC) HF #2 HAS A BAD COUPLER CONTROL.

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 040 610 MAINT EVT ID: 741002066 CAUSE: ENG SHUTDOWN: WHERE: LTAG  
 (FMC) HF#2 HAS A BAD PR-4992 IN REC BACK.

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 044 655 MAINT EVT ID: 741022067 CAUSE: ENG SHUTDOWN: WHERE: LTAG  
 (FMC) IFF SYG INTERFERES WITH TRANSPONDER : AIMS CONSTANTLY INTERROGATED ON ALL MODES

SYSTEM CAPABILITY CODES

BLK#	CAP	SYG	SYSTEM/SUBSYSTEM	BLK#	CAP	SYG	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	2	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	2	655	IFF ANT	045	1	656	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	69B	JTIDS/VOCODER
050	1	69H	ESB	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	1	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

ASN 94118 111700 161700 PROCESSED.

VERSION DATE: 071393

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 Aug 94  
 Date

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

SORTIE# 733 SORTIE DATE 94037 CREW DEBRIEFER KARL WILLIAM P  
 PILOT MAYO MAG FSA F505A: EFF PTE F055/ACHV ALERT DAYS ERO3 TOTAL ERO3 RAO

REMARKS: [FMCD] BEAM STEERING DRIVER 25 IS BAD  
 MOD 01 SCH TAKEOFF 27 MAR 94 2131 ACT TAKEOFF 25 MAR 94 0548 DUF 11.3 AUC A73F  
 LAUNCH BASE: LTAG RECOVERY BASE: LTAG

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 053 610 MAINT EVT ID: 940872065 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] BEAM STEERING DRIVER 25 IS BAD

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 043 640 MAINT EVT ID: 940872066 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] ST 22 AND 23 FOOT MIC INDF

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 043 640 MAINT EVT ID: 940872067 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] ST 04 MAP CAUSES FAILURE ALARM ON PDF

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	570	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	1	65D	IFF ANT	045	1	650	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	67E	SECURE COMM	049	1	690	GTIDS/VOCODER
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

CERTIFICATE

I, the undersigned, certify that the information furnished herein is true and correct to the best of my knowledge and belief, and that the aircraft described herein is in compliance with the applicable Federal Aviation Regulations and is airworthy for the intended use.

12 May 94

*[Signature]*  
 Name: [Name]  
 Title: [Title]

SORTIE# 735 SORTIE DATE 94034 SORTIE OF DAY 1 MISSION DPO067 LDB STAT 2 EYE 810 EFF/CAUSE E  
 PILOT BONNER CAPT CREW DEBRIEFER KARL WILLIAM F ENG SHUT TIME TURNAROUND 6ALT  
 FSA FSABA; EFF PTS POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

[FMCD] ROTD CMP 1 FAILURE  
 MOD SCH TAKEOFF SCH LANDING ACT TAKEOFF ACT LANDING DUR AUC  
 01 24 MAR 94 2147 25 MAR 94 0734 9.8 A73  
 LAUNCH BASE: LTAG RECOVERY BASE: LTAG

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 053 810 MAINT EVT ID: 940842065 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] ROTD CMP 1 FAILS CONSTANTLY FOR DATA COMM

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 042 630 MAINT EVT ID: 940842066 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] FLT DECK UHF RADIO TOO LOUD

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 028 230 MAINT EVT ID: 940842067 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] #2 6 INCH BLEED VALVE SEEMS TO WORK ONLY FULL OPEN OR FULL CLOSED

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 050 69H MAINT EVT ID: 940842068 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] ESS AP101C WATCHDOG TIMER W/N ACCEPT SWITCHES

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 054 82H MAINT EVT ID: 940842069 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] BAD HVPS ST 10 PICTURE LOSTS FOCUS AND FADES

CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 053 810 MAINT EVT ID: 940842070 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] DESSICANT CRYSTALS NEED SERVICED

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	2	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	2	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	1	65D	IFF ANT	045	1	656	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	69E	JTIDS/VOCODER
050	2	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	2	82H	CONSOLES	055	1	820	COMPUTERS/DSK
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

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12 May 94  
 Date

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

SORTIE# 73E SORTIE DATE 94031 SORTIE OF DAY 1 MISSION OPC064 LOS STAT 2 SYS 410 EFF/CAUSE E  
 PILOT BONNER CAPT CREW DEBRIEFER KARL WILLIAM P ENG SHUT TIME TURNAROUND SALT  
 FSA FSAGA: EFF PT3 POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

[FMCD] #4 BLEED VALVE INOP

MOD 01 SCH TAKEOFF LAUNCH BASE: LTAG SCH LANDING ACT TAKEOFF 21 MAR 94 2142 ACT LANDING 22 MAR 94 0136 DUR 3.9 AUC A73P  
 RECOVERY BASE: LTAG

=====  
 CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 030 410 MAINT EVT ID: 940812065 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] #4 BLEED VALVE INOP

=====  
 CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 042 630 MAINT EVT ID: 940812066 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] SATCOM SYS #1 SIM BAD

=====  
 CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 045 640 MAINT EVT ID: 940812067 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] COPILOTS ADS PNL CALL SELECT HAS BUSY SIGNAL

=====  
 CAP BLK WJC MFL: MFL: FAULT CODE:  
 2 052 720 MAINT EVT ID: 940812068 CAUSE: ENG SHUTDOWN: WHERE:  
 [FMCD] NAV'S WX RDR SCREEN PAINTS RETURN ONLY IN OUTER PART O F SCOPE

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	2	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	2	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	1	650	IFF ANT	045	1	656	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	69B	JTIDS/VOCODER
050	1	69H	ESS	051	1	710	RADIO NAV
052	2	720	RADAR NAV	053	1	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

12 May 94  
 will

W. FH

SORTIE# 735 SORTIE DATE 94071 SORTIE OF DAY 1 MISSION DPG007 LOG STAT 2 SYS 410 EFF/CAUSE E  
 PILOT CREW DEBRIEFER ENG SHUT TIME TURNAROUND SALT  
 PEEBLES CAPT KARL WILLIAM P  
 FSA FSABA: EFF PTS POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

REMARKS: [FMCD] #3 ENG FIREWALL CLOSED LITE W/N COME ON  
 MOD SCH TAKEOFF SCH LANDING ACT TAKEOFF ACT LANDING DUR AUC  
 01 11 MAR 94 2205 12 MAR 94 0622 3.3 A73P  
 LAUNCH BASE: LTAG RECOVERY BASE: LTAG

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 030 410 MAINT EVT ID: 940712065 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] #3 ENG FIREWALL CLOSED LITE W/N TEST OR COME ON WHEN VALVE IS CLOSED.

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 053 810 MAINT EVT ID: 940712066 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] TST 24 FLR IN A2 FOR TYPE 3 FOR UNDER COMPRESSION

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 043 640 MAINT EVT ID: 940712067 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] MAP POS 6 NET W/N ACTIVATE

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 025 120 MAINT EVT ID: 940712068 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] CLAMP ON PILOTS INST PANEL IS BROKEN

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 043 640 MAINT EVT ID: 940712069 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] COMM CORD POS T BAD

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 025 120 MAINT EVT ID: 940712070 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] FREEZER IS INOP

CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 028 230 MAINT EVT ID: 940712071 CAUSE: ENG SHTDWN: WHERE:  
 [FMCD] #2 ENG LOSS 3.2 GALS OF OIL WHILE IN FLT

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	2	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	2	230	ENGINES	029	1	240	AUX POWER
030	2	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	530	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	1	650	IFF ANT	045	1	650	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	67A	TADIL-A
048	1	67B	SECURE COMM	049	1	67B	JTTIS/NOOBER
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	1	82N	CONSOLES	055	1	820	COMPUTERS/DSB
056	1	810	EMERGENCY EQUIP	057	1	90A	OXYGEN MASK

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

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

AIRCRAFT 40801 DETAILED DESCRIPTION ENGINE READ REAFFIRMED 10:48:00

SORTIE# 735      SORTIE DATE 9406E      SORTIE OF DAY 1      MISSION CPC05A      LBS STAT 2      SYS B10      ETP/CAUSE E  
 PILOT      CREW DESCRIPTION      ENG SHUT TIME      TURNAROUND      SALT  
 REEBLES CAPT      KARL WILLIAM P  
 F84      F84A: EFF      RTS F888/ADHV      ALERT DAYS      EROS TOTAL      EROS RAD

[FMCD] ROTO CMP FLR 73 MAIN STEERING DRIVER FOR STICK 21 IS BAD

MOD 01      SCH TAKEOFF      SCH LANDING      ACT TAKEOFF 05 MAR 94 2056      ACT LANDING 09 MAR 94 0648      DUR 9.9      AUC A73F  
 LAUNCH BASE: LTAG      RECOVERY BASE: LTAG

CAP BLK WUC      MFL:      MFL:      FAULT CODE:  
 2 053 810      MAINT EVT ID: 940682065      CAUSE:      ENG SHTDWN:      WHERE:  
 [FMCD] ROTO CMP FLR 73 MAIN BEAM STEERING DRIVER FOR STICK 2.  
 1 IS BAD

CAP BLK WUC      MFL:      MFL:      FAULT CODE:  
 2 000 76A      MAINT EVT ID: 940682066      CAUSE:      ENG SHTDWN:      WHERE:  
 [FMCD] SOFT FAULT #2 HAVE SIREN

SYSTEM CAPABILITY CODES							
BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	1	65D	IFF ANT	045	1	65G	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	69G	JTIDS/VOCODER
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

**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.

18 May 94      *W. L. Harris*  
 Date      WILLIAM L. HARRIS, Capt, USAF, MSC  
                  Evidence Custodian, Incirlik Air Base, Turkey

AIRCRAFT HOSS: DETAILED DESCRIPTION SORTIE REPORT 22/APR/94 10:48:00

SORTIE# 735 SORTIE DATE 94066 SORTIE OF DAY 1 MISSION CROUSE LHM FRAT 2 SYS 310 OFF/DALRE F  
 PILOT SCHMIDT CAPT, COOK BELRIEFER ENG PLIT TIME TURNAROUND 54LT  
 FSA FSAHA; EFF PTE PSEB/ADRV ALERT DAYS ERCS TOTAL ERCS PAD

IFMDD: LD XMTR CHF 6 & DRIVER FAILURE PREVENTS ETBY.

