

THIS FILE IS MADE AVAILABLE THROUGH THE DECLASSIFICATION EFFORTS AND RESEARCH OF:

THE BLACK VAULT

THE BLACK VAULT IS THE LARGEST ONLINE FREEDOM OF INFORMATION ACT / GOVERNMENT RECORD CLEARING HOUSE IN THE WORLD. THE RESEARCH EFFORTS HERE ARE RESPONSIBLE FOR THE DECLASSIFICATION OF THOUSANDS OF DOCUMENTS THROUGHOUT THE U.S. GOVERNMENT, AND ALL CAN BE DOWNLOADED BY VISITING:

[HTTP://WWW.BLACKVAULT.COM](http://www.blackvault.com)

YOU ARE ENCOURAGED TO FORWARD THIS DOCUMENT TO YOUR FRIENDS, BUT PLEASE KEEP THIS IDENTIFYING IMAGE AT THE TOP OF THE .PDF SO OTHERS CAN DOWNLOAD MORE!

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

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

VOLUME 18

TABS W thru Z

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

14

AFR 110-14 AIRCRAFT ACCIDENT BOARD

INDEX OF TABS

O Additional Substantiating Data Reports
P Statement of Damage to Private Property
Q Documents Appointing Safety Board (Not Applicable)
R Diagrams
S Photographs from Safety Report (Not Applicable)
T Individual Flight Records/Personnel Records
U Aircraft Maintenance Records
V Testimony and Statements of Witnesses
W Weather Observations
X Statements of Death
Y Appointment Documents
Z Photographs
AA Regulations and Directives
AB Administration and Glossaries
AC Other Documents

O
P
Q
R
S
T
U
V
W

TAB W

WEATHER OBSERVATIONS

W-1 AWS Form 10b, Surface Weather Observation, Zakhu

W-2 DD Form 175-1, Flight Weather Briefing

W-3 USAFE Form 0-273, Mission Weather Flimsy

W-1

SURFACE WEATHER OBSERVATIONS (METAR/SPECI)										LATITUDE		LONGITUDE		STATION ELEVATION (H _p) Foot (MSL)		TIME CONVERSION (GMT to + LST) —		MAG to TRUE + — Hrs Hrs + — Deg Deg		DAY (LST)	MONTH	YEAR 19	STATION (or grid coord) & STATE or COUNTRY		
T Y P E (1)	TIME (2)	WIND			PREVAILING VISIBILITY		WEATHER AND OBSTRUCTIONS TO VISION		SKY CONDITION (3)	TEMP (°C) (7)	DEW- POINT (°C) (8)	ALSTG (inches) (12)	REMARKS AND SUPPLEMENTAL CODED DATA All times GMT. Desired order of entry: cell- ing height, other remarks elaborating on preced- ing coded data, coded additive data groups (if spec), radiosonde data, runway cond, wea mod)			STATION PRESSURE (inches) (17)	TOTAL SKY COVER (21)	OBS INIT (15)							
		Dir (true)	Speed (knots) (10)	Max Wind (knots) (11)	Miles (4A)	Meters (4B)	Local (5A)	Longline (5B)					(13)												
25	0425	SE	LGT		9999			BKN100	45.9																
25	0430	LGT	VRB		9999		RA-	SC7/BKN100			96.5														
26	0520	VRB	03		9999		BCFG	UNK	M	56	M	56	(Lgt 10w)												
28	0540	VRB	03		9999			SC7100 SC2200	16	06	968														
28	0545	LGT	TD	NW15	9999			RA-100	15	08	966.2		14.7/1/15.1/0												
30	0430	VRB	05		8000		BR	AVC 100	63	44	963.4														
31	0435	000	00		8000		BR	OVCL100	19	15	965.0		MIN 14.4 MAX 19.7												
31	0405	170	03		4000		BR	BKN030 OVC100	57	57	956.2		4.6 5.9												
31	0410	150	02		4000		RA BR	OVC150	08	06	957.0														
4	0440	250	01		8000		BR	SKC	11	09	963.0														
5	0355	VRB	02		9999			SKC	22		969.6														
6	0345	171	3.1		9999			SKC	18	08	969.4		14.4/1/22.2/1												
7	0345	VRB	3		9999			SKC	17		964														
8	0345	130	02		9000		BR	OVC090	21	16	M														
9	0440	VRB	03		9999			SKC	16	M	963		61												
10	0330	140	02		9999			SKC	16	13	2969		852												
11	0330	VRB	03		9999			SKC	16	12	2967														
12	0335	VRB	02		9999			SKC	65	M			TWOS INOP NO HZ YDAY												
13	0340	VRB	15		9999			SKC	65	M	M		PATT INOP NO HZ YDAY												
14	0345	090	05		9999			SKC	20	M	M														
16	090	02			9999			SKC	17	09	3016		17.2/0/17.2		957.6										
17	0355	240	02		9000		BR	BKN040	18	11	952				952										

CERTIFICATE

I hereby certify that the above information is true and correct as furnished to me by the U.S. Army Black Hawk Helicopters in the vicinity of the northern part of the island of Hawaii, and that this is a true and accurate copy of the report which is on file in my records system.

Date: 07/27/77

WILLIAM L. HARRIS, Capt, USAF MSC
Evidence Custodian
Hickam Air Force Base, Hawaii

TAB W

WEATHER OBSERVATIONS

W-1 AWS Form 10b, Surface Weather Observation, Zakhu

W-2 DD Form 175-1, Flight Weather Briefing

W-3 USAFE Form 0-273, Mission Weather Flimsy

W-1

W-2

FLIGHT WEATHER BRIEFING

PART I - MISSION/TAKEOFF DATA

1. DATE (YYMMDD) 940414	2. ACFT TYPE/NO. UH60/ED1	3. DEP PT/ETD LTCC/0520	4. RUNWAY TEMP °F/C	5. DEWPOINT °F/C	6. TEMP DEV +11 °C	7. PRESSURE ALT +2180 FT	8. DENSITY ALT FT
9. SFC WIND 31 1005 T	10. CLIMB WINDS	11. LOCAL WEATHER WARNING/ADVISORY			12. RCR		
13. REMARKS/TAKEOFF ALTN FCST							

PART II - ENROUTE DATA

4. FLT LEVEL 075		15. FLT LEVEL WINDS/TEMP 010 110 44					
6. CLOUDS AT FLT LEVEL NONE		17. MINIMUM VISIBILITY AT FLT LEVEL OUTSIDE CLOUDS 9999					
YES <input type="checkbox"/> NO <input type="checkbox"/> IN AND OUT		SMOKE <input type="checkbox"/>		DUST <input type="checkbox"/>		HAZE <input type="checkbox"/>	
8. MINIMUM CEILING NONE		LOCATION		19. MAXIMUM CLOUDS TOPS NONE		LOCATION	
FT AGL				FT MSL		FT MSL	
21. THUNDERSTORMS		22. TURBULENCE		23. ICING		24. PRECIPITATION	
TWA/WW NO. NONE		CAT ADVISORY Z NONE		NONE		NONE	
ISOLATED 1-2%		LIGHT		TRACE		LT	
FEW 3-15%		MOD		LIGHT		MOD	
SCATTERED 16-45%		SVR		MOD		HVV	
NUMEROUS - MORE THAN 45%		EXTREME		SVR		SHWRS	
AL. SEVERE TURBULENCE & ICING, HEAVY PRECIPITATION, LIGHTNING & WIND SHEAR EXPECTED IN AND NEAR THUNDERSTORMS.		LEVELS		LEVELS		FRZG	
LOCATION		LOCATION		LOCATION		LOCATION	

PART III - TERMINAL FORECASTS

25. AIRDROME	26. CLOUD LAYERS	27. VSBY/WEA	28. SFC WIND	29. ALTIMETER	30. VALID TIME
DEST/ALTN ZAKHD	clear	9999	5.3 5.4 V+5	2975 INS	Z TO Z
DEST/ALTN TAOR	clear	9999	V+5	2975 INS	Z TO Z
DEST/ALTN LTCC	clear	9999	310/08	2990 INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z

PART IV - COMMENTS/REMARKS

BRIEFED ON LATEST RCR FOR DESTN AND ALTN	YES <input type="checkbox"/>	NOT AVAILABLE <input type="checkbox"/>	32. REQUEST PIREP AT
REMARKS No changes			

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.

15 May 94
Date

W-5411
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

PART V - BRIEFING RECORD

WEA BRIEFED 0320	35. FLIMS BY BRIEFING NO. Z	36. FORECASTER'S SIGNATURE OR INITIALS	
VOID TIME 0450	38. EXTENDED TO 0620	39. WEA REBRIEFED AT 0450	40. FORECASTER'S INIT JR
Form 175-1 CED 80		41. NAME OF PERSON RECEIVING BRIEFING MCKENNA 18	

TAB W

WEATHER OBSERVATIONS

W-1 AWS Form 10b, Surface Weather Observation, Zakhu

W-2 DD Form 175-1, Flight Weather Briefing

W-3 USAFE Form 0-273, Mission Weather Flimsy

W-1

W-2

W-3

MISSION WEATHER (FLIMSY)		1. VT 032-152	2. DATE 14 APR 94	3. FCST NO. 01	4. INITIALS 91
--------------------------	--	------------------	----------------------	-------------------	-------------------

SVR TURB/CG, HAIL, LIGHTNING, POLC > 80%, & WIND SHEAR ASSOC. W/ YSTMS

5. THUNDERSTORMS		6. TURBULENCE		7. ICING	
TOPS P COVERAGE	350 P ISOL	LGT: A MDT: A SVR: A	TOPS TYPE BASES	LGT: RIM CLR MXD MDT: Y Y Y SVR: Y Y Y	TOPS TYPE BASES

8. LOCAL WX ADVISORIES/WARNINGS
NONE

9. INCIRLIK AIRFIELD FORECASTS

LOCATION	CLOUD LAYERS	VSBY/WX	WIND	ALST
INCIRLIK AB (288) LTAG/KQDG	SKC	9999	03005	2985
MAX: 7300				
PA: 732	BY 10Z		21006	

Air refueling and AWACS cloud bases and heights are AGL

AIR REFUELING AREA	CLOUD LAYERS	IC	OC	FL
R021	SKC		9999	FL160 32015
R022				FL250 30020
AWACS R023			9999	FL300 28000

CONTRAIRL MOD: 200-300 HWY: ABV 300

10. EN ROUTE WINDS

	5,000 FT	10,000 FT	20,000 FT	30,000 FT
S/CEN TURKEY	16010/+16	23010/+14	32015/-16	26025/-44
S.E. TURKEY	05010/+12	01010/+2	27010/-15	27030/-43

11. NORTHERN IRAQ LOW-LEVEL WINDS AND TEMPERATURES

WINDS			TEMPS	
005: 13010	010: 13010	020: 13010	010: +21	C
030: -13015	050: 14015	070: 14020	020: +19	C

WX PMSV Rad'n is limited - use Incirlik Global Airways: HF = 257.75 UHF = 257.75

USAF FORM O-273, OCT 92

(OVER)

<p align="center">CERTIFICATE</p> <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 copy of the record which is kept in my records system.</p> <p align="right">W-74</p> <p align="right">WILLIAM L. HARRIS, Capt, USAF, MSC Evidence Custodian, Incirlik Air Base, Turkey</p>	
<p>9 May 94 Date</p>	

18

12. IL-12A SOLAR/LUNAR DATA									
ILLUMINATION <u>12</u> %		SUNRISE: <u>14</u> / <u>0236z</u>		MOONRISE: <u>14</u> / <u>0454z</u>		NVG START: <u>BLO</u> / <u>MIN 8z</u>			
		SUNSET: <u>14</u> / <u>1540z</u>		MOONSET: <u>14</u> / <u>1851z</u>		NVG STOP: <u>BLO</u> / <u>MIN 8z</u>			
13. ALTERNATE AIRFIELD FORECASTS									
LOCATION	CLOUD LAYERS	VISBY/WX	WINDS	ALSTG					
DIYAR/BATMN (2254/1819)LTCC/LTCJ	SKC	9999	VRB05	29.90					
MAX T: +26 / +26									
PA: +2225 / +1840									
ERHAC (2827)	LTAT SCT250	9999	VRB05	29.95					
MAX T: +26									
PA: +2900									
ZAHKU (1500)	SKC	9999	VRB05	29.75					
MAX T: +25									
PA: +1660									
EAST A.O.R. (2500)	SKC	9999	VRB05	29.75					
MAX T: +24									
PA: +2660									
WEST A.O.R. (1000)	SKC	9999	VRB05	29.75					
MAX T: +26									
PA: +1160									
ADANA (66)	LTAF SKC	8000 HZ	VRB05	29.92					
MAX T: +32									
PA: +660									
KONYA/RANGE (3350)	LTAF: SCT 040 / 0600	9999	VRB05	29.94					
MAX T: +27									
PA: +3370									
LT 013 1600-2000Z	SCT 010 / 0600	9999	—	—					
14. INCIRLIK SOLAR/LUNAR DATA									
ILLUMINATION <u>12</u> %		SUNRISE: <u>14</u> / <u>0206z</u>		MOONRISE: <u>14</u> / <u>0454z</u>					
		SUNSET: <u>14</u> / <u>1612z</u>		MOONSET: <u>14</u> / <u>1928z</u>					
15. TAKEOFF AND LANDING INFORMATION - INCIRLIK AB									
TIME	TIME	WINDS	ALSTG	PA (FT)	TIME	TIME	WINDS	ALSTG	PA (FT)
03	13	03005	29.85	+300	10	+31	21006	29.85	+300
04	15				11	+32			
05	16				12	+31			
06	19				13	+31			
07	23		29.86	+290	14	+30			
08	25				15	+28			
09	29								