NOI SCH TAKEOFF SCH LANDING ACT TAKEOFF ACT LANDING DTR AUC  
 01 07 MAR 94 0008 07 MAR 94 1038 10.5 A73F  
 LAUNCH BASE: LTAD RECOVERY BASE: LTAD

CAP	BLK	WUC	NFL:	NFL:	FAULT CODE:	WHERE:
2	042	630	MAINT EVT ID: 940662067	CAUSE:	ENG SHUTDOWN	
IFMDD LD XMTR CHF 6 & DRIVER FAILURE PREVENTS ETBY						
2	050	510	MAINT EVT ID: 940662068	CAUSE:	ENG SHUTDOWN	
IFMDD LD XMTR CHF 6 & DRIVER FAILURE PREVENTS ETBY						
2	031	420	MAINT EVT ID: 940662065	CAUSE:	ENG SHUTDOWN	
IFMDD #4 GEN TRIPPED OFF LINE.						
2	007	510	MAINT EVT ID: 940662066	CAUSE:	ENG SHUTDOWN	
IFMDD PILOTS HEADINGS 4 DEB OFF						
2	032	440	MAINT EVT ID: 940662067	CAUSE:	ENG SHUTDOWN	
IFMDD LT RETRACTABLE DOES NOT FULLY EXTEND						

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	2	420	ELECTRICS
032	2	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	2	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	2	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	1	650	IFF ANT	045	1	650	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69B	REDUCE COMM	049	1	69B	JTIDS/MODEM
050	1	69H	USB	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DEP
056	1	910	EMERGENCY EQUIP	057	1	78A	OXYGEN MASK

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



AIRCRAFT A0351 DETAILED DEBRIEF SORTIE RECAP 28/APR/94 10:46:00

SORTIE#	SORTIE DATE	SORTIE OF DAY	MISSION	LDG STAT	SYS	EFF/CAUSE
736	94062	1	CPC049A	2	65D	E
PILOT	CREW	DEBRIEFER	ENG SHUT TIME	TURNAROUND	SALT	
SCHMIDT CAPT.		HOSIER DONALD R				
FSA	FSAGA: EFF	PTS POSS/ACHV	ALERT DAYS	ERCS TOTAL	ERCS RAD	

[FMCD] KIR #1 WILL NOT COME ON LINE.

MOD	SDH TAKEOFF	SCH LANDING	ACT TAKEOFF	ACT LANDING	DUR	AUC
01			03 MAR 94 0235	03 MAR 94 0505	2.5	A73P
LAUNCH BASE: LTAG			RECOVERY BASE: LTAG			

-----

CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	044	65D	MAINT EVT ID: 940622065	CAUSE:	ENG SHTDWN:	
[FMCD] KIR #1 WILL NOT COME ON LINE.						

-----

CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	051	710	MAINT EVT ID: 940622066	CAUSE:	ENG SHTDWN:	
[FMCD] PILOTS AND COPILOTS HSI WERE +5 DEGREES OFF OF ONE ANOTHER.						

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	2	65D	IFF ANT	045	1	65G	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	67E	SECURE COMM	049	1	69G	JTIDS/VOCODER
050	1	69H	ESS	051	2	710	RADIO NAV
052	1	720	RADAR NAV	053	1	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

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

12 May 94  
Date

AIRCRAFT A0351 DETAILED DEBRIEF SORTIE RECAP 26/APR/94 11:07:00

SORTIE#	SORTIE DATE	SORTIE OF DAY	MISSION	LDS STAT	SYS	EFF/CAUSE
-735	94059	1	BPC047	2	51D	E
PILOT	CREW	DEBRIEFER	ENG SHUT TIME	TURNAROUND	SALT	
KOTLOWSKI CAPT		KARL WILLIAM P				
FSA	F5AGA: EFF	PTS	P035/ACHV	ALERT DAYS	ERCS TOTAL	ERCS RAD

[FMCI] PILOTS HSI HEADING BUG 10 DEG OFF

MOD	SCH	TAKEDOFF	SCH	LANDING	ACT	TAKEDOFF	ACT	LANDING	DUR	AUC		
01					28	FEB 94	2206	01	MAR 94	0620	8.2	A73P
LAUNCH BASE:			LTAG			RECOVERY BASE:			LTAG			

CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	037	510	MAINT EVT ID: 940592065	CAUSE: ENG SHTDWN:		LTAG
[FMCI] PILOTS HSI HEADING BUG 10 DEG OFF						

CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	044	65D	MAINT EVT ID: 940592066	CAUSE: ENG SHTDWN:		LTAG
[FMCI] NO MODE 4 REPLIES FROM OUTER ACFT WHEN KIR #1 IS ON LINE						

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	2	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	1	640	AUDIO DIST SYSTEM
044	2	65D	IFF ANT	045	1	656	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	696	JTIDS/VOCODER
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	1	810	SURV RADAR
054	1	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

ASN 94118 110735 160735 PROCESSED.

VERSION DATE: 071393

CERTIFICATE

*12 May 94*

*[Signature]*

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

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CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	031	420	MAINT EVT ID: 940532065	CAUSE:	ENG SHUTDOWN	
(FMC) FLT ENG AD VOLT METAR STUCK AT 110 VOLTS						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	030	410	MAINT EVT ID: 940532066	CAUSE:	ENG SHUTDOWN	
(FMC) LGS RESISTIVITY AT REG/CH AT TURN ON						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	037	510	MAINT EVT ID: 940532067	CAUSE:	ENG SHUTDOWN	
(FMC) AIRSPEED MACH WARNING SYS ACTIVATES AT .75						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	025	120	MAINT EVT ID: 940532068	CAUSE:	ENG SHUTDOWN	
(FMC) NAV ET RT ARMREST WILL NOT LOCK DOWN IN LEVEL POSITION						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	030	410	MAINT EVT ID: 940532069	CAUSE:	ENG SHUTDOWN	
(FMC) SUSPECT LGS NITROGEN LEAK						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	043	640	MAINT EVT ID: 940532070	CAUSE:	ENG SHUTDOWN	
(FMC) FOOT PIC SWITCH AT ST 17 STICKS						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	054	824	MAINT EVT ID: 940532071	CAUSE:	ENG SHUTDOWN	
(FMC) STA 20 HAS WAVY LINES DB1M&M H3G 035						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	055	820	MAINT EVT ID: 940532072	CAUSE:	ENG SHUTDOWN	
(FMC) RCVD WARNING LIGHT ON E-21 RACK						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	055	820	MAINT EVT ID: 940532073	CAUSE:	ENG SHUTDOWN	
(FMC) RCVD DDC OVER HEAT ECSP VERY WARM						
-----						
CAP	BLK	WUC	MFL:	MFL:	FAULT CODE:	WHERE:
2	037	510	MAINT EVT ID: 940532074	CAUSE:	ENG SHUTDOWN	
(FMC) CLOCK AT NAV STATION DOES NOT WORK						

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	2	120	CAFT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	2	410	AD AND PRESSURE	031	2	420	ELECTRICS
032	1	440	LIGHTS & SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	2	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	530	MAF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	1	650	IFF ANT	045	1	660	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	690	TTDS/VOODOO
050	1	69H	RES	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	1	730	ENV RADAR
054	2	82H	WINGLES	055	2	830	COMPUTERS/DSR
056	1	830	EMERGENCY SCUTE	057	1	83A	OXYGEN MASK

**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,

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

AIRCRAFT 40331 DETAILED DEBRIEF SORTIE REDCAP 29/APR/94 11:13:00

SORTIE# 735 SORTIE DATE 94033 SORTIE OF DAY 1 MISSION BPODAR LDB STAT 2 SYS 420 EFF/CAUSE E  
 PILOT CREW DEBRIEFER EMB SHUT TIME TURNAROUND GALT  
 CAPT BABCOCK DOURM MICHAEL E  
 F&A F&PA: EFF PTS POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

REMARKS: FLT ENG AC VOLT METER STUCK AT 115 VOLTS  
 MOD 01 SCH TAKEOFF SCH LANDING ACT TAKEOFF ACT LANDING DUR AUC  
 22 FEB 94 2318 23 FEB 94 0717 8.0 A73P  
 LAUNCH BASE: LTAB RECOVERY BASE: LTAB

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 031 420 MAINT EVT ID: 940532065 CAUSE: ENG SHTDWN:  
 (FMC) FLT ENG AC VOLT METER STUCK AT 115 VOLTS

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 030 410 MAINT EVT ID: 940532066 CAUSE: ENG SHTDWN:  
 (FMC) LDB RESISTIVITY AT NEG/DM AT TURN ON

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 037 510 MAINT EVT ID: 940532067 CAUSE: ENG SHTDWN:  
 (FMC) AIRSPEED MACH WARNING SYS ACTIVATES AT .75

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 025 120 MAINT EVT ID: 940532068 CAUSE: ENG SHTDWN:  
 (FMC) NAV ST RT ARMREST WILL NOT LOCK DOWN IN LEVEL POSITION

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 030 410 MAINT EVT ID: 940532069 CAUSE: ENG SHTDWN:  
 (FMC) SUSPECT LDB NITROGEN LEAK

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 043 640 MAINT EVT ID: 940532070 CAUSE: ENG SHTDWN:  
 (FMC) FOOT MIC SWITCH AT ST 17 STICKS

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 054 82H MAINT EVT ID: 940532071 CAUSE: ENG SHTDWN:  
 (FMC) STA 20 HAS WAVY LINES OBTM&M MSG 035

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 055 820 MAINT EVT ID: 940532072 CAUSE: ENG SHTDWN:  
 (FMC) RCVD WARNING LIGHT ON E-21 RACK

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 055 820 MAINT EVT ID: 940532073 CAUSE: ENG SHTDWN:  
 (FMC) RCVD DDC OVER HEAT ECSP VERY WARM

CAP BLK WUC MFL: MFL: FAULT CODE: WHERE:  
 2 037 510 MAINT EVT ID: 940532074 CAUSE: ENG SHTDWN:  
 (FMC) CLOCK AT NAV STATION DOES NOT WORK

SYSTEM CAPABILITY CODES

BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	2	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINE	029	1	240	AUX POWER
030	2	410	AC WING PRESSURE	031	2	420	ELECTRICAL
032	1	430	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM

CERTIFICATE Returned

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

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

12

AIRCRAFT ADS: DETAILED DEBRIEF SORTIE RECAP 28/APR/94 11:13:0

SORTIE# SORTIE DATE SORTIE OF DAY MISSION LBS STAT SYS EFF/CAUSE  
 735 94049 1 BRODS9 3 820 E  
 PILOT CREW DEBRIEFER ENG SHUT TIME TURNAROUND SALT  
 CAPT KOTLOWSKI DOURM MICHAEL E  
 FSA FSASA: EFF PTS POSS/ACHV ALERT DAYS ERCS TOTAL ERCS RAD

COULD NOT LOAD AOPP WITH CONTROLLER "A"  
 MOD SCH TAKEOFF SCH LANDING ACT TAKEOFF ACT LANDING DUR AUC  
 01 18 FEB 94 2341 19 FEB 94 0948 10.1 A73  
 LAUNCH BASE: LTAG RECOVERY BASE: LTAG

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 3 055 820 MAINT EVT ID: 940492066 CAUSE: ENG SHTDWN: WHERE:  
 (NMC) T.O. + .2 COULD NOT LOAD AOPP WITH CONTROLLER "A" ALSO  
 UNABLE TO RECORD WITH IT EITHER

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 044 65D MAINT EVT ID: 940492067 CAUSE: ENG SHTDWN: WHERE:  
 (FMD) IFF POWER SUPPLY PSU #1 KICKED OFF

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 054 82H MAINT EVT ID: 940492068 CAUSE: ENG SHTDWN: WHERE:  
 (FMD) T.O. + 5 ST 18 EXPANSION SWITCHES HANG CONSOLE  
 INTERMITTENTLY

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 043 640 MAINT EVT ID: 940492069 CAUSE: ENG SHTDWN: WHERE:  
 (FMD) PILOTS ADS I.C. CALL BUTTON STICKS AND IS DIFFICULT TO  
 OPERATE

SYSTEM CAPABILITY CODES							
BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	1	410	AC AND PRESSURE	031	1	420	ELECTRICS
032	1	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	1	520	AUTO PILOT	039	1	550	MAIF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	1	630	UHF COMM SYSTEM	043	2	640	AUDIO DIST SYSTEM
044	2	65D	IFF ANT	045	1	655	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	69A	TADIL-A
048	1	69E	SECURE COMM	049	1	695	JTIDS/WOODSFR
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	1	810	SURV RADAR
054	2	82H	CONSOLES	055	3	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

ASN 94115 111345 161345 PROCESSED.

VERSION DATE: 071093

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

SORTIE# 733 SORTIE DATE 94045 SORTIE OF DAY 1 MISSION 83D12 LOG STAT 2 SYS 520 EFF/CAUSE E  
 PILOT CAPT KOTLOWSKI CREW DEBRIEFER DOURM MICHAEL S ENG SHUT TIME TURNAROUND SALT  
 FSA FSA#A: EFF FTS P882/ACHV ALERT DAYS EROS TOTAL EROS RAD

REMARKS: SERIES YAW DAMPNER WILL NOT TEST  
 MOD SCH TAKEOFF ECH LANDING ACT TAKEOFF ACT LANDING DUR AUC  
 01 17 FEB 94 0645 17 FEB 94 1148 3.1 AT3P  
 LAUNCH BASE: EGUN RECOVERY BASE: LTAG

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 038 520 MAINT EVT ID: 940482063 CAUSE: ENG SHTDWN: WHERE:  
 (FMDD) SERIES YAW DAMPNER WILL NOT TEST

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 038 520 MAINT EVT ID: 940482066 CAUSE: ENG SHTDWN: WHERE:  
 (FMDD) PARALLEL YAW DAMPNER WOULD NOT TEST PROPERLY

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 042 630 MAINT EVT ID: 940482067 CAUSE: ENG SHTDWN: WHERE:  
 (FMDD) RT 7 HAS BAD RCV IN SATCOM MODE

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 030 410 MAINT EVT ID: 940482068 CAUSE: ENG SHTDWN: WHERE:  
 (FMC) RIGHT ISOLATION VALVE FLOW LIGHT WILL NOT GO OUT WHEN VALVE IS CLOSED

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 031 420 MAINT EVT ID: 940482069 CAUSE: ENG SHTDWN: WHERE:  
 (FMC) UTILITY ROTODOME LOW PRESS LIGHT MODULE BROKEN

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 032 440 MAINT EVT ID: 940482070 CAUSE: ENG SHTDWN: WHERE:  
 (FMC) PILOTS OVERHEAD SPOTLIGHT INTERMITTENT, AND VERY HOT WHEN IT WORKS

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 054 82H MAINT EVT ID: 940482071 CAUSE: ENG SHTDWN: WHERE:  
 (FMC) ST 20 DISPLAY NEVER CAME UP

=====  
 CAP BLK WUC MFL: MFL: FAULT CODE:  
 2 053 810 MAINT EVT ID: 940482072 CAUSE: ENG SHTDWN: WHERE:  
 (FMC) MAIN BEAM STEERING DRIVER FOR ANT STICK 21 WILL NOT STAT ON LINE (ROTC CMP 73)

SYSTEM CAPABILITY CODES							
BLK#	CAP	SYS	SYSTEM/SUBSYSTEM	BLK#	CAP	SYS	SYSTEM/SUBSYSTEM
024	1	110	AIRFRAME	025	1	120	CAPT AND FUSE
026	1	130	LANDING GEAR	027	1	140	FLIGHT CONTROLS
028	1	230	ENGINES	029	1	240	AUX POWER
030	2	410	AC AND PRESSURE	031	2	420	ELECTRICS
032	2	440	LIGHTING SYSTEM	033	1	450	HYDRAULIC SYSTEM
034	1	460	FUEL SYSTEM	035	1	470	OXYGEN
036	1	49A	FIRE DET SYSTEM	037	1	510	INSTRUMENTS
038	2	520	AUTO PILOT	039	1	550	MALF ANAL SYSTEM
040	1	610	HF COMM SYSTEM	041	1	620	VHF COMM SYSTEM
042	2	630	UHF COMM SYSTEM	043	1	640	AUDIO_DIST SYSTEM
044	1	65D	IFF ANT	045	1	655	IFF TRANSPONDER
046	1	660	EMERGENCY COMM	047	1	67A	TADIL-A...
048	1	69E	SECURE COMM	049	1	69B	JTIDS/VOCODER
050	1	69H	ESS	051	1	710	RADIO NAV
052	1	720	RADAR NAV	053	2	810	SURV RADAR
054	2	82H	CONSOLES	055	1	820	COMPUTERS/DSR
056	1	910	EMERGENCY EQUIP	057	1	96A	OXYGEN MASK

ASN 94118 105643 155644 PROCESSED: VERSION DATE: 071393

**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

**TAB U-3**

**E-3B AWACS**

**U-3a Detailed Debrief Sorties Recap**

**U-3b TCTO 1E-3-673, 22 April 1994**

**U-3c TCTO L552401, 22 April 1994**

**U-3d Special Inspection/TCTOs due on A/C 77-0351**

**U-3a**

**U-3e DD Forms 2027, Oil Analysis Records**

**U-3b**

**TAB U-3**

**E-3B AWACS**

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**U-3a**

**U-3e DD Forms 2027, Oil Analysis Records**

**U-3e**

**U-3c**



TAB  
U.2.E.