**AFR 110-14 AIRCRAFT ACCIDENT BOARD
INDEX OF TABS**

O Additional Substantiating Data Reports
P Statement of Damage to Private Property
Q Documents Appointing Safety Board (Not Applicable)
R Diagrams
S Photographs from Safety Report (Not Applicable)
T Individual Flight Records/Personnel Records
U Aircraft Maintenance Records
V Testimony and Statements of Witnesses
W Weather Observations
X Statements of Death
Y Appointment Documents
Z Photographs
AA Regulations and Directives
AB Administration and Glossaries
AC Other Documents

O
P
Q
R
S
T
U
V
W
X

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology identified the remains of five Kurdish nationals. Presumptively, they were the remains of : Mr. Salid Said, Mr. Ahmad Mohammad, Mr. Bader Mikho, Mr. Ghandi Hussein and Mr. Abdulsatur Arab. A complete autopsy including microscopic evaluation revealed one individual with a kidney stone, another with several small gallstones, and another with severe scoliosis (abnormal curvature of the spine) otherwise there was no significant pre-existing disease. The cause of death for all five individuals was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports. The above abnormalities were incidental findings that did not impact this accident.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

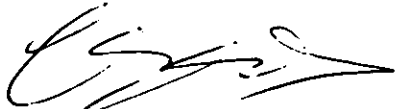
1. The Armed Forces Institute of Pathology positively identified the remains of Col Hikmet Alp (TU). A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

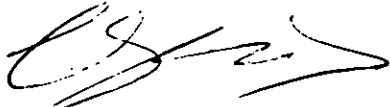
1. The Armed Forces Institute of Pathology positively identified the remains of SSgt Paul N. Barclay. A complete autopsy including microscopic evaluation revealed 60% narrowing of one of his coronary arteries without evidence of heart attack; otherwise, no pre-existing disease was noted. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports. The coronary artery narrowing was an incidental finding that did not impact this accident.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. A review of the medical records of Spec Cornelius A. Bass showed a flight physical on 1 FEB 94. His distant visual acuity was 20/25 in the right eye and 20/20 in the left eye without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 20 MAY 93 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of Spec Bass. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

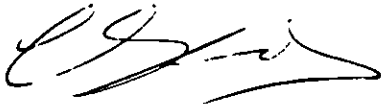
1. The Armed Forces Institute of Pathology positively identified the remains of Lt Ceyhun Civas (TU). A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. A review of the medical records of Spec Jeffrey C. Colbert showed a flight physical on 5 FEB 93. His distant visual acuity was 20/40 in both eyes which corrected to 20/20 with glasses. His near visual acuity was 20/20 in both eyes without correction. His hearing revealed mild high- frequency hearing loss in both ears. He was qualified for flying duties with glasses. A review of his dental records indicated an exam on 9 FEB 93 without significant problems.
2. The Armed Forces Institute of Pathology positively identified the remains of Spec Colbert. A complete autopsy including microscopic evaluation revealed no pre-existing disease. Cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.

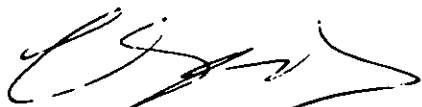


CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

16 10

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of Lt Col Guy Demetz (FR). A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. A review of the medical records of PFC Mark A. Ellner showed a flight physical on 3 DEC 93. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 1 DEC 93 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of PFC Ellner. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. A review of the medical records of W01 John W. Garrett, Jr. showed a flight physical on 10 MAY 93. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam in MAR 94 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of W01 Garrett. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of Lt M. Barlas Gultepe (TU) A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

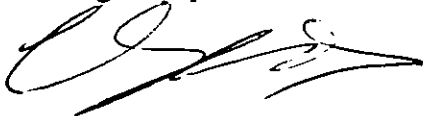
1. A review of the medical records of CW02 Michael A. Hall showed a flight physical on 26 JUL 93. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 12 JUL 93 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of CW02 Hall. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of SFC Benjamin T. Hodge. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

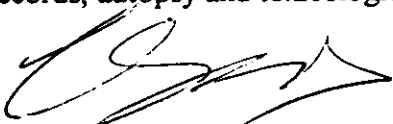
1. A review of the medical records of Capt Patrick M. McKenna showed a flight physical on 12 JAN 94. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 11 JAN 94 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of Capt McKenna. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

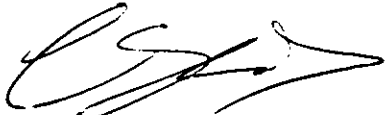
1. A review of the medical records of W01 Erik S. Mounsey showed a flight physical on 12 MAY 93. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing revealed mild high-frequency hearing loss in both ears. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 8 MAR 94 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of W01 Mounsey. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

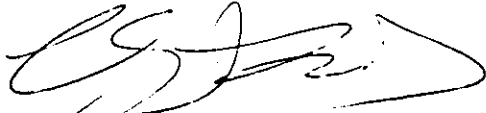
1. The Armed Forces Institute of Pathology positively identified the remains of Col Richard A. Mulhern. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

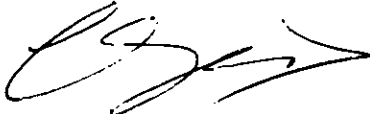
1. The Armed Forces Institute of Pathology positively identified the remains of 1 Lt Laura A. Piper. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

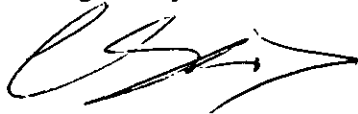
1. A review of the medical records of Spec Michael S. Robinson showed a flight physical on 17 SEP 93. His distant and near visual acuity was 20/20 in both eyes without correction. His hearing test was normal. He was qualified for flying duties without restriction. A review of his dental records indicated an exam on 28 FEB 94 without difficulties.
2. The Armed Forces Institute of Pathology positively identified the remains of Spec Robinson. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
3. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
4. I see no evidence of compromising pre-existent mental or physical defect from review of records, autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of SSgt Ricky L. Robinson. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

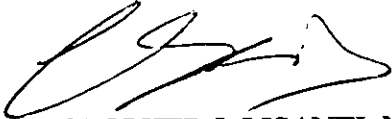
1. The Armed Forces Institute of Pathology positively identified the remains of Barbara L. Schell (USA). A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of Maj Harry C. Shapland (UK) A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of Lt Col Jonathan C. Swann (UK). A complete autopsy including microscopic evaluation revealed moderate coronary artery obstruction due to cholesterol without evidence of heart attack. He also had three large gallstones. Finally, he had some cholesterol plaques in his abdominal aorta. There were no acute conditions found on autopsy. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports. The above abnormalities were incidental findings that did not impact this accident.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

MEDICAL STATEMENT

1. The Armed Forces Institute of Pathology positively identified the remains of Col Jerald L. Thompson. A complete autopsy including microscopic evaluation revealed no pre-existing disease. The cause of death was multiple blunt force injuries.
2. Urine toxicological screen for drugs and blood alcohol level performed by the Armed Forces Institute of Pathology were negative. Carbon monoxide level was within normal limits.
3. I see no evidence of compromising pre-existent physical defect from review of autopsy and toxicological reports.



CHRISTOPHER J. LISANTI, MAJ, USAF, MC, FS
Flight Surgeon Board Member

**AFR 110-14 AIRCRAFT ACCIDENT BOARD
INDEX OF TABS**

O Additional Substantiating Data Reports
P Statement of Damage to Private Property
Q Documents Appointing Safety Board (Not Applicable)
R Diagrams
S Photographs from Safety Report (Not Applicable)
T Individual Flight Records/Personnel Records
U Aircraft Maintenance Records
V Testimony and Statements of Witnesses
W Weather Observations
X Statements of Death
Y Appointment Documents
Z Photographs
AA Regulations and Directives
AB Administration and Glossaries
AC Other Documents

O
P
Q
R
S
T
U
V
W
X
Y

TAB Y

APPOINTMENT DOCUMENTS

Y-1 Appointment Letter, 15 April 1994

Y-2 Special Order Number M-02, 20 May 1994

Y-1

18-37



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCES IN EUROPE


15 April 1994

MEMORANDUM FOR Major General James G. Andrus

FROM: CINCUSAFE/CC
Unit 3050 Box 1
APO AE 09094-0501

SUBJECT: AFR 110-14 Aircraft Accident Investigation - ACTION MEMORANDUM

1. By the authority of the Commander in Chief, EUCOM, delegated to me, I hereby appoint you as board president to conduct an investigation into the facts and circumstances surrounding the crash of two US Army Black Hawk helicopters and the possible involvement of US fighter aircraft in the crash of these helicopters in the northern "no-fly zone" of Iraq on 14 April 1994. Other members and associate members of the board will be appointed on orders to assist you in the investigation.
2. Colonels William K. At Lee, Jr., HQ 12 AF/JA, and Charles G. Wilcox, HQ 16AF/JA, Lieutenant Colonels Bryan T. Lawler, HQ 3 AF/JA, and Scott C. Black, OJA, HQ USAREUR, are detailed as legal advisors. Colonel At Lee and Lieutenant Colonel Black are detailed with the concurrence of their commanders. The legal advisors may interview witnesses and carry out other duties as assigned by you.
3. The investigation will be conducted thoroughly and expeditiously in accordance with AFR 110-14 and DODD 6055.7, and will be guided by AFR 120-3. The report will contain a complete factual summary of the evidence and a statement of opinion in accordance with AFR 110-14, Attachment 2. The identity of the military members directly involved in the incident is to be protected to the maximum extent permitted by law. Also, you are to obtain assurances from the associate members of the board, on behalf of their governments, that the identity of the military members directly involved in the incident will be protected.


ROBERT C. OAKS
General, USAF
Commander in Chief

12

TAB Y

APPOINTMENT DOCUMENTS

Y-1 Appointment Letter, 15 April 1994

Y-2 Special Order Number M-02, 20 May 1994

Y-1

Y-2

C.L.

**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCES IN EUROPE
APO AE 09094**

**SPECIAL ORDER
M-02**

20 MAY 1994

By the authority of the Commander in Chief, EUCOM, delegated to CINCUSAFE, the following personnel are appointed to conduct an investigation into the facts and circumstances surrounding the crash of two US Army Black Hawk helicopters and the possible involvement of US fighter aircraft in the crash of these helicopters in the northern "no-fly zone" of Iraq on 14 April 1994. The investigation will be conducted in accordance with AFR 110-14 and DODD 6055.7, and will be guided by AFR 120-3. The report will contain a thorough factual summary of the evidence and a statement of opinion in accordance with AFR 110-14, attachment 2. Board members, associate board members, legal advisors, and technical advisors who are not assigned to the United States Air Forces in Europe are detailed with the concurrence of their commanders or with the concurrence of their governments. This confirms my prior verbal and written orders.

BOARD PRESIDENT

MAJ GEN JAMES G. ANDRUS ([REDACTED])

BOARD MEMBERS

COL PATRICK J. BENNETT ([REDACTED])
COL MICHAEL E. FAIN ([REDACTED])
LT COL WAYNE I. MUDGE ([REDACTED])
LT COL RAY B. SHEPHERD ([REDACTED])
MAJ AARON D. BYAS ([REDACTED])
MAJ CHRISTOPHER J. LISANTI ([REDACTED])
MAJ JEFFREY M. SNYDER ([REDACTED])
1LT GREG A. BROWN ([REDACTED])
CW5 STEVE A. MELINE ([REDACTED])
CW4 DOUGLAS C. SOUSA ([REDACTED])

ASSOCIATE BOARD MEMBERS


LT COL CHRISTIAN VELLUZ (FR)
COL REMZI ARMEN (TU)
GROUP CAPT BARRY P. DOGGETT (UK)

LEGAL ADVISORS

COL WILLIAM K. AT LEE, JR. ([REDACTED])
COL CHARLES H. WILCOX II ([REDACTED])
LT COL SCOTT C. BLACK ([REDACTED])
LT COL BRYAN T. LAWLER ([REDACTED])

TECHNICAL ADVISORS

LT COL BERTRAM H. PRYOR, JR. ([REDACTED])
LT COL LENEAR ROYER III ([REDACTED])
LT COL JOYCE E. TETERS ([REDACTED])
MAJ JAMES R. LITTLE ([REDACTED])
1LT KELLY J. SCOTT ([REDACTED])
CW5 DANIEL W. MEDINA ([REDACTED])
CW2 JOHN B. HALL ([REDACTED])
SSGT FREDDIE L. HOLMES ([REDACTED])
GS-11 CAROLE M. PYLES ([REDACTED])
GS-11 GERALD D. SILVIUS ([REDACTED])
MR DAVID BRUMMELL (UK-LEGAL)


ROBERT C. OAKS
General, USAF
Commander in Chief

18

**AFR 110-14 AIRCRAFT ACCIDENT BOARD
INDEX OF TABS**

O Additional Substantiating Data Reports
P Statement of Damage to Private Property
Q Documents Appointing Safety Board (Not Applicable)
R Diagrams
S Photographs from Safety Report (Not Applicable)
T Individual Flight Records/Personnel Records
U Aircraft Maintenance Records
V Testimony and Statements of Witnesses
W Weather Observations
X Statements of Death
Y Appointment Documents
Z Photographs
AA Regulations and Directives
AB Administration and Glossaries
AC Other Documents