TOTO DATA CODE INQUIRY FOR L552401

TOTO  
NUMBER

TOTO  
NARRATIVE

WGT TIME  
BAL CHG  
NO NO

552401

L552401 DTI FLIGHT CONTROL CABLES

OPEN TOTOS AS OF: 94 APR 22

EQP-DESIGNATOR PART NUMBER	TOTAL APPLICABLE	TIME OF ACCOMPLISH	LEVEL OF ACCOMP	K/P/T INTER
E0038 A	0032	090 DAYS		

SAFETY	OWNING WING	STATION CODE	RECIEVED DATE	GRD RMVL DATE
NO	0552	WWYK	94 FEB 14	94 DEC 13

EQUIP-ID SERIAL NBR	STATUS CODE	DATE	ACCOMP BY	TOTO STATUS CODE NARRATIVE	EST M/HRS	ACTUAL M/HRS
ORG MNEMONIC: 1020						
40001	17	94 FEB 17		N/C/W TOTO READY FOR WORK	004.0	0000.0
40003	17	94 FEB 17		N/C/W TOTO READY FOR WORK	004.0	0000.0
40351	17	94 FEB 17		N/C/W TOTO READY FOR WORK	004.0	0000.0
40352	17	94 MAR 21		N/C/W TOTO READY FOR WORK	004.0	0000.0
41675	14	94 FEB 23		N/C/W EQUIP NOT AVAIL FOR WORK	004.0	0000.0

TOTO DATA CODE INQUIRY FOR L552401

TOTO  
NUMBER

TOTO  
NARRATIVE

WGT TIME  
BAL CHG  
NO NO

552401

L552401 DTI FLIGHT CONTROL CABLES

OPEN TOTOS AS OF: 94 APR 22

EQP-DESIGNATOR PART NUMBER	TOTAL APPLICABLE	TIME OF ACCOMPLISH	LEVEL OF ACCOMP	K/P/T INTER
E0030 A	0032	090 DAYS		

SAFETY	OWNING WING	STATION CODE	RECIEVED DATE	GRD RMVL DATE
NO	0552	WWYK	94 FEB 14	94 DEC 13

EQUIP-ID SERIAL NBR	STATUS CODE	DATE	ACCOMP BY	TOTO STATUS CODE NARRATIVE	EST M/HRS	ACTUAL M/HRS
ORG MNEMONIC: 1020						
40004	17	94 APR 20		N/C/W TOTO READY FOR WORK	004.0	0000.0
40008	17	94 FEB 17		N/C/W TOTO READY FOR WORK	004.0	0000.0

GENERATED

TCI PROCESSED.

VERSION DATE: 100292

12 May 94

**TAB U-3**

**E-3B AWACS**

**U-3a Detailed Debrief Sorties Recap**

**U-3b TCTO 1E-3-673, 22 April 1994**

**U-3c TCTO L552401, 22 April 1994**

**U-3d Special Inspection/TCTOs due on A/C 77-0351**

**U-3e DD Forms 2027, Oil Analysis Records**

**U-3a**

**U-3b**

**U-3c**

**U-3d**

OPEN TCTOS AS OF: 94 APR 22

ECP-DESIGNATOR PART NUMBER E0030 A TOTAL APPLICABLE CODE TIME OF ACCOMPLISH 270 DAYS LEVEL OF ACCOMPL INTER K/P/T F

SAFETY NO OWNING WING 0552 STATION CODE WNYK RECEIVED DATE 93 JUL 06 SER RML DATE 93 APR 23

Table with columns: EQUIP-ID, STATUS, ACCOMP BY, TOTO STATUS, EST, ACTU. Includes list of equipment items with serial numbers and dates.

TOTO DATA CODE INQUIRY FOR 0178536

TOTO NUMBER 1E-3-673 TOTO NARRATIVE 1E-3-673 ECR MODULE 7167-23110-1 WITH -2 WET BAL NO TTY CHE NO

OPEN TCTOS AS OF: 94 APR 22

ECP-DESIGNATOR PART NUMBER E0030 A TOTAL APPLICABLE CODE TIME OF ACCOMPLISH 270 DAYS LEVEL OF ACCOMPL INTER K/P/T F

SAFETY NO OWNING WING 0552 STATION CODE WNYK RECEIVED DATE 93 JUL 06 SER RML DATE 93 APR 23

Table with columns: EQUIP-ID, STATUS, ACCOMP BY, TOTO STATUS, EST, ACTU. Includes list of equipment items with serial numbers and dates.

CREATED BY

TOTI PROCESSED. ICD 100292 CONVERSION DATE: 100292

12 May 94

Handwritten signature and stamp at the bottom right of the page.

JST NBR/ PART NUMBER TCTO CDE OR EQUIP ID	SERIAL NBR	INST ON	DUE TIME OR DATE	JST NARRATIVE OR TCTO NARRATIVE
103011 A0351			940316	ACFT RECORDS REVIEW DUE
103012 A0351			940312	INSP WINDSHIELD RAIN REPELLENT
103013 A0351			940315	CAN HULL CR & CONTINUITY CR OF
103016 A0351			940311	INDRE PORTABLE WATER SYSTEM DIE
103019 A0351			950104	HOT PURE LIQUID EXHAUST SYSTEM
103020 A0351			940711	INSP CU-225AUR/LANT GROUP SELF
103025 A0351			940404	ACFT WASH & LUBE DUE
03055 2730437	0000000026	A0351	951015	R&R SURGE DAMP ACCUMULATOR
POSITION ACFT	LOT #N/A			
03060 MS28700-2	0000000165	A0351	951015	R&R AUX ACCUMULATOR
POSITION LTOW	LOT #N/A			
03060 MS28700-2	0000000180	A0351	951015	R&R AUX ACCUMULATOR
POSITION RHHW	LOT #N/A			
03052 MS28700-5	0000000189	A0351	951016	R&R BRAKE ACCUMULATOR
POSITION ACFT	LOT #N/A			
03062 MS28700-1	0000000246	A0351	951015	R&R AIR REFUELING ACCUMULATOR
POSITION ACFT	LOT #N/A			
03061 MS28700-1	0000049550	A0351	951015	R&R UTILITY HYD ACCUMULATOR
POSITION ACFT	LOT #N/A			
03051 204-83511-1	A0351ACFT1	A0351	941206	R&R SPOILER AIR BOTTLE
POSITION ACFT	LOT #N/A			
03053 2370037	0000000102	A0351	970522	R&R PNEUMATIC BRAKE BOTTLE
POSITION ACFT	LOT #N/A			
03050 7167122601	A035100001	A0351	950407	R&R FIN ANTENNA ABSORBER SHEETS
POSITION ACFT	LOT #N/A			
03054 65-6456-21	0000000515	A0351	950531	R&R STAB TRIM ACTUATOR
POSITION ACFT	LOT #N/A			
03074 100690002	0000000681	A0351	951231	R&R AUTO LIFE RAFT SQUIB
POSITION RWIG	LOT #N/A			
03074 100690002	1000000726	A0351	950706	R&R AUTO LIFE RAFT SQUIB
POSITION LWIG	LOT #N/A			
03072 30903801	A0351FWD02	A0351	941002	R&R ENG FIRE BOTTLE SQUIB (DOI)
POSITION FWD2	LOT #N/A			
03072 30903801	A0351AFT02	A0351	941002	R&R ENG FIRE BOTTLE SQUIB (DOI)
POSITION FWD2	LOT #N/A			
03072 30903801	A0351AFT03	A0351	941002	R&R ENG FIRE BOTTLE SQUIB (DOI)
POSITION FWD2	LOT #N/A			
03072 30903801	A0351FWD03	A0351	941002	R&R ENG FIRE BOTTLE SQUIB (DOI)
POSITION FWD2	LOT #N/A			
103023 204-40715-8	0081010727	A0351	940710	INSP/REPACK 20 MAN LIFE RAFT
POSITION LWIG	LOT #N/A			
03069 VAU32/U	0000950928	204-4	960930	R&R CYL ASSY (LIFE RAFT) (60 MON)
POSITION LWIG	LOT #N/A			
103023 204-40715-8	0000000302	A0351	940710	INSP/REPACK 20 MAN LIFE RAFT
POSITION RWIG	LOT #N/A			
03069 VAU32/U	0084156103	204-4	950301	R&R CYL ASSY (LIFE RAFT) (60 MON)
POSITION RWIG	LOT #N/A			
03059 204-13038-2	0003680395	A0351	940414	R&R EMERGENCY AIRCRAFT BATTERIE
POSITION EMER	LOT #N/A			
03058 204-13038-2	0000040223	A0351	940414	R&R MAIN AIRCRAFT BATTERIES
POSITION MAIN	LOT #N/A			
03067 2023-1	A035100002	A0351	940725	R&R WATER ACTIVATED BATTERIES
POSITION ACFT	LOT #N/A			
03066 810-416A	A03510CVR1	A0351	950125	R&R ACOUSTIC BEACON BATTERY
POSITION CVR1	LOT #N/A			
03066 810-416A	A0351DFDR1	A0351	950125	R&R ACOUSTIC BEACON BATTERY
POSITION DFDR	LOT #N/A			
03056 300181-225	A0351ACFT1	A0351	970124	R&R LCS NITRO PRESS CYL
POSITION ACFT	LOT #N/A			
03065 7938174-55	0000005480	A0351	970120	R&R CRASH POSITION LOCATOR BATTE
POSITION ACFT	LOT #N/A			
03070 874000	A0351ACFT1	A0351	960831	R&R APU FIRE EXT CARTRIDGE
POSITION ACFT	LOT #N/A			
103024 D22862-105	0002103382	A0351	940617	INSP/REPACK ESCAPE SLIDE
POSITION LFWD	LOT #N/A			
03068 D17666-103	0000801871	D2286	960630	R&R CYL ASSY (ESCAPE SLIDE) (36
POSITION LFWD	LOT #N/A			
103024 D22862-105	0020693182	A0351	940617	INSP/REPACK ESCAPE SLIDE
POSITION LAFT	LOT #N/A			
03065 D17666-103	000051160R	D2286	950301	R&R CYL ASSY (ESCAPE SLIDE) (36
POSITION LAFT	LOT #N/A			
103024 D22862-105	0021648165	A0351	940617	INSP/REPACK ESCAPE SLIDE
POSITION RAFT	LOT #N/A			
03065 D17666-103	0000929584	D2286	960630	R&R CYL ASSY (ESCAPE SLIDE) (36
POSITION RAFT	LOT #N/A			

**CERTIFICATE** *Returned*

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

THE FOLLOWING INFORMATION IS FOR INFORMATION ONLY

DATE: 05/11/94

TEST NO.	TEST EQUIP ID	SERIAL NO.	TEST NO.	DATE	DESCRIPTION OF TEST/NARRATIVE
103017	A0351			10877.4	REF L-BEL. MAGNETIC BRAKE SYSTEM
103021	A0351			13909.4	CALIBRATE RF SAMPLE ASSY BOTH
103022	A0351			17096.5	INSP ANTENNA COUPLER BRUSH BLK
103013	A0351			13629.6	INSPECTION OF MAGNETIC TURNING
103025	A0351			15877.2	#1 ENGINE MOUNT REQUIRES NDI AT
103027	A0351			15877.2	#2 ENGINE MOUNT REQUIRES NDI AT
103030	A0351			15877.2	#3 ENGINE MOUNT REQUIRES NDI AT
103031	A0351			15877.2	#4 ENGINE MOUNT REQUIRES NDI AT
103000	A0351			14030.0	C/W #1 PHASE INSPECTION
103001	A0351			14220.0	C/W #2 PHASE INSPECTION
103002	A0351			14490.0	C/W #3 PHASE INSPECTION
103003	A0351			13320.0	C/W #4 PHASE INSPECTION
103004	A0351			14950.0	C/W #5 PHASE INSPECTION
103005	A0351			15180.0	C/W #6 PHASE INSPECTION
103006	A0351			15410.0	C/W SECOND #1 PHASE INSPECTION
103007	A0351			15570.0	C/W SECOND #3 PHASE INSPECTION
103008	A0351			13570.0	C/W SECOND #5 PHASE INSPECTION
103009	A0351			13200.0	C/W SECOND #6 PHASE INSPECTION
03057	214359010	000001F105	A0351	17247.9	REF ASD GENERATOR
	POSITION 4APU				LOT #N/A

\*\*\*\*\* DTU PROCESSED \*\*\*\*\*

E

FOR YOUR INFORMATION  
 The following information is for your information only. It is not intended to be used for any other purpose. The information is provided for your information only. It is not intended to be used for any other purpose. The information is provided for your information only. It is not intended to be used for any other purpose.

12 May 94

*W. T. H.*

DATE  
BY  
AND

THE FOLLOWING INSPECTIVE ENTRIES WILL BE DELETED FROM THE LOGS

REF. LOG. MODEL NO.

BT ABBEY PART NUMBER TIME TIME  
 DTG CIE OR EOLIP ID SERIAL NBR ON OF DATE FOR NARRATIVE OR TOTE NARRATIVE

03017	A0351	15277.4	031 CHECK HYDRAULIC BRAKE SYSTEM
03021	A0351	15309.4	CALIBRATE SW SAMPLE ARM BOTH C
03022	A0351	17056.0	TEST ANTENNA LOUDED MILVY BLKS
03015	A0351	13419.6	INSPECTION OF MAGNETIC TURNTABLE
03028	A0351	15474.2	#1 ENGINE MOUNT REQUIRES NO1 AN
03029	A0351	15475.2	#2 ENGINE MOUNT REQUIRES NO1 AN
03030	A0351	15476.2	#3 ENGINE MOUNT REQUIRES NO1 AN
03031	A0351	15479.2	#4 ENGINE MOUNT REQUIRES NO1 AN
03006	A0351	14030.0	C/W #1 PHASE INSPECTION
03001	A0351	14280.0	C/W #2 PHASE INSPECTION
03002	A0351	14490.0	C/W #3 PHASE INSPECTION
03003	A0351	13340.0	C/W #4 PHASE INSPECTION
03004	A0351	14750.0	C/W #5 PHASE INSPECTION
03005	A0351	15180.0	C/W #6 PHASE INSPECTION
03006	A0351	13410.0	C/W SECOND #1 PHASE INSPECTION
03007	A0351	13870.0	C/W SECOND #3 PHASE INSPECTION
03008	A0351	13370.0	C/W SECOND #5 PHASE INSPECTION
03009	A0351	13800.0	C/W SECOND #6 PHASE INSPECTION
03037	20039017	00000000	00000000 A0351
POSITION AAFU		LOT #N/A	

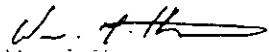
\*\*\* DTU PROCESSED \*\*\*

E

### CERTIFICATE

I certify that the above data were obtained in accordance with the procedures set forth in the instructions for the use of this equipment. The data were obtained on the following date: 12 May 94.

12 May 94

  
 L. J. H.  
 QUALITY CONTROL

THE FOLLOWING INSPECTION OPERATIONS WILL BE DONE ON EQUIP

TABLE 1000.1

REF. DOT 10000.0 HF

IST NBR/ PART NUMBER	INST	DUE TIME	REF. DOT	INSPECTION HF
TOTO DSE OR EQUIP ID SERIAL NBR	ON	OR DATE	IST NARRATIVE	OR TOTO NARRATIVE
103021 A0351		13907.4		CALIBRATE RF SAMPLE ASBY BOTH C
103015 A0351		13627.6		INSPECTION OF MAGNETIC TURNTABL
103000 A0351		14030.0		C/W #1 PHASE INSPECTION
103003 A0351		13340.0		C/W #4 PHASE INSPECTION
103008 A0351		13570.0		C/W SECOND #2 PHASE INSPECTION
103009 A0351		13600.0		C/W SECOND #4 PHASE INSPECTION

\*\*\*\*\* DTU PROCESSED \*\*\*\*\*

### CERTIFICATE

THIS CERTIFICATE IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE.

12 May 94  
L.

*W. J. Harris*  
W. J. Harris  
10000.0 HF

**TAB U-3**

**E-3B AWACS**

**U-3a Detailed Debrief Sorties Recap**

**U-3b TCTO 1E-3-673, 22 April 1994**

**U-3c TCTO L552401, 22 April 1994**

**U-3d Special Inspection/TCTOs due on A/C 77-0351**

**U-3e DD Forms 2027, Oil Analysis Records**

**U-3a**

**U-3b**

**U-3c**

**U-3d**

**U-3e**






OIL ANALYSIS RECORD				COMPO- NENT CONTROL NO. (CCN)	EQUIP- MENT MODEL/ APL	EQUIPMENT SERIAL NUMBER	TYPE EQUIP- MENT CODE	C C S U B S T R A C T	CUSTOMER IDENTI- FICATION	LAB	END ITEM MODEL/HULL NUMBER	END ITEM SERIAL NUMBER	TYPE OIL	REMARKS	
				T-33	660116	E-3A	77-0351	42	( )						

SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL.	SPECTROMETRIC ANALYSIS																VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND														
					OVHLS	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA	CD							MN	MO	V	ZN										
15	4580				0	0	M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2	4081				19004	4	F	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
112	4083				19113	13	R	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
44	4137				19025	25	R	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
58	4102				19045	45	R	1	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

**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.

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

12 May 94  
 Date

OIL ANALYSIS RECORD				COMPONENT CONTROL NO. (CCN)	EQUIPMENT MODEL/APL	EQUIPMENT SERIAL NUMBER	TYPE EQUIPMENT CODE	CUSTOMER IDENTIFICATION	LAB	END ITEM MODEL/HULL NUMBER	END ITEM SERIAL NUMBER	REMARKS																							
				TYPE OIL	SPECTROMETRIC ANALYSIS											#3																			
SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL.	SPECTROMETRIC ANALYSIS														VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND								
					OVHL	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B							BA	CD	MN	MO	V	ZN		
		4027			18626	1405	R	0	0	0		0	0	2		0		0							5	11									
27		4027			16549	1431	R	1	0	0		0	0	4		0		0							8	EA									
24		1051			16672	1454	R	1	0	0		0	0	3		0		0							T	MA									
37		1060			16693	145	R	1	0	0		0	0	3		1		0						2	EA										
3		40			16715	1497	R	1	0	0		0	1	3		1		0						1	MA										
45		4027			16736	1518	R	1	0	0		0	1	3		0		1							EA										
59		4102			16756	1528	R	2	0	0		0	0	3		1		0							EA										

**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.

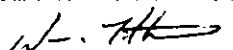
*William L. Harris*  
 WILLIAM L. HARRIS, Capt, USAF, MSC  
 Evidence Custodian, Incirlik Air Base, Turkey

12 May 91  
 Date

OIL ANALYSIS RECORD				COMPONENT CONTROL NO. (CCN)	EQUIPMENT MODEL/APL	EQUIPMENT SERIAL NUMBER	TYPE EQUIPMENT CODE	CUSTOMER IDENTIFICATION	LAB	END ITEM MODEL/HULL NUMBER	END ITEM SERIAL NUMBER	TYPE OIL	REMARKS																
				TFS	696816			E-3C		77-0351		#4																	
SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE	REASON FOR SMPL.	SPECTROMETRIC ANALYSIS																	VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND
							OVHL	OIL CHG	FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA						
		4032			11049 37	R	0	0	0	0	0	0	0	0	16	1									SA				
25		4039			11073 60	R	0	0	0	0	0	0	0	0	32	0									SA				
42		4049			11072 60	L	1	0	0	0	0	1	0	0	32	0									SA				
308		4050			11082 70	L	1	0	0	0	0	3	0	0	31	0									SA				
1		4053			11082 0	L	1	0	0	0	0	0	0	0	7	0									SA	3 + FITS			
25		4054			11090 8	R	1	0	0	0	0	0	0	0	8	0									SA	2 MORE FL			
34		4060			11103 16	R	1	0	0	0	0	1	0	1	9	1									SA	1 MORE FL			
5		4062			11106 19	L	0	0	0	0	0	1	0	0	10	1									SA				
38		4066			11116 29	R	1	0	0	0	0	1	0	0	11	1									SA				
4		4081			11138 51	R	1	0	0	0	0	1	0	0	11	1									SA				
46		4087			11159 72	R	1	0	0	0	0	2	0	0	11	1									SA				
60		4102			11179 92	R	2	0	0	0	0	1	0	1	13	0									SA				