O
P
Q
R
S
T
U
V
W
X
Y
Z

TAB Z

PHOTOGRAPHS

Z-1 Reserved

Z-2 Reserved

Z-3 UH-60 Black Hawk

Z-4 E-3B AWACS Senior Director's Console

Z-

18

TAB Z

PHOTOGRAPHS

Z-1 Reserved

Z-2 Reserved

Z-3 UH-60 Black Hawk

Z-4 E-3B AWACS Senior Director's Console

Z-1

Z-2

18-43

TAB Z
PHOTOGRAPHS

Z-1 Reserved
Z-2 Reserved
Z-3 UH-60 Black Hawk
Z-4 E-3B AWACS Senior Director's Console

Z-1

Z-2

Z-3

UH-60 BLACK HAWK HELICOPTER
WITH EXTERNAL FUEL TANKS
AND U.S. FLAGS



TAB Z3
UH-60 BLACK HAWK
HELICOPTER
SHOWING EXTERNAL
FUEL CELLS AND
U.S. FLAGS

TAB Z

PHOTOGRAPHS

Z-1 Reserved

Z-2 Reserved

Z-3 UH-60 Black Hawk

Z-4 E-3B AWACS Senior Director's Console

Z-1

Z-2

Z-3

Z-4

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4h Senior Director's Console, 0727 thru 0730Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4h Senior Director's Console, 0727 thru 0730Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

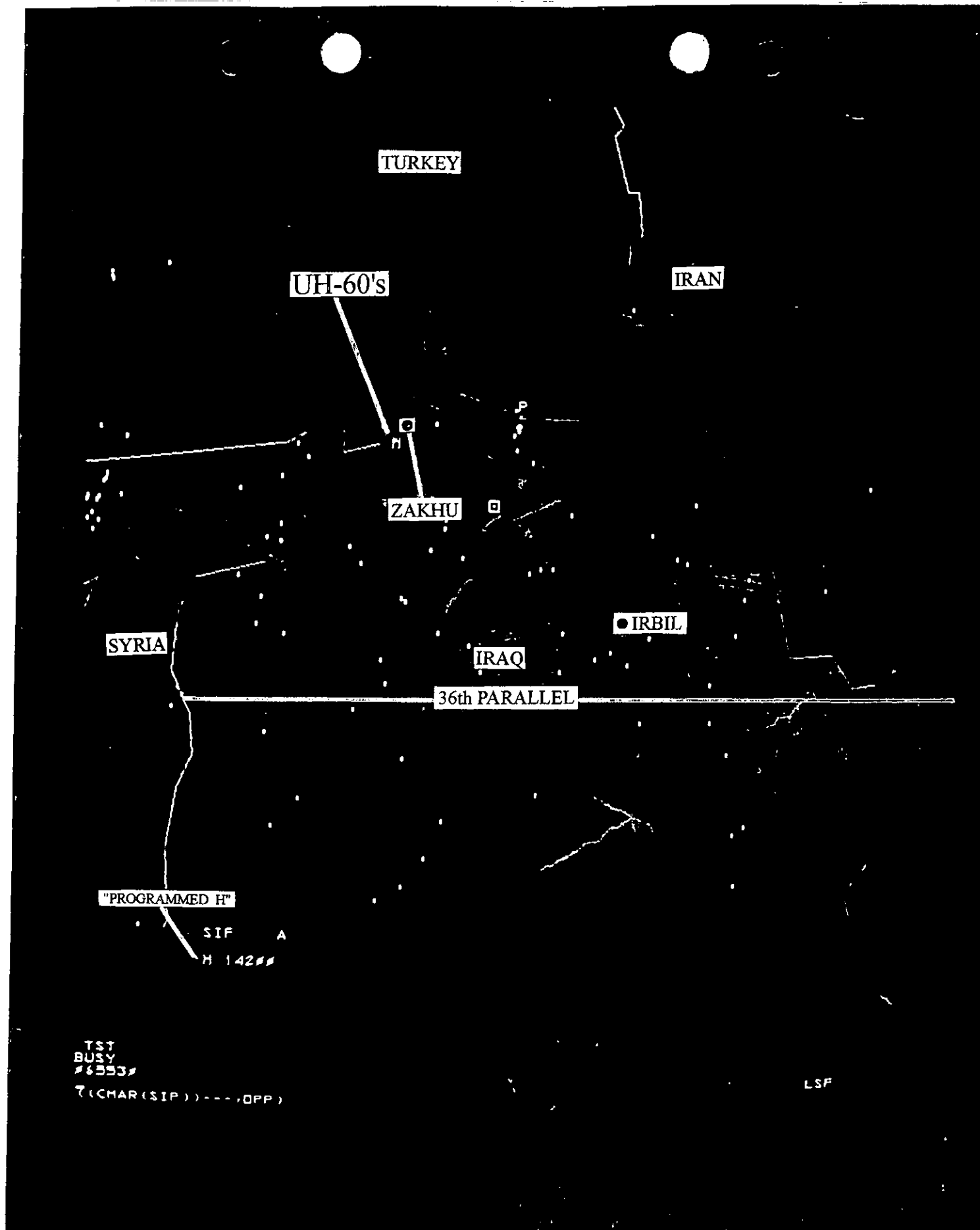
Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

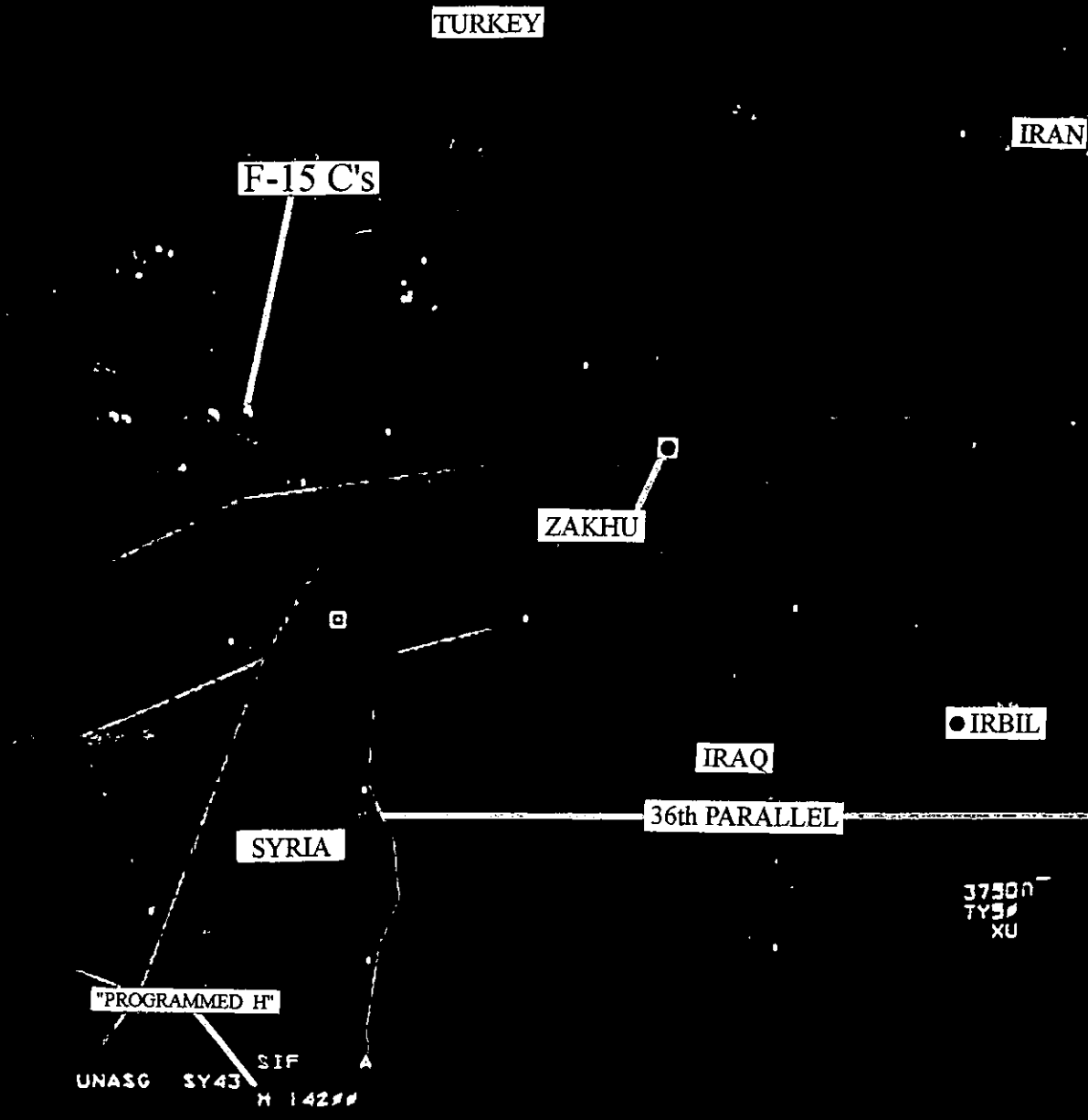
Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4c

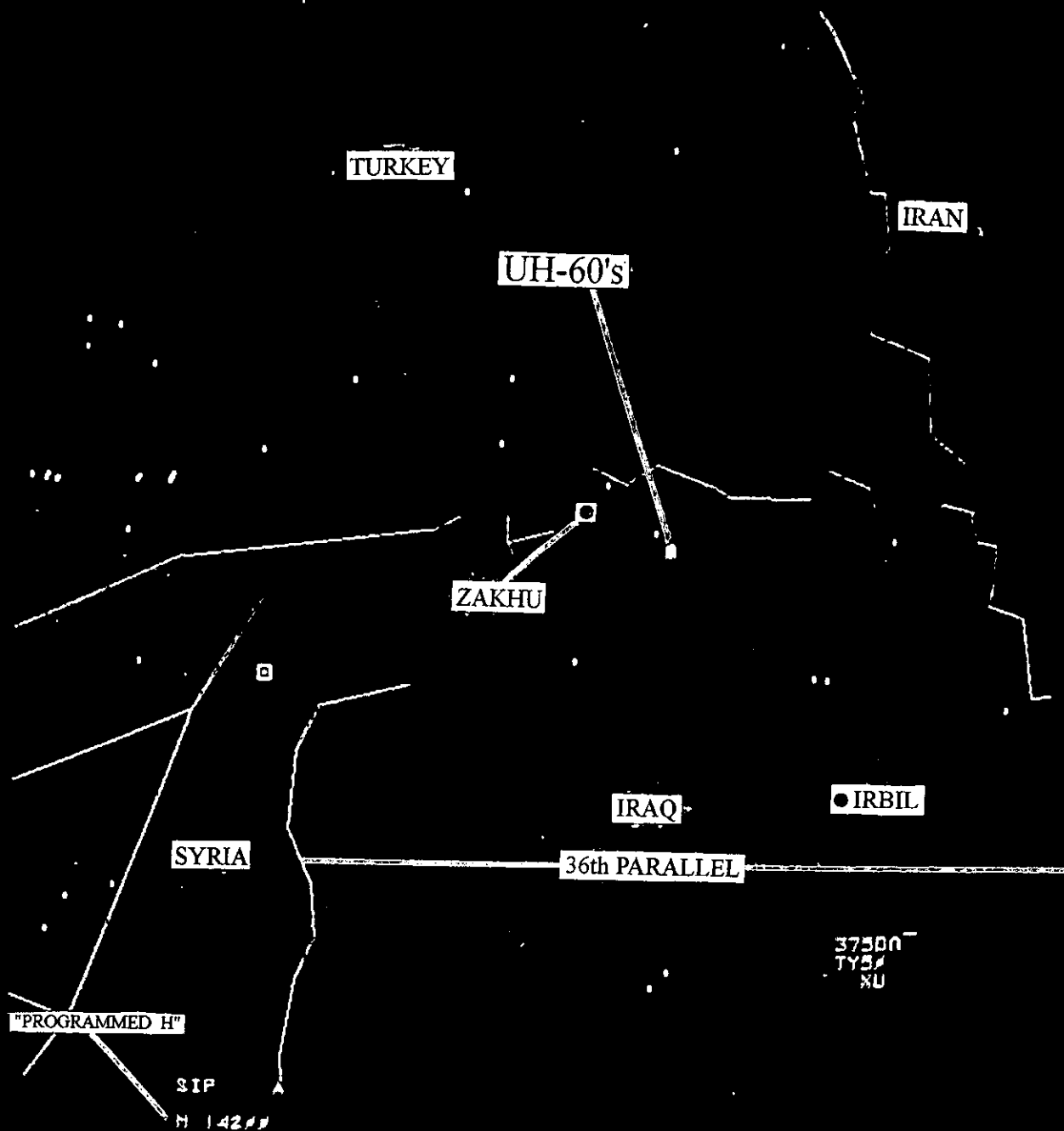
Z-4h Senior Director's Console, 0727 thru 0730Z



Z4c1-9 - Photos of replay of the SD's scope from 0655:30Z through 0711:01Z showing that an "H" character was still programmed. They also show an "H" associated with the Black Hawk's IFF proceeding on a southeasterly heading from Zakhu.