**CERTIFICATE** *Redund*

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

12 May 94  
 Date

OIL ANALYSIS RECORD								COMPONENT CONTROL NO. (CCN)	EQUIPMENT MODEL/ APL	0316	EQUIPMENT SERIAL NUMBER	TYPE EQUIPMENT CODE	CUSTOMER IDENTIFICATION	LAB	END ITEM MODEL/HULL NUMBER	77-0351	END ITEM SERIAL NUMBER	TYPE OIL	REMARKS																		
SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL.	SPECTROMETRIC ANALYSIS													VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND											
					OVHL	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI							B	BA	CD	MN	MO	V	ZN				
	4055			3206	3238	R		1	0	0	0	0	0	1	0	0																					
47	4097			3238	3238	R		1	0	0	0	0	0	0	0	0																					
61	4102			3258	3258	R		1	0	0	0	0	0	1	0	0																					

**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.

*Wm. L. Harris*  
12 May 94  
Date

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

**TAB U**

**AIRCRAFT MAINTENANCE RECORDS**

**U-1 UH-60 Black Hawk 88-26060**

**(This tab not used)**

**U-2 UH-60 Black Hawk 87-26000**

**(This tab not used)**

**U-3 E-3B AWACS**

**U-4 F-15C 79-0025**

**U-5 F-15C 84-0025**

**U-1**

**U-2**

**U-3**

**U-4**

**TAB U-4**

**F-15C 79-0025**

**U-4a DD Form 2027, Oil Analysis Records**

**U-4b TCTO 1229, 22 April 1994**

**U-4c Outstanding Aircraft TCTOs, 22 April 1994**

**U-4d Outstanding Engine TCTOs**

**U-4a**

## OIL ANALYSIS RECORD

681412

F-15C

9025

HS  
#1

REMARKS

COMPO-  
NENT  
CONTROL  
NO.  
(CCN)EQUIP-  
MENT  
MODEL/  
APLEQUIPMENT  
SERIAL  
NUMBERTYPE  
EQUIP-  
MENT  
CODE

CUSTOMER

IDENTIFI-  
CATION

LAB

END ITEM  
MODEL/HULL  
NUMBEREND ITEM  
SERIAL  
NUMBER

TYPE OIL

SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL.	SPECTROMETRIC ANALYSIS																	VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED																									
					OVHL	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA	CD	MN						MO	V	ZN																						
1	4055				2941	419		1	0	0		0	1	0		1		2																																				
17	4055				2946	425	R	1	0	0		0	1	0		1		0																																				
37	4056				2951	430	R	1	0	0		0	1	0		0		0																																				
5	4059				2991	476	R	1	0	0		0	1	0		1		1																																				
17	4060				2994	479	R	1	0	0		0	1	0		1		0																																				
21	4061				2998	483	R	2	0	0		0	1	0		2		0																																				
42	4062				3003	488	R	1	0	1		0	1	0		2		0																																				
5	4066				3006	491	R	0	0	0		0	0	0		1		0																																				
39	4067				3011	496		1	0	0		0	1	0		1		0																																				
25	4068				3015	500	R	1	0	0		0	1	0		1		1																																				
5	4079				3019	504	R	1	0	0		0	1	0		1		0																																				
	4079				3023	508	R	1	0	0		0	1	0		1		0																																				
38	4084				3028	513		1	0	0		0	0	0		0		0																																				
17	4085				3031	516	R	1	0	0		1	1	0		1		0																																				
32	4088				3034	519	R	2	0	0		0	1	0		1		0																																				
31	4089				3038	523	R	2	0	0		0	1	0		2		0																																				
5	4095				3042	527	R	2	0	0		0	1	0		2		1																																				

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

2 May 94  
Date



6814122T

SPEI METRIC ANALYSIS

9025 #1

SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TO	LAST LA. RECOMMENDA.	HOURS MILES SINCE		REASON FOR SMPL	FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA	CD	MN	MO	V	ZN	VALIDATION	LAB RECOMMEND	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND			
					OVHL	OIL CHG																														
		11095																																		
		4096		A																																
28		4100																																		
13		4101																																		
35		4103																																		
1		4104																																		





**TAB U-4**

**F-15C 79-0025**

**U-4a DD Form 2027, Oil Analysis Records**

**U-4b TCTO 1229, 22 April 1994**

**U-4c Outstanding Aircraft TCTOs, 22 April 1994**

**U-4d Outstanding Engine TCTOs**

**U-4a**

**U-4b**

INPUT IMAGE : TREATMAHPHYM:YYYY A9025A4025

REC. W/C : MAMP

WCE	WORK	INSTL	EQUIP	COMPLETED						
NBR	CENTER	POSIT	ID	DATE	HOURS	WUC	PART-NUMBER	W O R K	C E N T E R	N A R R A T I V E
001	KSPE		A9025				NO PART-NUMBER	T/S	INSPECTED	WAVEGUIDE ASSEMBLY. IT IS NEW. U22 A
EVENT=10	HMC	WDC	SYN	DEF/UNS	M A I N T E N A N C E - D I S C R E P A R A C Y - N A R R A T I V E					
941400123	TEWS-UPGRADE-AN/ALQ-135(V) FOR BAND 3 CO									

WCE	WORK	INSTL	EQUIP	COMPLETED						
NBR	CENTER	POSIT	ID	DATE	HOURS	WUC	PART-NUMBER	W O R K	C E N T E R	N A R R A T I V E
001	KSPE		A9025				NO PART NUMBER	C/W TC10 1F-15-1060		

MAINTENANCE HISTORY

TC10-NUMBER	DATA CODE	TYPE	SAFTY	ACC	CODE	STATUS	CGDE	STATUS	DATE	TC10-NARRATIVE
12P3=2ALQ135=526	1205670					17		94096		TC10-12P3-526 MOD OF AN/ALQ-135
1F-15-1162	0175522					02		93243		TC10 1162 AIRCREW EYE/RESPIR PROTECTION
1F-15-1221	0477879					02		94068		TC10 1F-15-1221 INST OF VIB JUMPER CABLE
1F-15-1197	0177010					02		93243		REWORK ACESII EJECT SEAT PAN LID & SUR KI
L930002	L930002					02		93242		L930002 JFS HYD START ENERGY INT LINE
1F-15-1242	0178615		*			02		93214		OTI INSP/REP OF 20,30,30 AMP CIRCUIT BRE
L920003	L920003					02		93260		L920003 OTI FOR CORRECT JVER RELAY P/N
1F-15-1218	0177802					02		93295		EJECT SEAT DATA GAS HOSE GUIDE STRAP INST
1F-15-1249	0175866		*			02		93240		INSP OF F-15 PARACHUTE CONT. ASSEMBLIES
1F-15-1246	0178641		*			03		93214		OTI FOR CORRECT HLG AXLE NUT RET RING
13A5-56-347	1300745					02		93008		OTI OF ENV. SENSORS ACES II EJECT SEAT
13A5-56-548	1300751					02		93225		13A5-56-548 INSP OF ALL ACESII LAF BELTS
L930005	L930005					02		93225		L930005 OTI OF INT. DRIVE GEN (IDG) WIRE
1F-15-1237	0178555					11		93169		1F-15-1237 F-15 MAIN LAND GEAR/DOOR SELE
1F-15-1021	0170640					02		93235		1F-15-1021, UTL, HYD, PRES, TRANSM, WIRE
L930006	L930006					02		93242		L930006 OTI OF WIRE BUNDLE BUNDLE W57219
1F-15-1210	0177569					02		93295		1F-15-1210 F-15 LIMITED DUTY HOSE DEACT.
L930007	L930007					02		93292		L930007 OTI OF HORIZ STAD CTRL CABLES 2
1F-15-1229	0178318					01		94068		1F-15-1229 REM OF IFF KIR-1A/TSEC TRANS.
1F-15-1253	0178891					11		94040		1F-15-1253 JFS EXHAUST DUCT REP FOR F-15
1F-15-1255	0179459					12		94053		1F-15-1255 UPDT OF OPER FLIGHT PROGRAM
1F-15-1267	0179505					02		94041		1F-15-1267 OTI A/C ELECTRICAL HARNESS
1F-15-977	0168858		*			11		94002		FIRE DETECT SYSTEM - AFTERBURNER SYSTEM
1F-15-1039	0171292		*			11		94002		WING/CFT TRANSFER PUMP FAILURE WARNING
1F-15-1040	0171510					17		94074		TEWS-UPGRADE-AN/ALQ-135(V) FOR BAND 3 CO
1F-15-1135	0174895					11		94062		ENGINE INTERCHANGEABILITY
1F-15-1265	0179527					01		94109		OTI AL300 2 AL3135(BAND3)4553 NUX BUS

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 *Egypt Review Report - ACFT 78-0025*

which is kept in my records system.