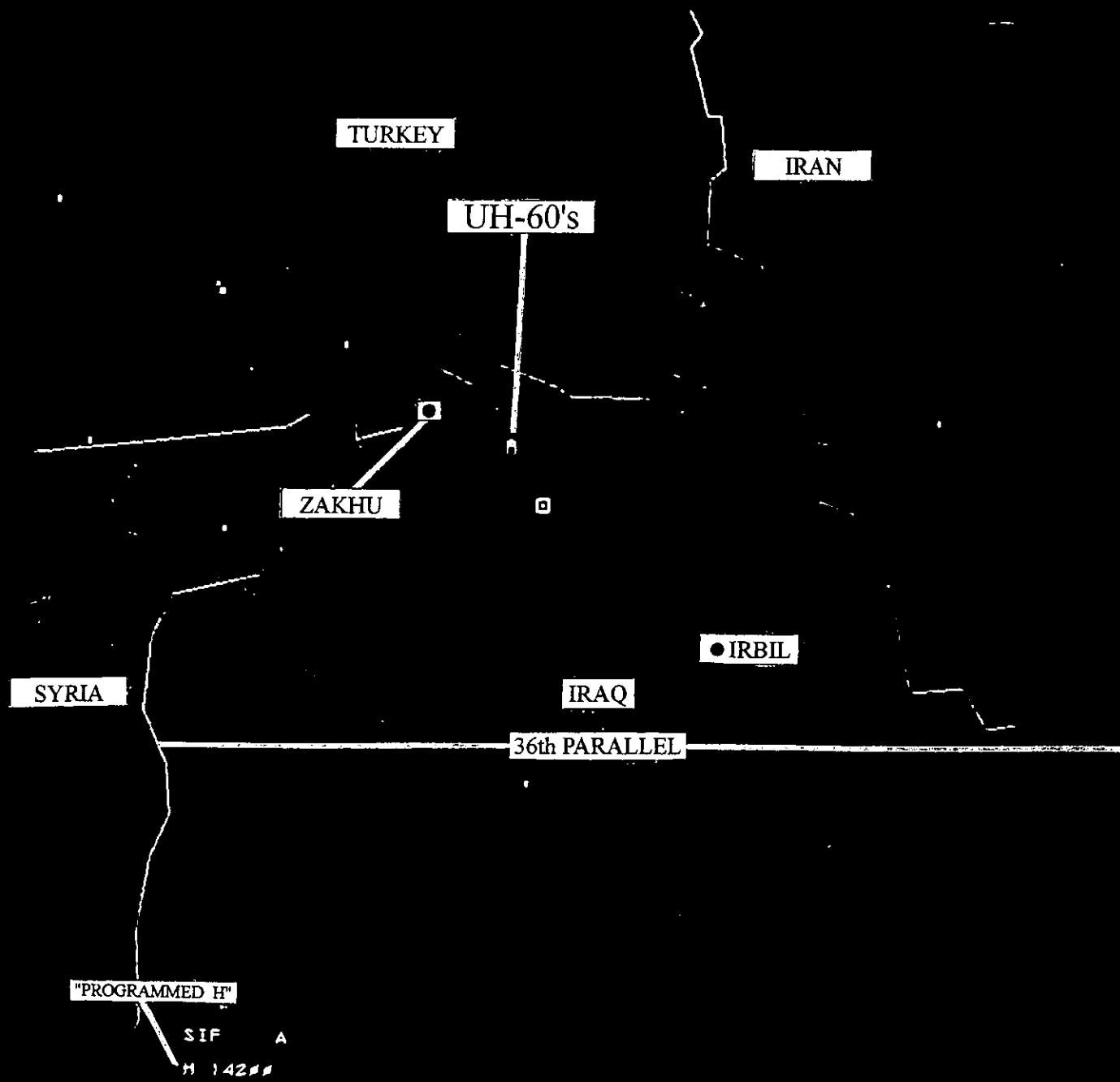
Z4c7 TIME 0708:30Z



#77512
T(CNAR(SIP))---TOPP)