*William L. Harris*  
Date

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

**TAB U-4**

**F-15C 79-0025**

**U-4a DD Form 2027, Oil Analysis Records**

**U-4b TCTO 1229, 22 April 1994**

**U-4c Outstanding Aircraft TCTOs, 22 April 1994**

**U-4d Outstanding Engine TCTOs**

**U-4a**

**U-4b**

**U-4c**

INPUT IMAGE : TREA1MAMPHYYNYYYY A9025A4025

REQ. W/C : NAMP

INSPECTION NARRATIVE	TYPE	INT	FREQ	SYM	ACTIVE	IND	POS	INSP NO	DUE TIME	TYPE INSP	JST NBR
30MO ACFT WEIGHT & BALANCE 53FS F-15	M		000036					1	96267	B	53073
40MO DOI INSP FUSE INT FUEL TANK FOAM IAW:1F-15A-6	M		000045					1	97214	B	53045
60MO DOI INSP INT FUSE FUEL TANK FOAM IAW:1F-15A-6	M		000060					1	97214	B	53041
TODAY AVTR CLEAN AND INSPECT.	D		000090					1	94153	D	53730
400HR L/R WING TIP CLOSURE RISS (P/W-53A115105)	H		000400					1	03771.4	A	53019

\*\*\* NO TIME CHANGE DATA FOUND \*\*\*

TCTO NUMBER	T C T O DATA	T C T O CODE	TCTO TYPE	SAFE IND	K/P/T REQ	ACC CODE	ISSUE DATE	RECIS DATE	RECVD DATE	S T A T U S DATE	DUE DATE	TCTO STATUS	CODE	NARRATIVE
1223-2AL0133-526	1205670		N		K-P		08233	94235	08236	94698	17	94186		TCTO 1223-526 MOD OF AN/A
1F-15-1237	0178553		M				93035	96016	93159	93169	11	00000		1F-15-1237 F-15 MAIN LAND
1F-15-1253	0178891		M				94033	94039	94070	94040	11	00000		1F-15-1253 JF6 EXHAUST DU
1F-15-1263	0175455		M				93344	94344	94003	94063	12	00000		1F-15-1263 UPDT OF OPER F
1F-15-977	0163853		M	*	K		91305	95305	92247	94042	11	00000		FIRE DETECT SYSTEM - AFTE
1F-15-1039	0171292		M	*	K		91277	95275	92055	94052	11	00000		WING/CFT TRANSFER PUMP FA
1F-15-1060	0171910		M				95235	94235	92257	94096	17	94276		TEWS UPGRADE AN/ALQ-135(V
1F-15-1135	0174305		M		K		92101	99275	92286	94062	11	00000		ENGINE INTERCHANGEABILITY

OPEN MAINTENANCE EVENTS

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
941013006			/	UNS	(ORC) ENG HAS INCORRECT PROGRAM LOADED.		

WCE NBR	WORK CENTER	INSTR POSIT	EQUIP ID	COMPLETED DATE	HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
001	KSPE		A9025			76K	NO PART NUMBER		FLYABLE CODE 2 DISCREPANCY SINCE IT DISPENSES THE

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
941028012		F	X	UNS	RWR SCOPE INOP, INTERMITTENT		

WCE NBR	WORK CENTER	INSTR POSIT	EQUIP ID	COMPLETED DATE	HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
001	KSPE		A9025			750	NO PART NUMBER		FOUND ON ENGINE RUN

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
941043001		/	/	UNS	(ORC) MULTTRACTOR FAIL		

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 *Equip Review Report ACFT 79-0025*

which is kept in my records system.

7 May 94  
Date

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

**TAB U-4**

**F-15C 79-0025**

**U-4a DD Form 2027, Oil Analysis Records**

**U-4b TCTO 1229, 22 April 1994**

**U-4c Outstanding Aircraft TCTOs, 22 April 1994**

**U-4d Outstanding Engine TCTOs**

**U-4a**

**U-4b**

**U-4c**

**U-4d**



TCTOS Deleted

\*\*\*\*\* TOTO REPORT \*\*\*\*\*

FOR

~E1412~

NO NUMBER	STATUS CODE	DATE	EXPIRE DATE	GROUNDING DATE	RESCISSON DATE	DATA CODE
-F100-840 ✓	01	11 OCT 91		15 SEP 94	15 NOV 94	0215099
-F100-761	03	17 OCT 90		02 FEB 95	03 APR 95	0213903
-F100-754	22	08 OCT 91		24 FEB 95	25 APR 95	0213648
-F100-833	15	05 JUN 91		02 DEC 95	31 JAN 96	0214672
-F100-765	01	05 AUG 91		04 NOV 96	03 JAN 97	0213955
-F100-749	03	17 OCT 90		01 AUG 95	30 SEP 95	0213395

DI PROCESSED.

VERSION DATE: 100292

**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 *Engine Automated Records on Engine # E1412*

which is kept in my records system.

7 May 94  
Date

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



**TAB U**

**AIRCRAFT MAINTENANCE RECORDS**

**U-1 UH-60 Black Hawk 88-26060**

**(This tab not used)**

**U-2 UH-60 Black Hawk 87-26000**

**(This tab not used)**

**U-3 E-3B AWACS**

**U-4 F-15C 79-0025**

**U-5 F-15C 84-0025**

**U-1**

**U-2**

**U-3**

**U-4**

**U-5**

**TAB U-5**

**F-15C 84-0025**

**U-5a DD Forms 2027, Oil Analysis Records**

**U-5b TCTO 1229, 22 April 1994**

**U-5c Outstanding Aircraft TCTOs, 22 Apr 94**

**U-5d Outstanding Engine TCTOs**

**U-5a**

# OIL ANALYSIS RECORD

COMPONENT CONTROL NO. (CCN) \_\_\_\_\_  
 EQUIPMENT MODEL/APL \_\_\_\_\_  
 EQUIPMENT SERIAL NUMBER F15C 6817547  
 TYPE EQUIPMENT CODE \_\_\_\_\_  
 REMOVAL CODE \_\_\_\_\_  
 CUSTOMER IDENTIFICATION \_\_\_\_\_  
 LAB \_\_\_\_\_  
 END ITEM MODEL/HULL NUMBER 025#1?  
 END ITEM SERIAL NUMBER \_\_\_\_\_  
 TYPE OIL \_\_\_\_\_

REMARKS

SAMPLE NUMBER	DATE	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL.	SPECTROMETRIC ANALYSIS																	VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND		
					OVHL	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA	CD	MN							MO	V
	2 mar			A	2501	490		1	0	0	0	0	0	0	0	0	0	2										A				
	31 mar			A	2506	492		1	0	0	0	1	0	0	0	0	0	2										A				
	5 APR			A	2509	496		2	0	0	0	1	0	1	0	0	0	2									A					
	4096			A	2516	513	R	1	0	0	0	1	0	1	1	0	0	3									S/A					
32	4098				2520	517	R	1	0	0	0	0	0	1	1	0	0	2									T/A					
27	4100				2524	521	R	1	0	0	0	0	0	0	0	0	0	2									H/A					
4	4101				2526	523	R	1	0	0	0	0	0	1	0	0	0	2									R/A					
6	4101				2529	526	R	1	0	0	0	0	0	1	0	0	0	2									C/A					
6	4102				2530	527	R	1	0	0	0	0	0	1	1	0	0	3									T/A					
21	4103				2535	532	R	1	0	0	0	0	0	1	2	0	0	2									L/A					
1	4104				2539	536	R	1	0	0	1	0	0	1	0	0	0	2									H/A					

**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.

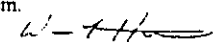
W. L. Harris  
 WILLIAM L. HARRIS, Capt, USAF, MSC  
 Evidence Custodian, Incirlik Air Base, Turkey

Date 3 May 94

OIL ANALYSIS RECORD					COMPONENT CONTROL NO. (CCN)	EQUIPMENT MODEL/APL	EQUIPMENT SERIAL NUMBER	TYPE EQUIPMENT CODE	CUSTOMER IDENTIFICATION	LAB	END ITEM MODEL/HULL NUMBER	END ITEM SERIAL NUMBER	TYPE OIL	REMARKS															
					FHC	660698				84	025#1																		
SAMPLE NUMBER	DATA INDEX	JULIAN DATE SAMPLE ANALYZED	RESPONSE TIME	LAST LAB RECOMMENDATION	HOURS MILES SINCE		REASON FOR SMPL	SPECTROMETRIC ANALYSIS																VALIDATION	LAB RECOMMENDATION	ACTION TAKEN	DISCREPANT ITEM	HOW MALFUNCTIONED	HOW FOUND
					OVHL	OIL CHG		FE	AG	AL	BE	CR	CU	MG	NA	NI	PB	SI	SN	TI	B	BA	CD						
		30 mar		A	3209	66		1	0	0		0	1	0											A				
		31 mar		A	3210	69		1	0	0		0	2	0											A				
		15 APR		A	3212	72		1	0	0		1	1	0											A				
		4096		A	3219	77		1	0	0		1	4	1											A				
31		4098			3223	81	R	1	0	0		0	0	0	1	3	1								A				
26		4100			3227	85	L	1	0	0		0	0	0	1	1	0								A				
13		4101			3228	86	R	1	0	0		0	0	0	0	1	1								A				
13		4101			3231	89	R	1	0	0		0	0	0	0	1	1								A				
F		4102			3232	90	R	1	0	0		0	0	0	0	2	0								A				
84		4103			3237	95	R	1	0	0		0	0	0	1	1	0								A				
10		4104			3241	99	L	1	0	0		0	0	0	1	1	1								A				

**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

Date: 2 May 94

**TAB U-5**

**F-15C 84-0025**

**U-5a DD Forms 2027, Oil Analysis Records**

**U-5b TCTO 1229, 22 April 1994**

**U-5c Outstanding Aircraft TCTOs, 22 Apr 94**

**U-5d Outstanding Engine TCTOs**

**U-5a**

**U-5b**

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 *Equip Review Report HCFT 94-0025* which is kept in my records system.

*7 May 94*  
Date

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

PREPARED 94 APR 22 03:40

EQUIPMENT REVIEW REPORT

FCN 36054-14

INPUT IMAGE : TREATMAMPNYYNYYYY A9025A4025

REG. W/C : MAMP

WCE NBR	WORK CENTER	INSTL POSIT	EQUIP ID	COMPLETED DATE HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
003	CATS		A4025	94102 2230	74FS0	NO PART NUMBER	039 #1387	

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
940950110		D	X	UNS	INLET ICE LT ON RETURN TO BASE		

WCE NBR	WORK CENTER	INSTL POSIT	EQUIP ID	COMPLETED DATE HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
001	KAEL		A4025		11P	NO PART NUMBER	T/S	

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
940950145		D	X	UNS	INLET ICE LT ON RETURN TO BASE		

WCE NBR	WORK CENTER	INSTL POSIT	EQUIP ID	COMPLETED DATE HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
001	KAEL		A4025		11P	NO PART NUMBER	T/S	

EVENT-ID	HMC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
941003004		B	X	UNS	(CPC) GAGAZ/JFS FUEL LEAK PRIOR TO TAXI.		

WCE NBR	WORK CENTER	INSTL POSIT	EQUIP ID	COMPLETED DATE HOURS	WUC	PART-NUMBER	WORK CENTER	NARRATIVE
001	KAEL		A4025		245	NO PART NUMBER	(CPC) GAGAZ/JFS FUEL LEAK PRIOR TO TAXI.	

MAINTENANCE HISTORY

TCTO NUMBER	DATA CODE	TYPE	SAFTY	ACC CODE	STATUS CODE	STATUS DATE	TCTO NARRATIVE
1F-15-1253	0178891				11	94040	1F-15-1253 JFS EXHAUST DUCT REP FOR F-15
1F-15-1263	0179459				12	94063	1F-15-1263 UPDT OF OPER FLIGHT PROGRAM
1F-15-1229	0178318				01	94075	1F-15-1229 REM OF IFF KIR-1A/TSEC TRANS
L930007	L930007				02	93306	L930007 OTI OF HORIZ STAB CTRL CABLES &
1F-15-1210	0177569				02	93306	1F-15-1210-F-15 LIMITED DUTY MODE DEACT.
L930006	L930006				02	93238	L930006 OTI OF WIRE BUNDLE BUNDLE W67219
13A5-56-548	1300751				02	93225	13A5-56-548 INSP OF ALL ACES II LAP BELTS
L930005	L930005				02	93196	L930005 OTI OF INT. DRIVE GEN (IDG) WIRI
1F-15-1237	0178555				11	93169	1F-15-1237 F-15 MAIN LAND GEAR/DOOR SELE



**TAB U-5**

**F-15C 84-0025**

**U-5a DD Forms 2027, Oil Analysis Records**

**U-5b TCTO 1229, 22 April 1994**

**U-5c Outstanding Aircraft TCTOs, 22 Apr 94**

**U-5d Outstanding Engine TCTOs**

**U-5a**

**U-5b**

**U-5c**

30DAY IN USE INSP LUDE COMM SUN IAW:1F-15A-6	D	000000	1	94124	B	53050
14 DAY ACFT RECORDS CHECK	D	000014	1	94111	B	53007
200HR NDI UPPER 24" VERT STAB TORQUE BOX ASSY.	H	000200	1	03155.0	A	53010
200HR NDI UPPER 24" VERT STAB FWD LOX ASSY.	H	000200	1	03155.0	A	53011
600HR NDI TAP TEST L/R VERT STAB (69A230051)	H	000600	1	03399.2	A	53013
600HR NDI UPPER 24" VERT STAB FWD BOX ASSY	H	000300	1	03399.2	A	53014
600HR NDI UPPER 24" VERT STAB TORQUE BOX ASSY. (P/N	H	000600	1	03399.2	A	53015
600HR NDI L/R VERT STAB FWD TORQUE BOX (P/N-52A230	H	000500	1	03399.2	A	53016
4000HR NDI IAW:1F-15A-6, PG:2-A-012A, PAR:31 A,B,D	H	004000	1	04000.0	A	53018
4000HR NDI MAIN ENGINE MOUNT ASSY BODY (P/N-63A5000	H	004000	1	04000.0	A	53033
90DAY CLEAN & INSP MAU-12 IAW:1F-15C-6 PG:2-A-026	D	000090	1	94165	B	53051
90DAY INSP & LUDE LAU-100 IAW:1F-15A-6 PG:2-A-026	D	000090	1	94166	B	53052

PCN 30054-14

PAGE 378

VERSION DATE: 05 AUG 93

**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

*Equip Review Rpt ACFT 84-0025*

which is kept in my records system.

*8 May 94*

Date

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

PREPARED 94 APR 22 05:46

EQUIPMENT REVIEW REPORT

PCN 30054-14

INPUT IMAGE : TREATMAMPNHHHHHH A9025A4025

REQ. WFL : MAMP

INSPECTION NARRATIVE	TYPE	INT	FREQ	SYM	ACTIVE	IND	POS	INSP NO	DUE TIME	TYPE	INSP	JST	NER
90DAY CLEAN & INSP LAU-125 IAW:1F-15A-6 PG:2-A-026	D		000090			1			94166	B			53054
48NO DOI INSP FUSE INT.FUEL TANK FOAM IAW:1F-15A-6	H		000048			1			97070	B			53040
60NO DOI INSP INT FUSE FUEL TANK FOAM IAW:1F-15A-6	H		000060			1			99070	B			53041
36MO ACFT WEIGHT & BALANCE 53FS F-15	M		000036			1			96277	B			53078
90DAY AVTR CLEAN AND INSPECT.	D		000090			1			94163	D			53730
400HR L/R WING TIP CLOSURE RISE (P/N-68A115105)	H		000400			1			03199.2	A			53019

\*\*\* NO TIME CHANGE DATA FOUND \*\*\*

TCTO NUMBER	T C T O DATA	TCTO CODE	TCTO TYPE	SAFE IND	K/P/T REC	ACC CODE	ISSUE DATE	RECIS DATE	RECVD DATE	S T A T U S DATE	DUE DATE	TCTO STATUS	CODE	NARRATIVE
1F-15-1253	0172397		M				94003	96059	94040	94040	11	00000		1F-15-1253 JFS EXHAUST DU
1F-15-1263	0175459		M				93344	94344	94003	94063	12	00000		1F-15-1263 UPDT OF OPER F
1F-15-1237	0175535		M				93036	96036	93167	93169	11	00000		1F-15-1237 F-15 MAIN LAH
15-1165	0175532		M				91158	96159	91270	94090	09	00000		TCTO 1165 INSP/RMVL AYK1C
15-977	0168856		M	*	K		94305	95305	92247	94662	11	00500		FIRE DETECT SYSTEM AFTE
1F-15-1039	0171292		M	*	K		91277	95278	92055	94062	11	00000		WING/CFT TRANSFER PUMP FA
1F-15-1135	0174895		M		K		92181	99273	92286	94962	11	00000		ENGINE INTERCHANGEABILITY
1F-15-1252	0178890		M		P		94028	95028	94067	94076	17	94335		TAPING OF WIRE HARNESS UN

OPEN MAINTENANCE EVENTS

EVENT ID	HNC	WDC	SYM	DEF/UNS	MAINTENANCE	DISCREPANCY	NARRATIVE
94000263	H	X		UNS	PMLIS2R TORR.		

WCC	WORK	INSTR	EQUIP	COMPLETED	WCC	PART-NUMBER	WORK	CENTER	NARRATIVE
NO	CENTER	POSIT	ID	DATE HOURS	WCC				

**TAB U-5**

**F-15C 84-0025**

**U-5a DD Forms 2027, Oil Analysis Records**

**U-5b TCTO 1229, 22 April 1994**

**U-5c Outstanding Aircraft TCTOs, 22 Apr 94**

**U-5d Outstanding Engine TCTOs**

**U-5a**

**U-5b**

**U-5c**

**U-5d**

TCTOS Deleted

\*\*\*\*\* TOTO REPORT \*\*\*\*\*

FOR

^^E1754^^

TOTO NUMBER	STATUS CODE	DATE	EXPIRE DATE	GROUNDING DATE	RESCISSON DATE	DATA CODE
J-F100-840	09	21 NOV 91		15 SEP 94	15 NOV 94	0215099
J-F100-761	03	19 OCT 90		02 FEB 95	03 APR 95	0213903
J-F100-754	01	10 JUL 89		24 FEB 95	25 APR 95	0213645
J-F100-833	15	05 JUN 91		02 DEC 95	31 JAN 96	0214872
J-F100-763	11	02 MAY 89		04 NOV 96	03 JAN 97	0213955
J-F100-749	03	19 OCT 90		01 AUG 98	30 SEP 98	0213395

DI PROCESSED.

VERSION DATE: 100292

\*\*\*\*\* TOTO REPORT \*\*\*\*\*

**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

*Engine Automated Record on Engine # E1754*

which is kept in my records system.

*7 May 94*  
Date

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

\*\*\*\*\* FIVE REPORT \*\*\*\*\*

FDR

02E069811

TO NUMBER	STATUS CODE	DATE	EXPIRE DATE	GROUNDING DATE	RESCISSON DATE	DATA CODE
AF100-853	15	05 JUN 91		02 DEC 95	31 JAN 96	021487Z

1 PROCESSED.

VERSION DATE: 100292

**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

*Engine Automated Record on Engine #E0698*  
which is kept in my records system.

*7 May 94*  
Date

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