LSF

Z4c6 TIME 0708:02Z

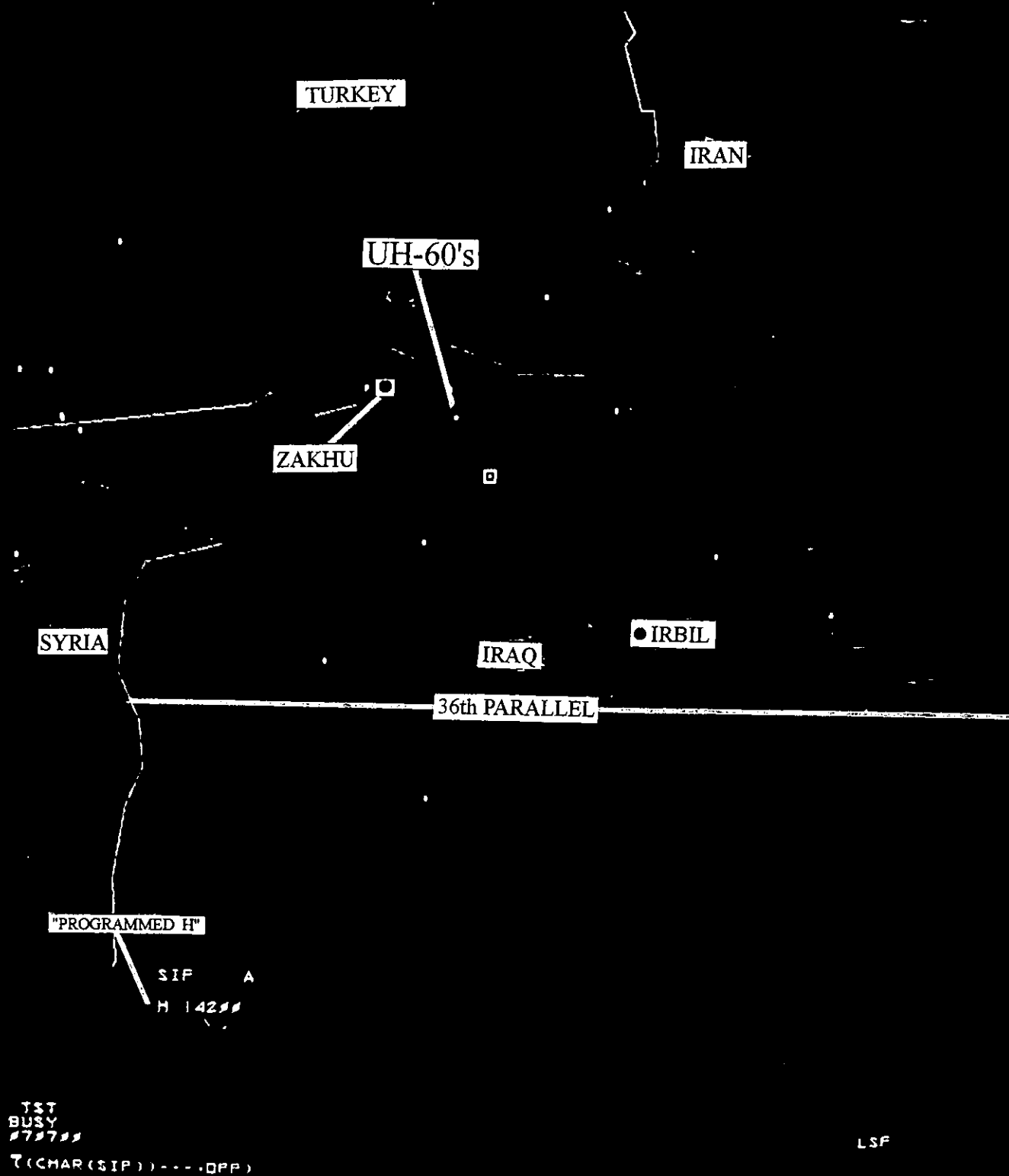


TST
BUSY
#7#731

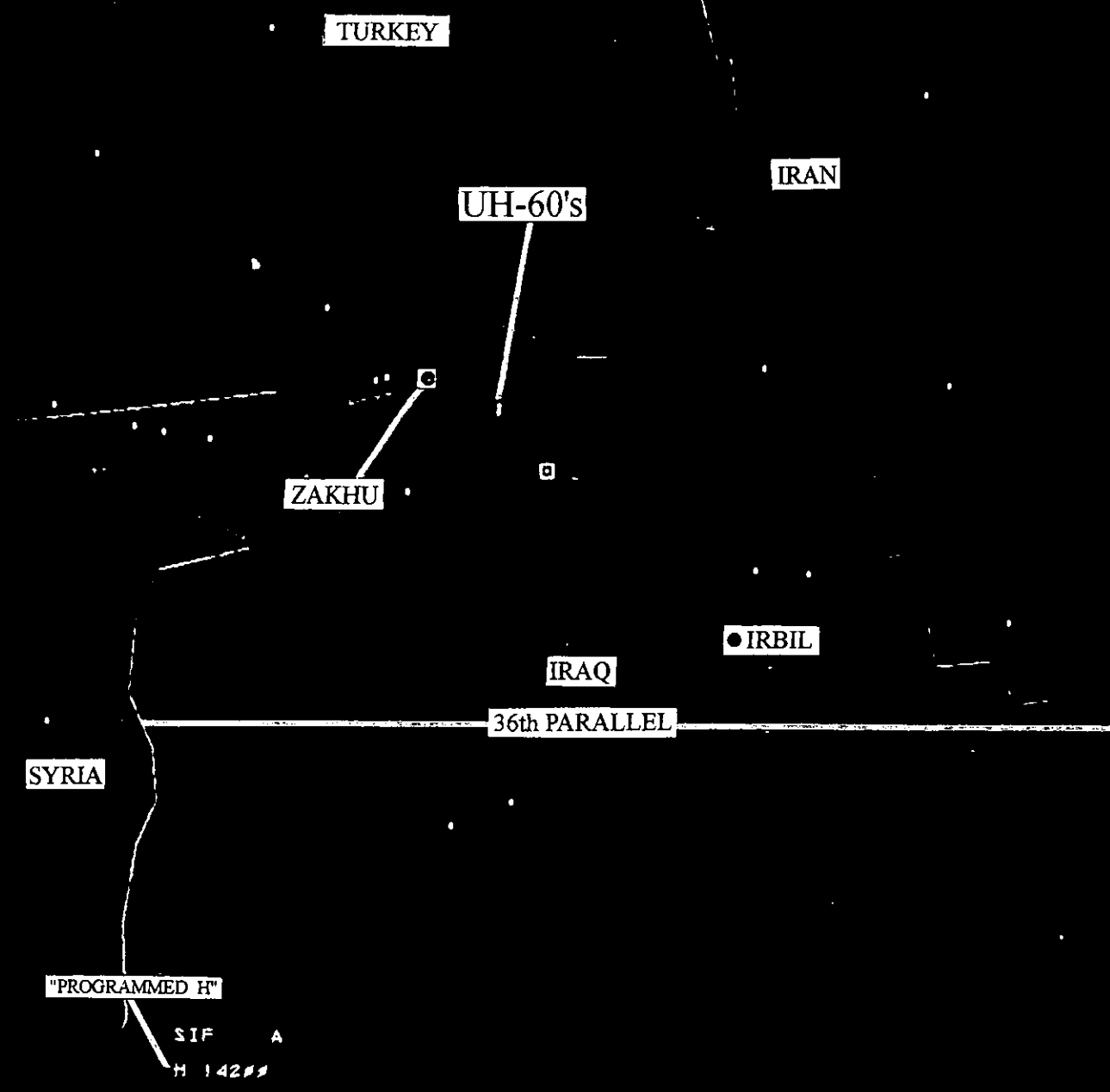
T(CHAP(SIP)) --- .OFF

LSF

Z4c5 TIME 0707:31Z

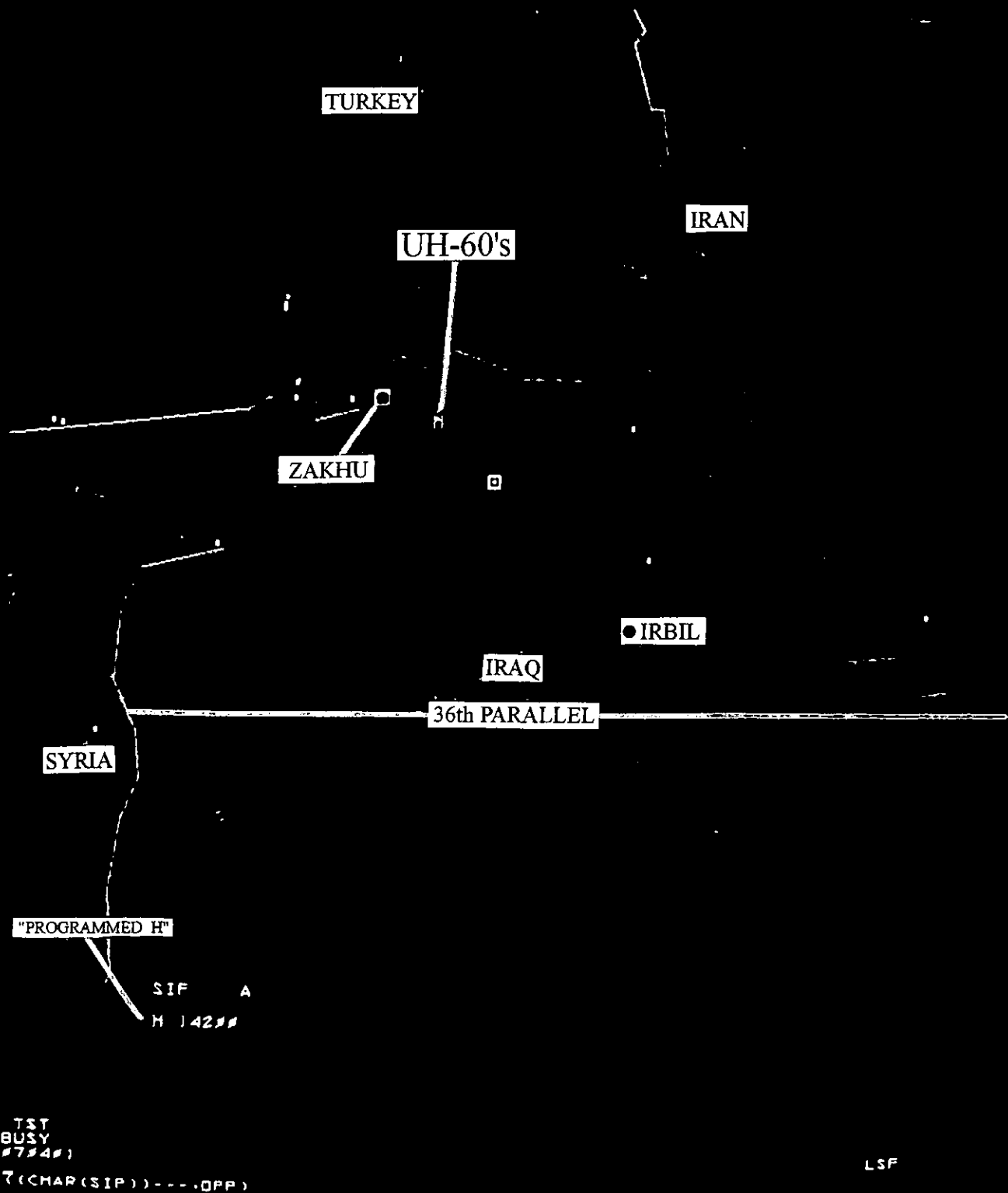


Z4c4 TIME 0707:00Z

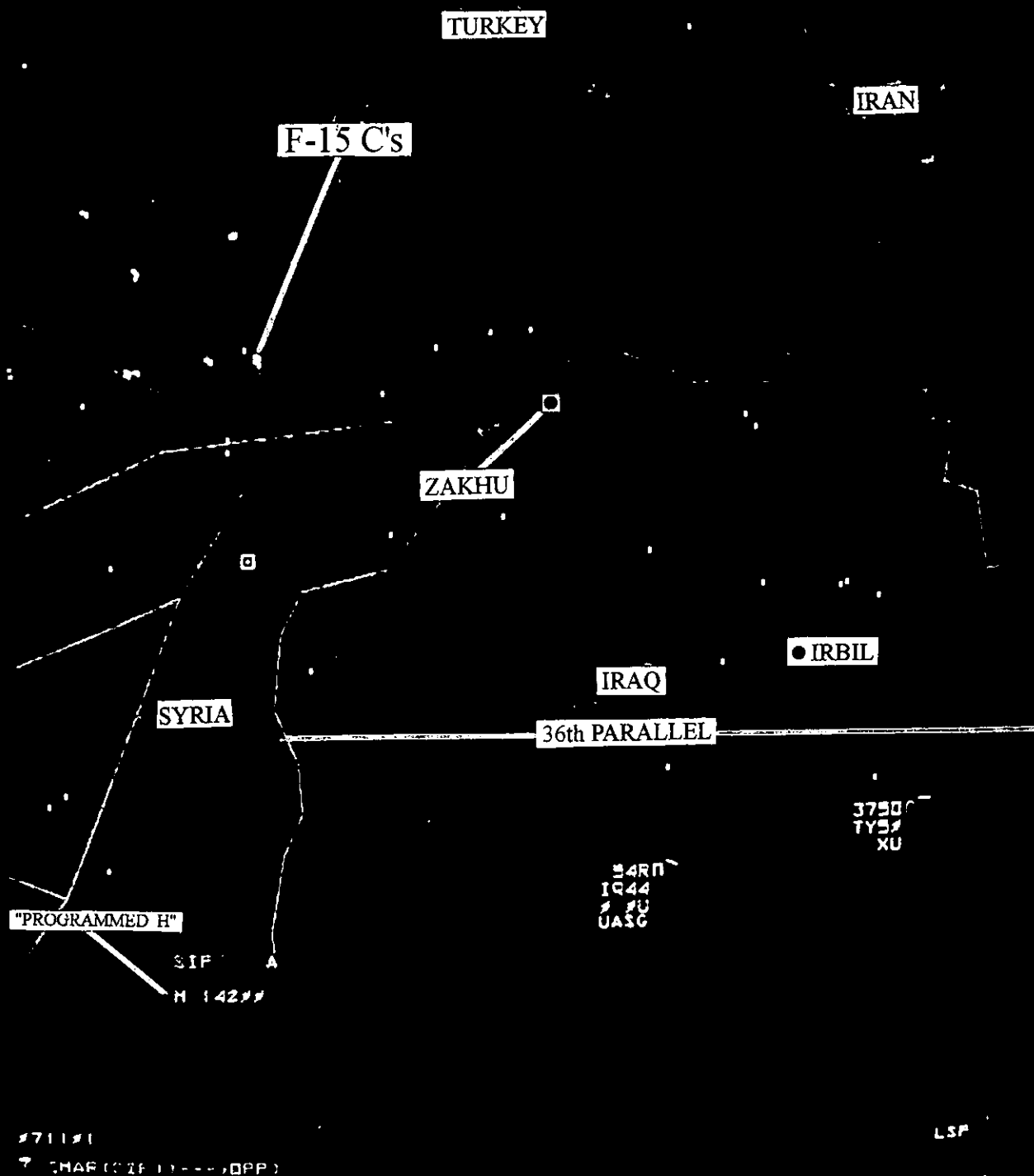


TST
BUSY
#7#6#1
7 (CHAR (\$IP)) --- DPP)

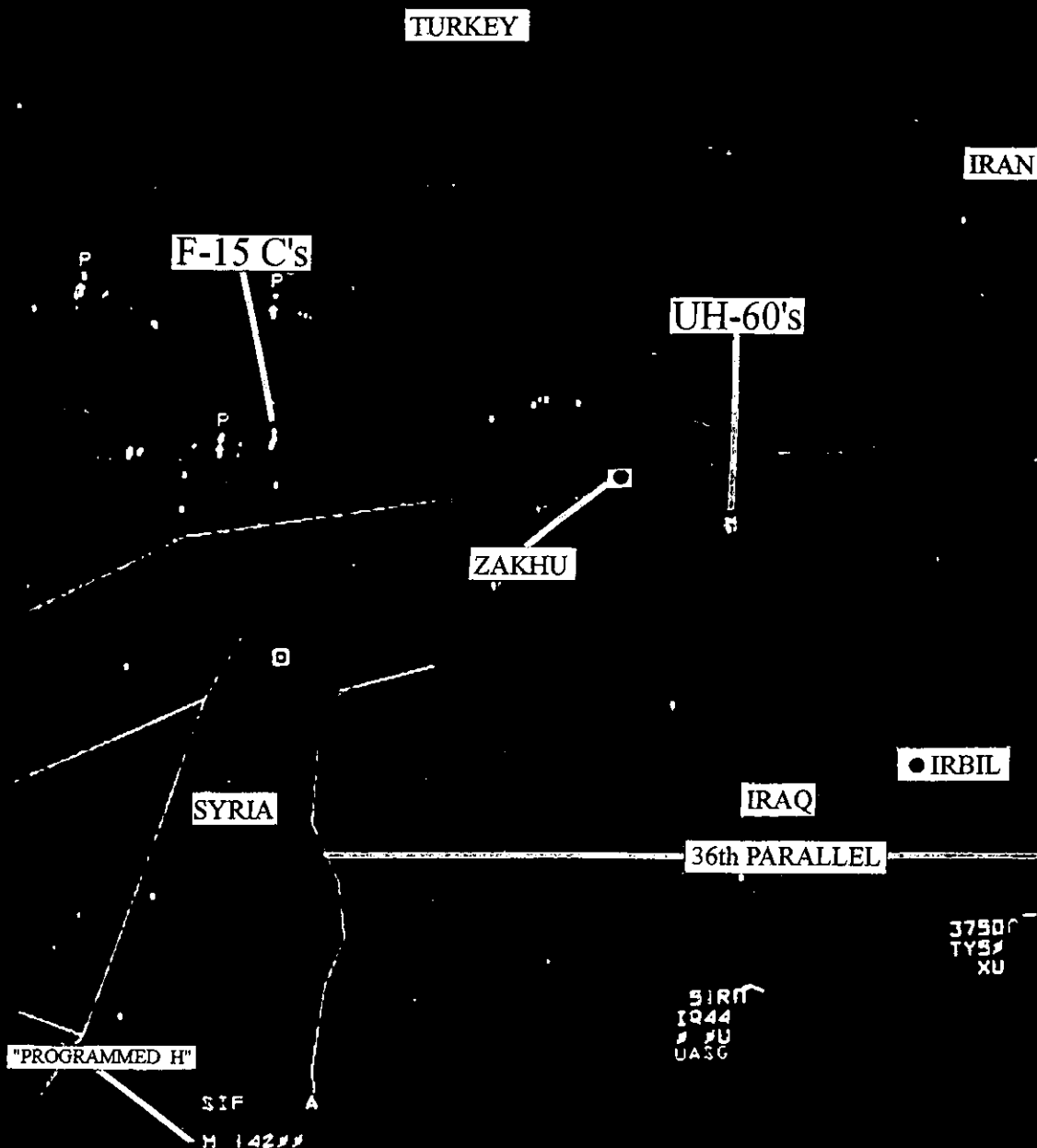
LSF



Z4c2 TIME 0704:01Z



Z4c9 TIME 0711:01Z



271238

7 CHAR (DIP) (OPP)

LSP

Z4c8 TIME 0710:38Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4c

Z-4h Senior Director's Console, 0727 thru 0730Z

Z-4d

TURKEY

AWACS

F-15 C's

IRAN

10 267
XU

P32

ZAKHU

● IRBIL

IRAQ

36th PARALLEL

SYRIA

0 44R
#257
X7

"PROGRAMMED H"

SIF

H 14200

37500
TY50
XU

10 56R
1044
00

071500

7: MAP (SIF) --- (OPP)

LSP

Z4d2 TIME 0715:00Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4c

Z-4h Senior Director's Console, 0727 thru 0730Z

Z-4d

Z-4e

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

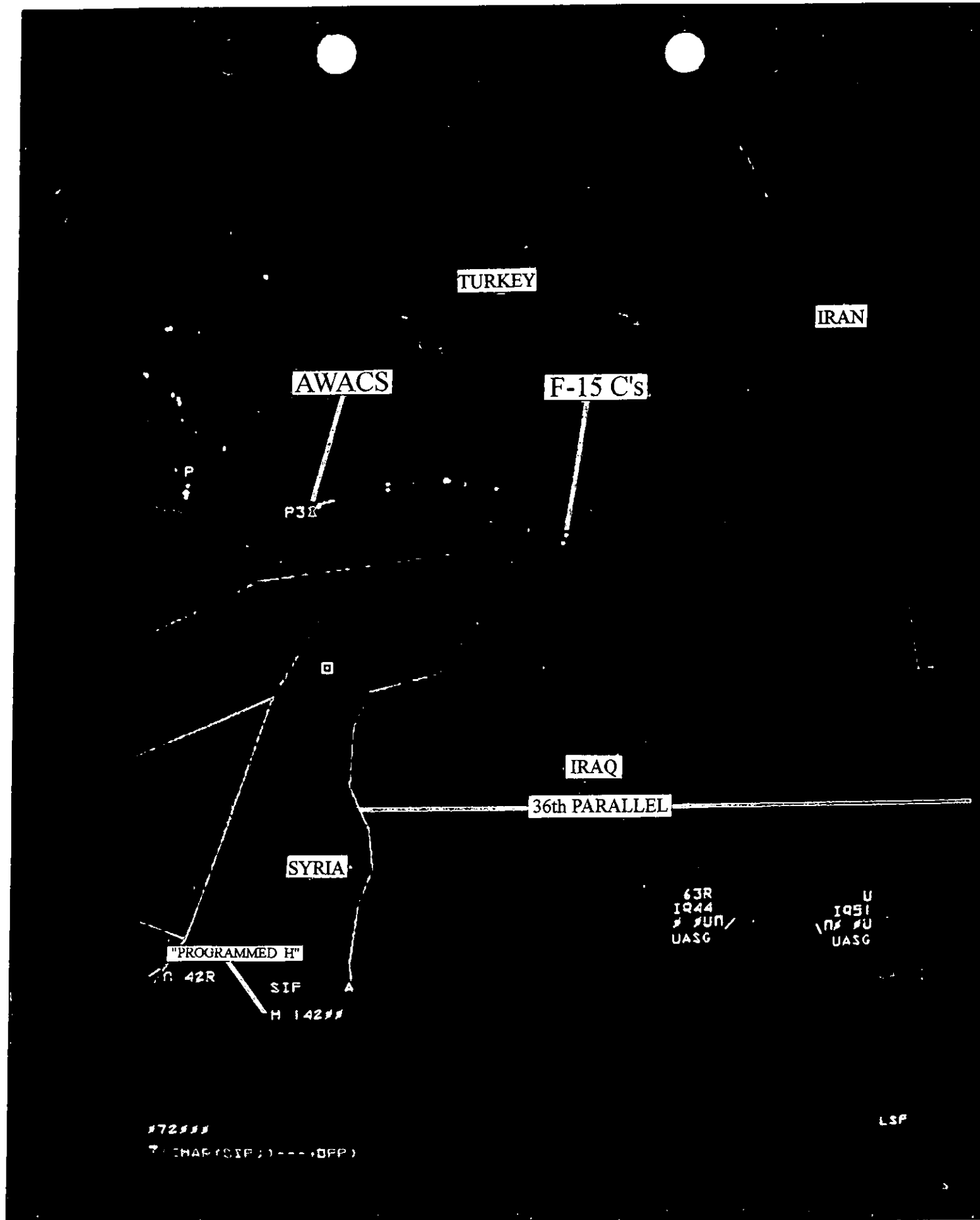
Z-4c

Z-4h Senior Director's Console, 0727 thru 0730Z

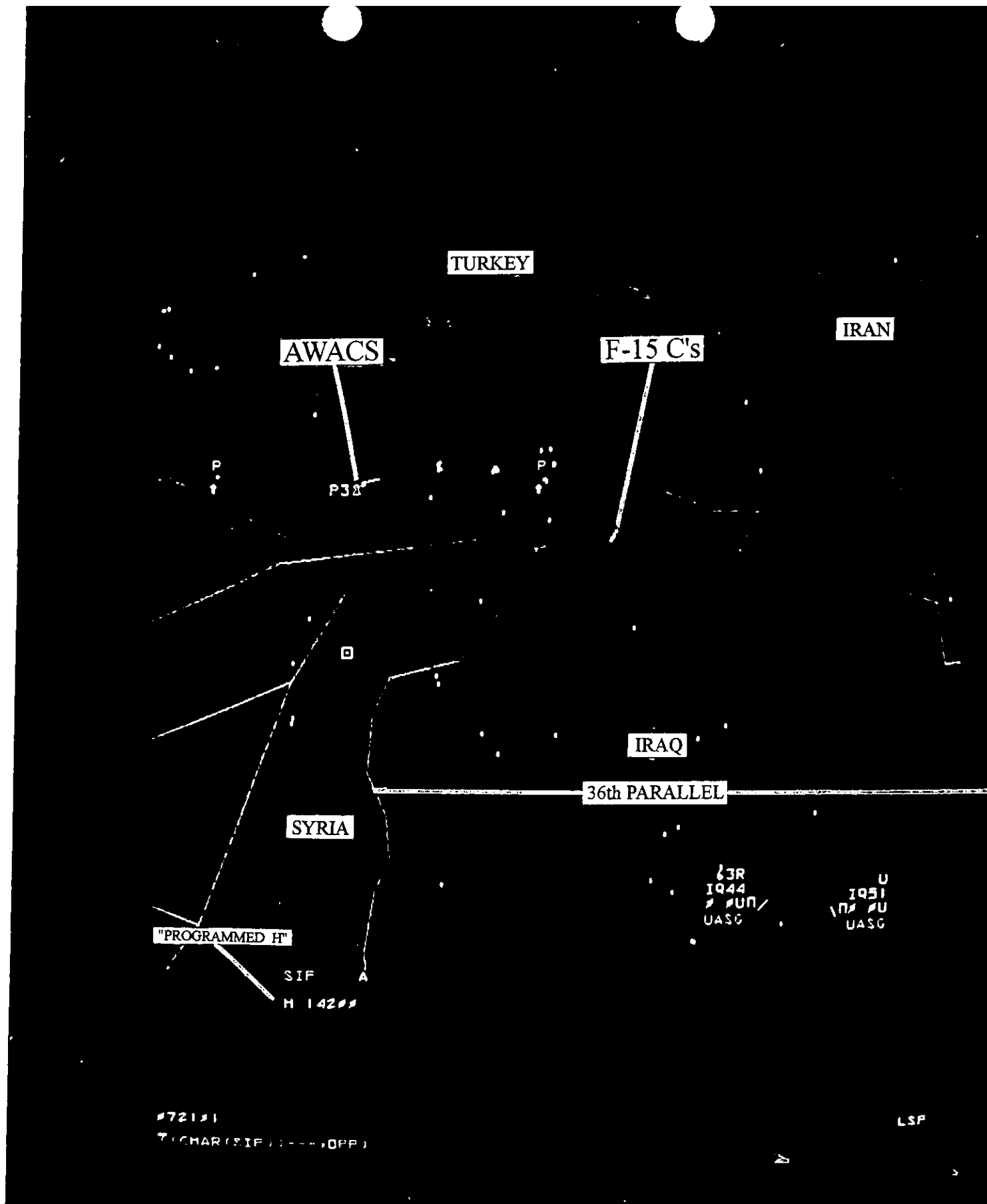
Z-4d

Z-4e

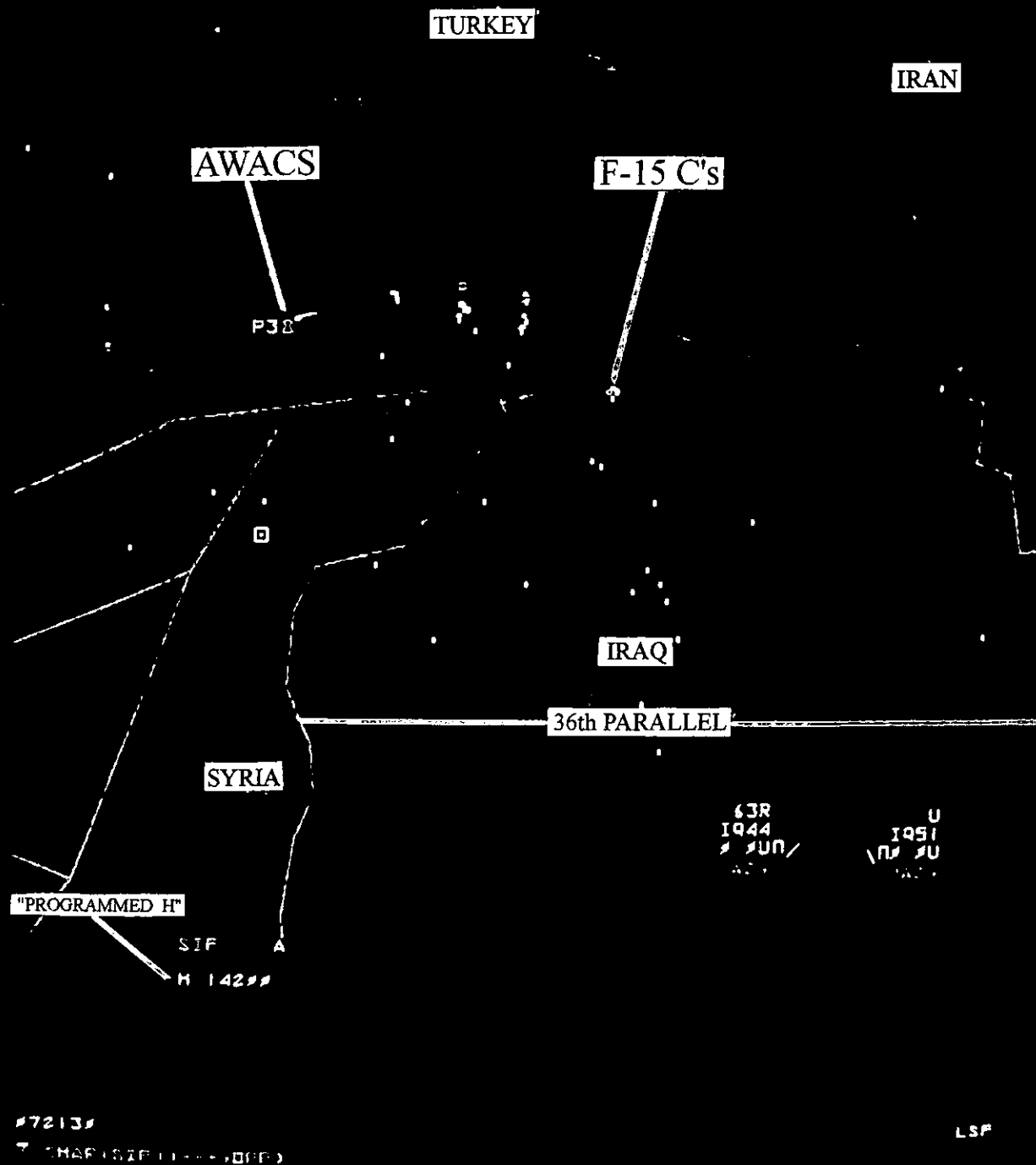
Z-4f



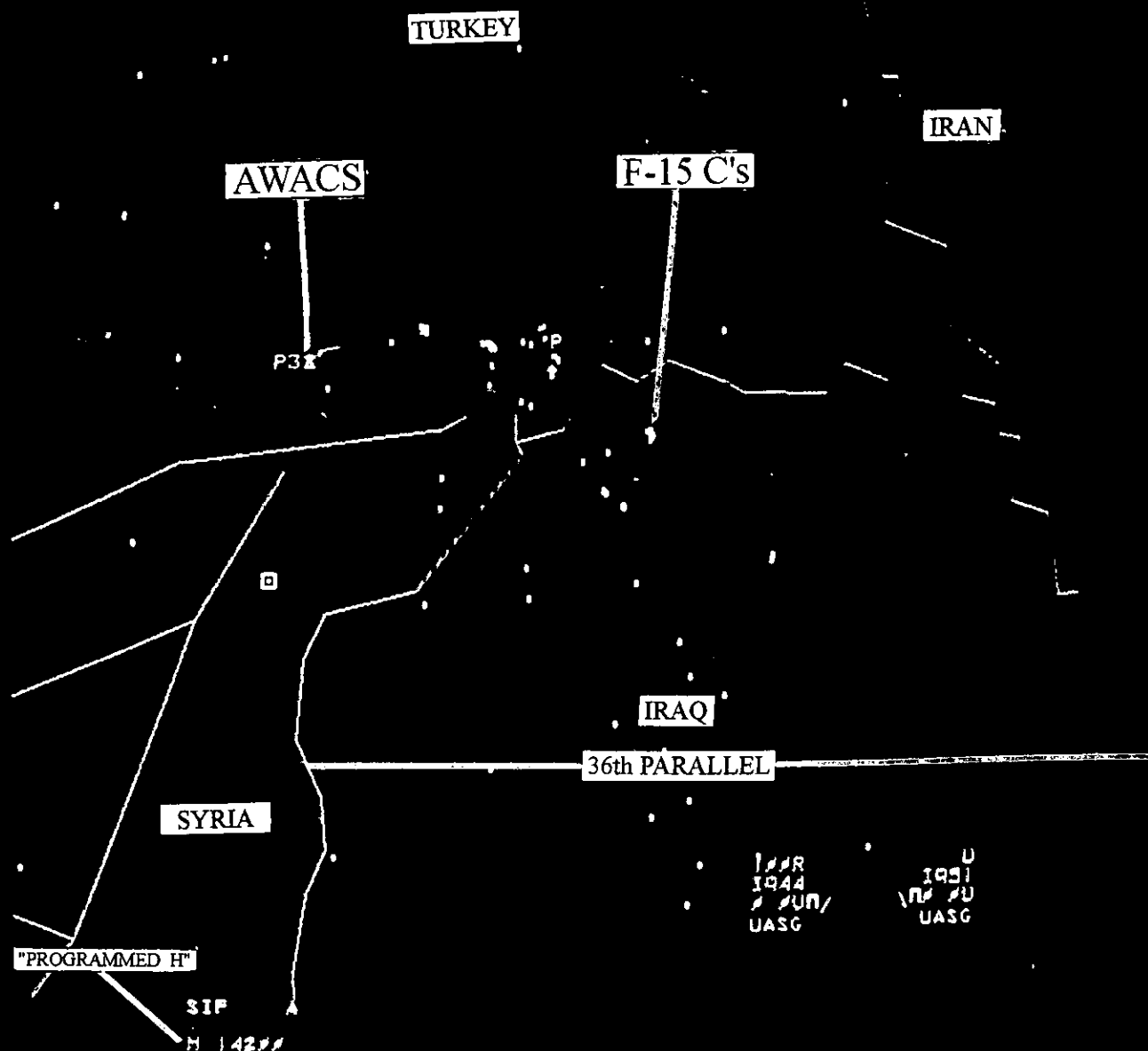
Z4e - Photo of replay of the SD's scope at 0720:00Z showing that an "H" character was still programmed. Photo shows the F-15s entering the TAOR at Gate 1.



Z4f1-4 - Photos of replay of the SD's scope from 0721:01Z through 0722:31Z showing that an "H" character was still programmed. Photos show the F-15s continuing on a southeasterly heading during their interception of the Black Hawks, and no IFF/radar from the Black Hawks on AWACS' scopes.



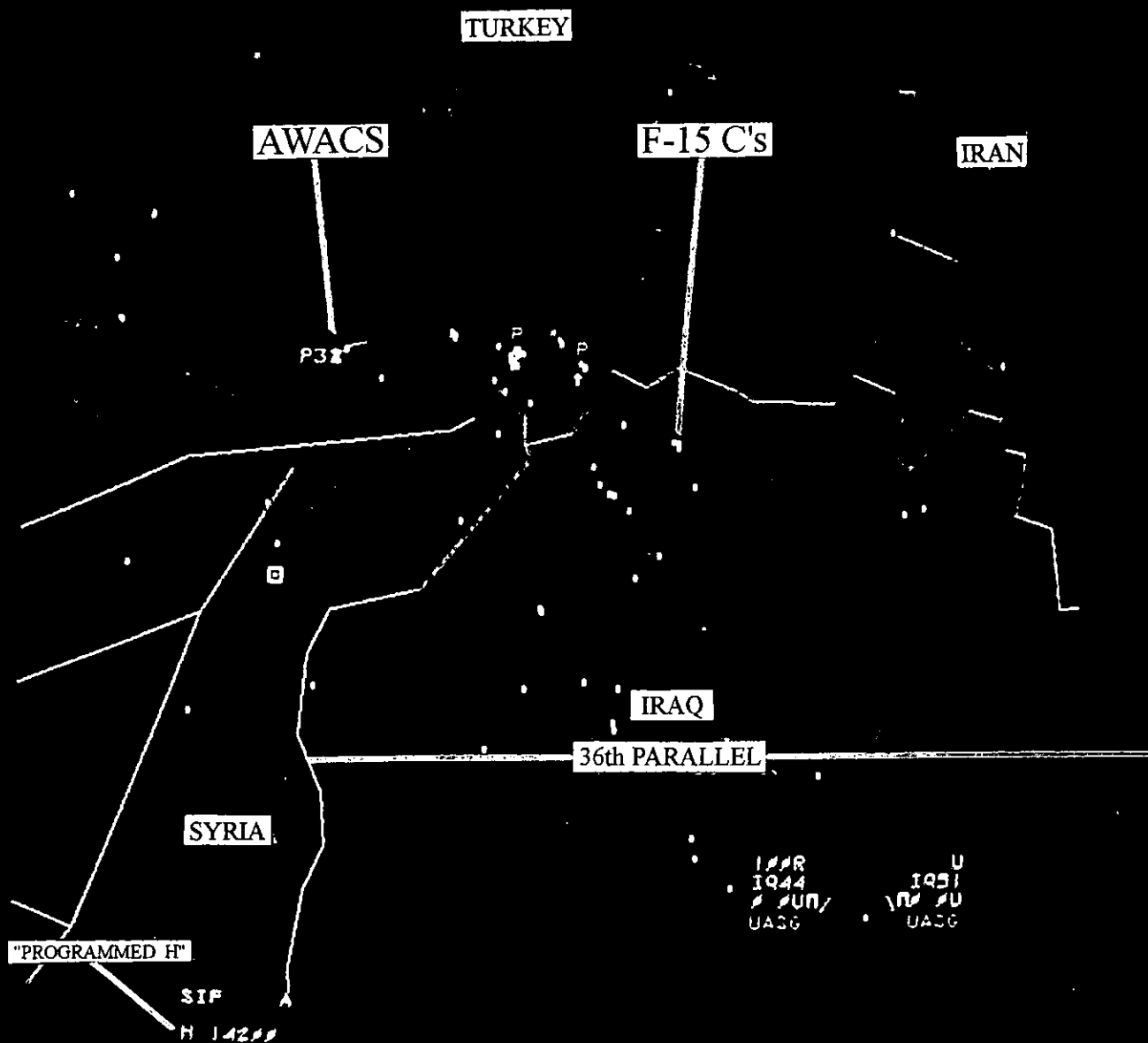
Z4f2 TIME 0721:30Z



#722#1
T(CHAR(SIP))---,OPP)

LSP

Z4f3 TIME 0722:01Z



#7223)
T(CHAR(SIF))---,OFF)

LSP

Z4f4 TIME 0722:31Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4c

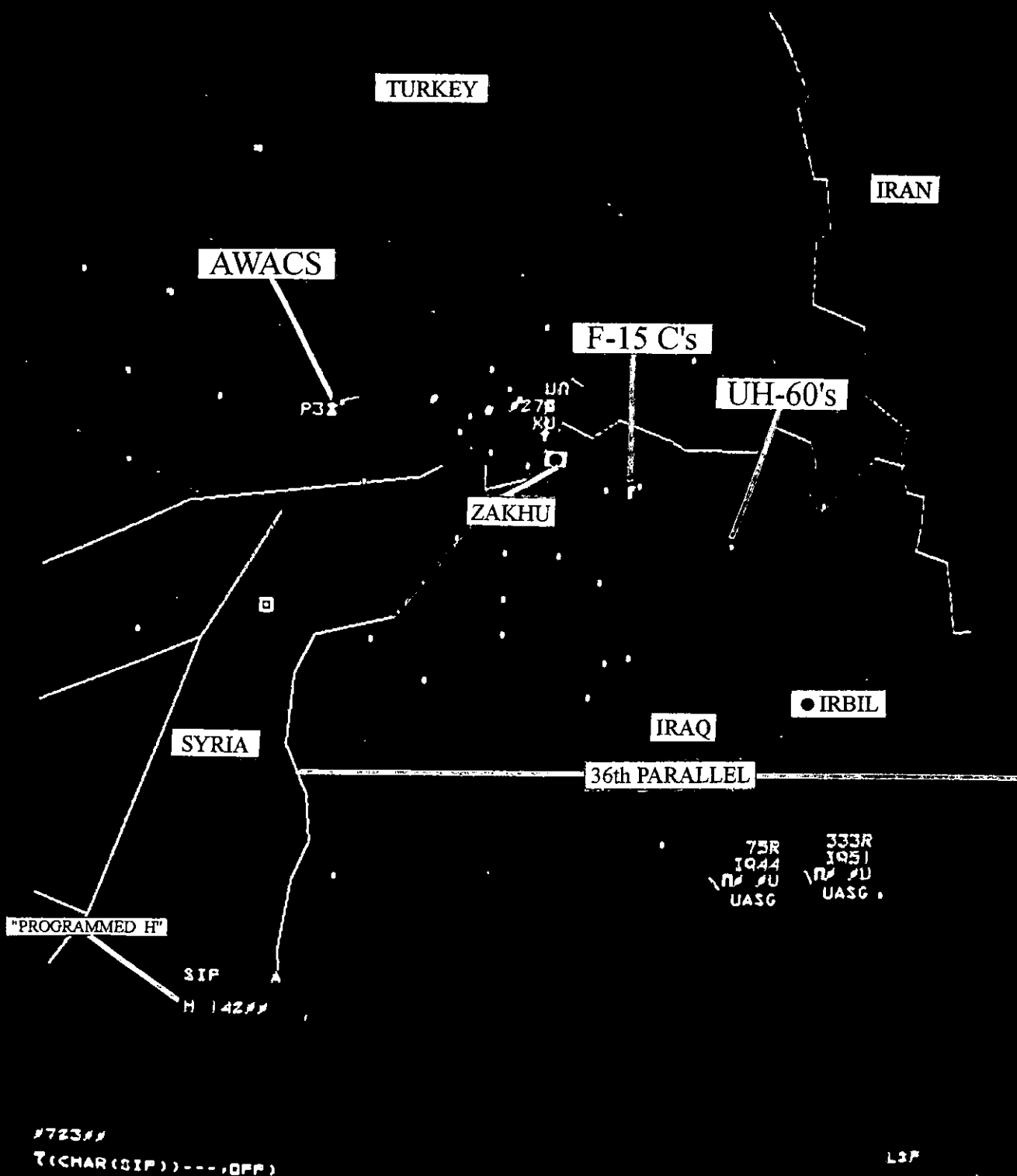
Z-4h Senior Director's Console, 0727 thru 0730Z

Z-4d

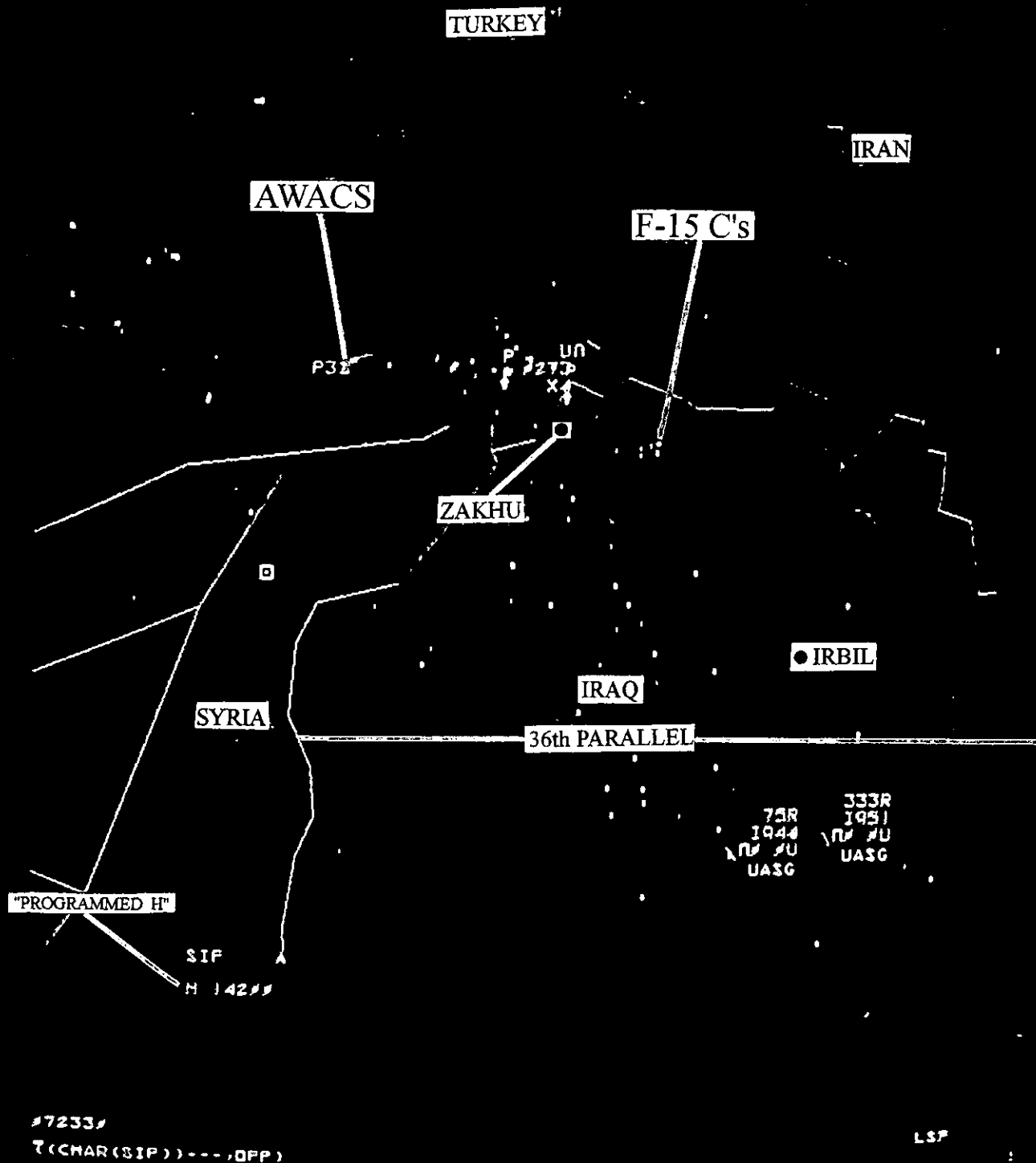
Z-4e

Z-4f

Z-4g

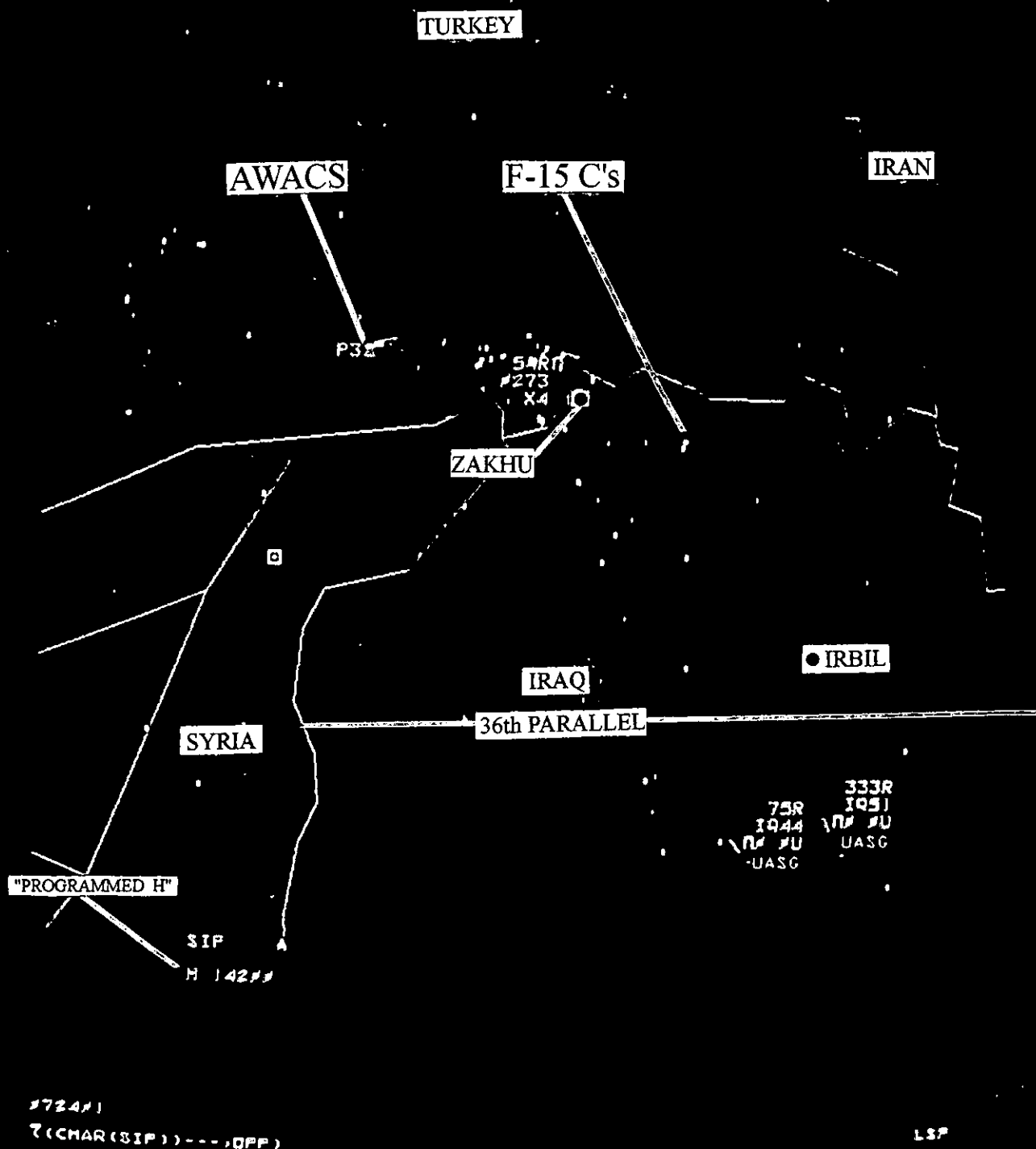


Z4g1-6 - Photos of replay of the SD's scope from 0723:00Z through 0725:31Z showing that an "H" character was still programmed. The photos show the F-15s continuing their intercept and the reappearance of the Black Hawk's IFF and associated "H".

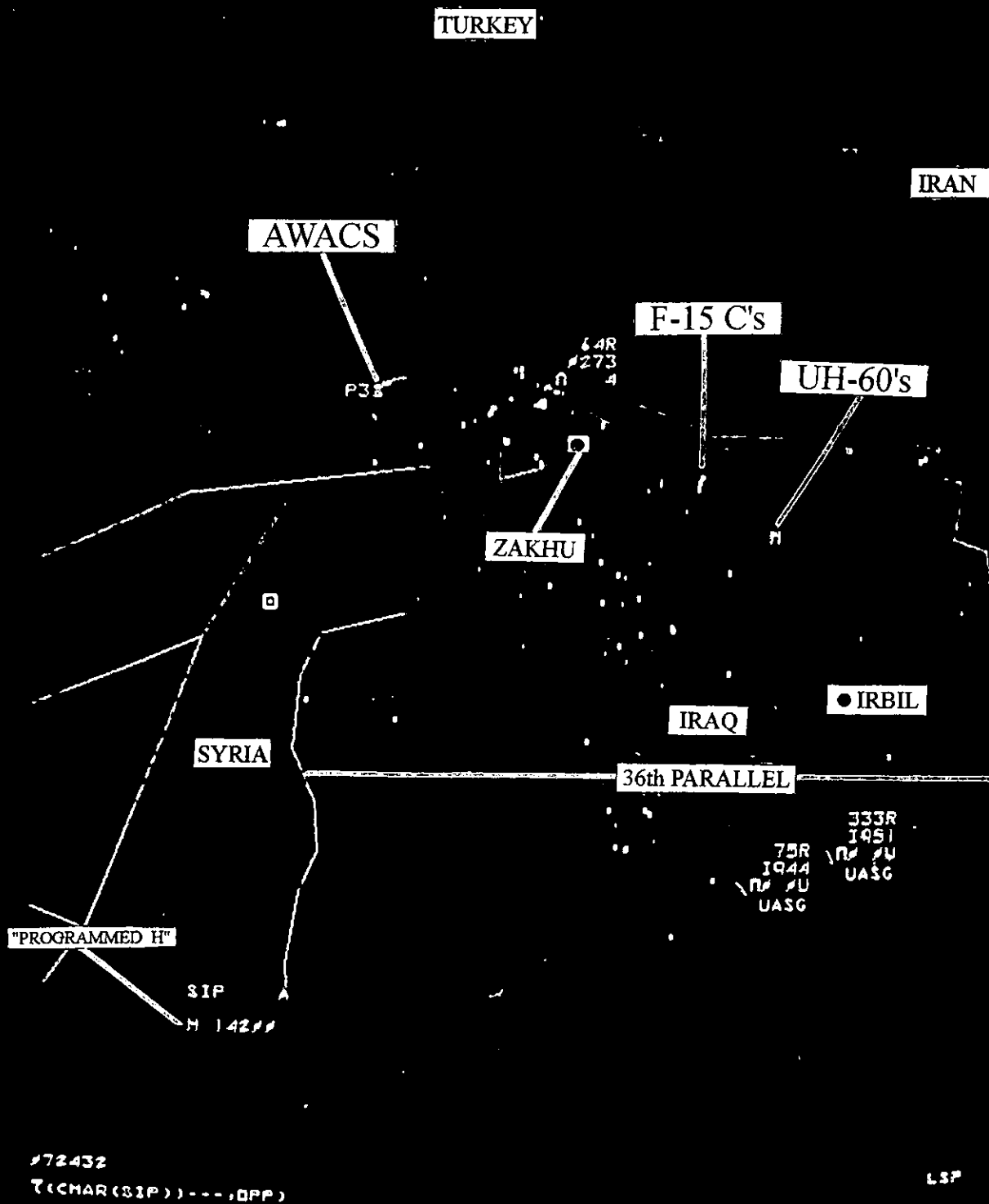


Z4g2 TIME 0723:30Z

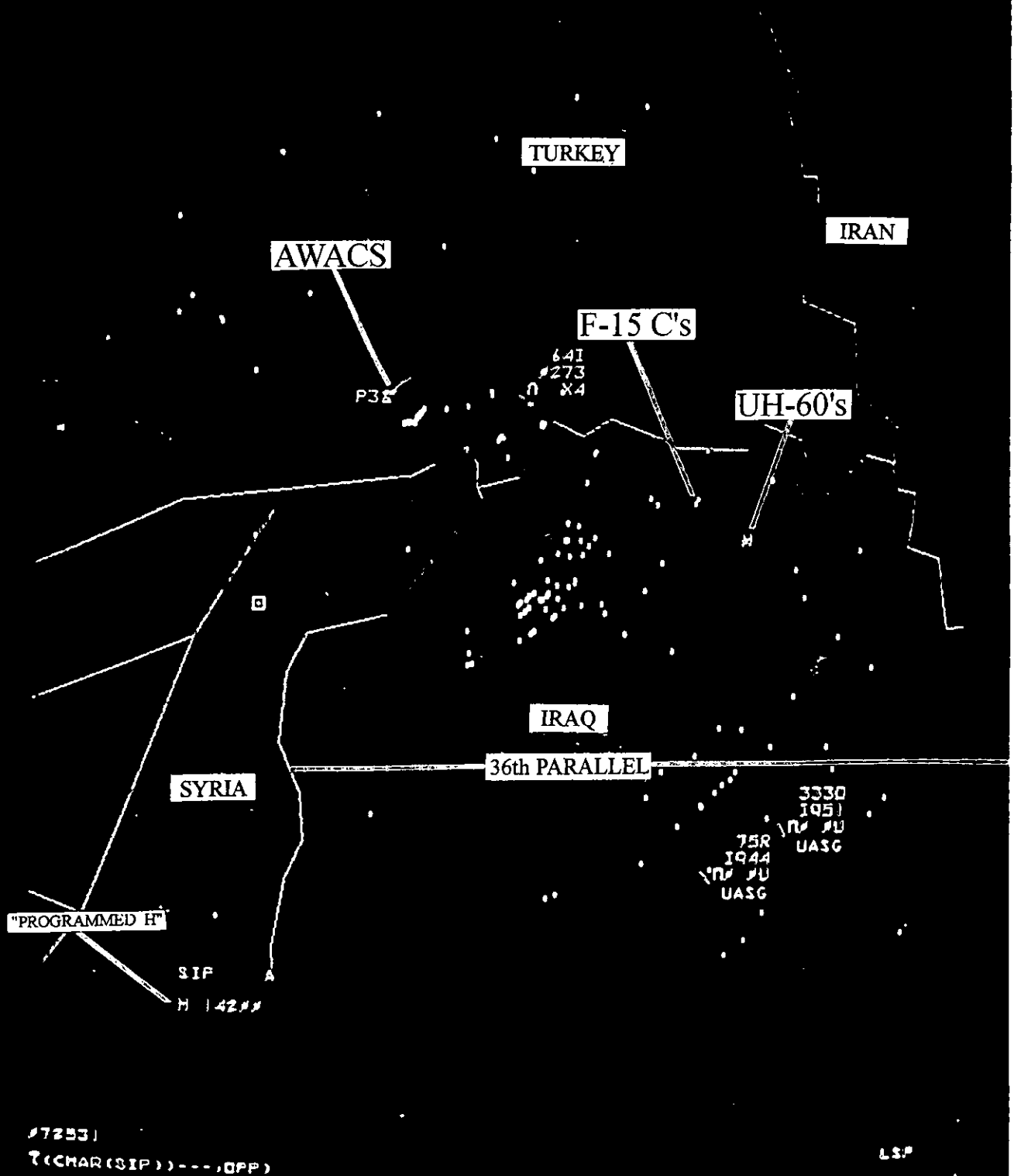
12



Z4g3 TIME 0724:01Z



Z4g4 TIME 0724:32Z



Z4g6 TIME 0725:31Z

TAB Z-4

E-3B AWACS CONSOLES

Z-4a Senior Director's Console, 0616Z

(See Classified Addendum)

Z-4b Senior Director's Console, 0620Z and 0624Z

(See Classified Addendum)

Z-4c Senior Director's Console, 0655 thru 0711Z

Z-4a

Z-4d Senior Director's Console, 0714 and 0715Z

Z-4e Senior Director's Console, 0720Z

Z-4b

Z-4f Senior Director's Console, 0721 thru 0722:31Z

Z-4g Senior Director's Console, 0723 thru 0725:31Z

Z-4c

Z-4h Senior Director's Console, 0727 thru 0730Z

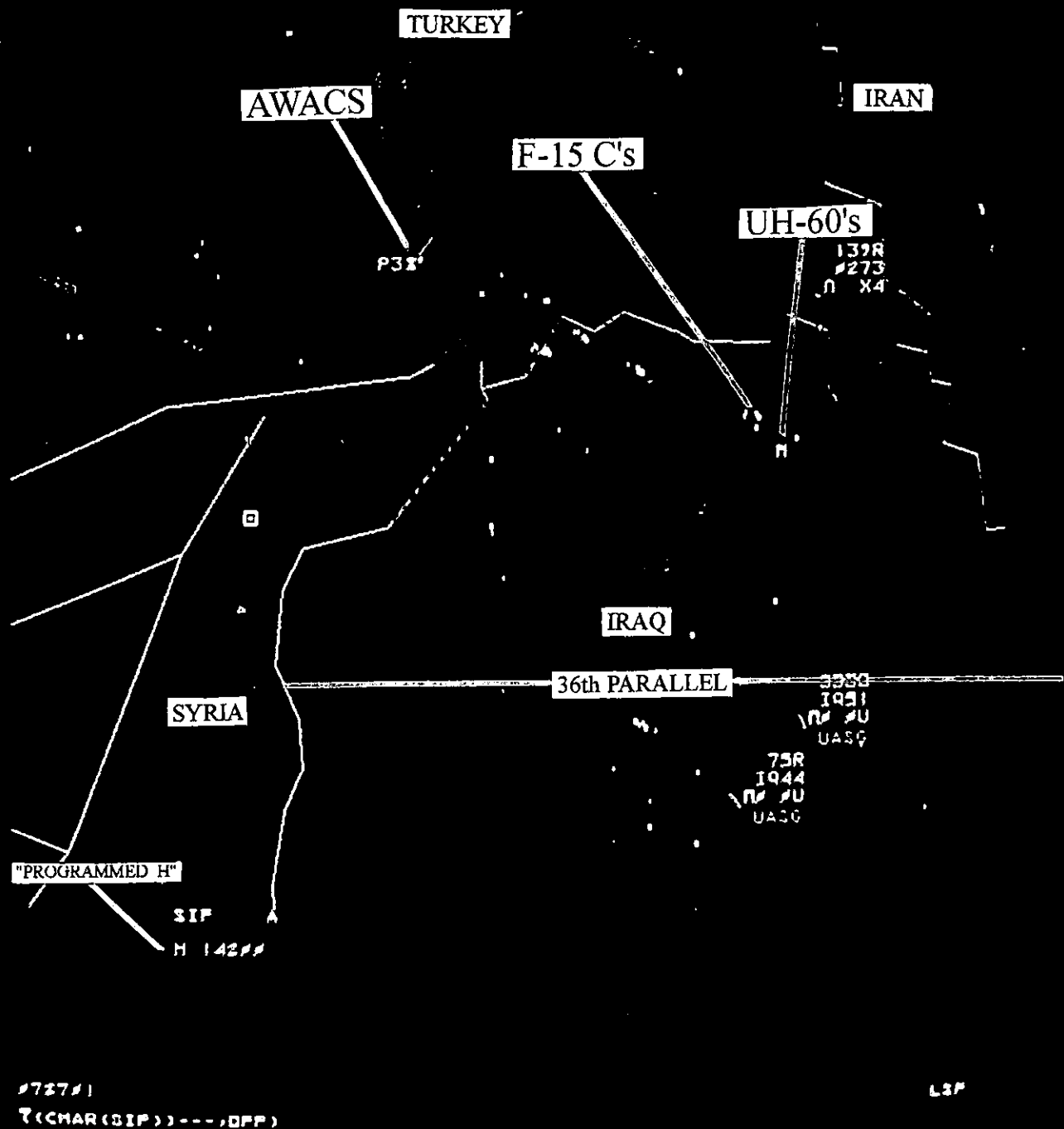
Z-4d

Z-4e

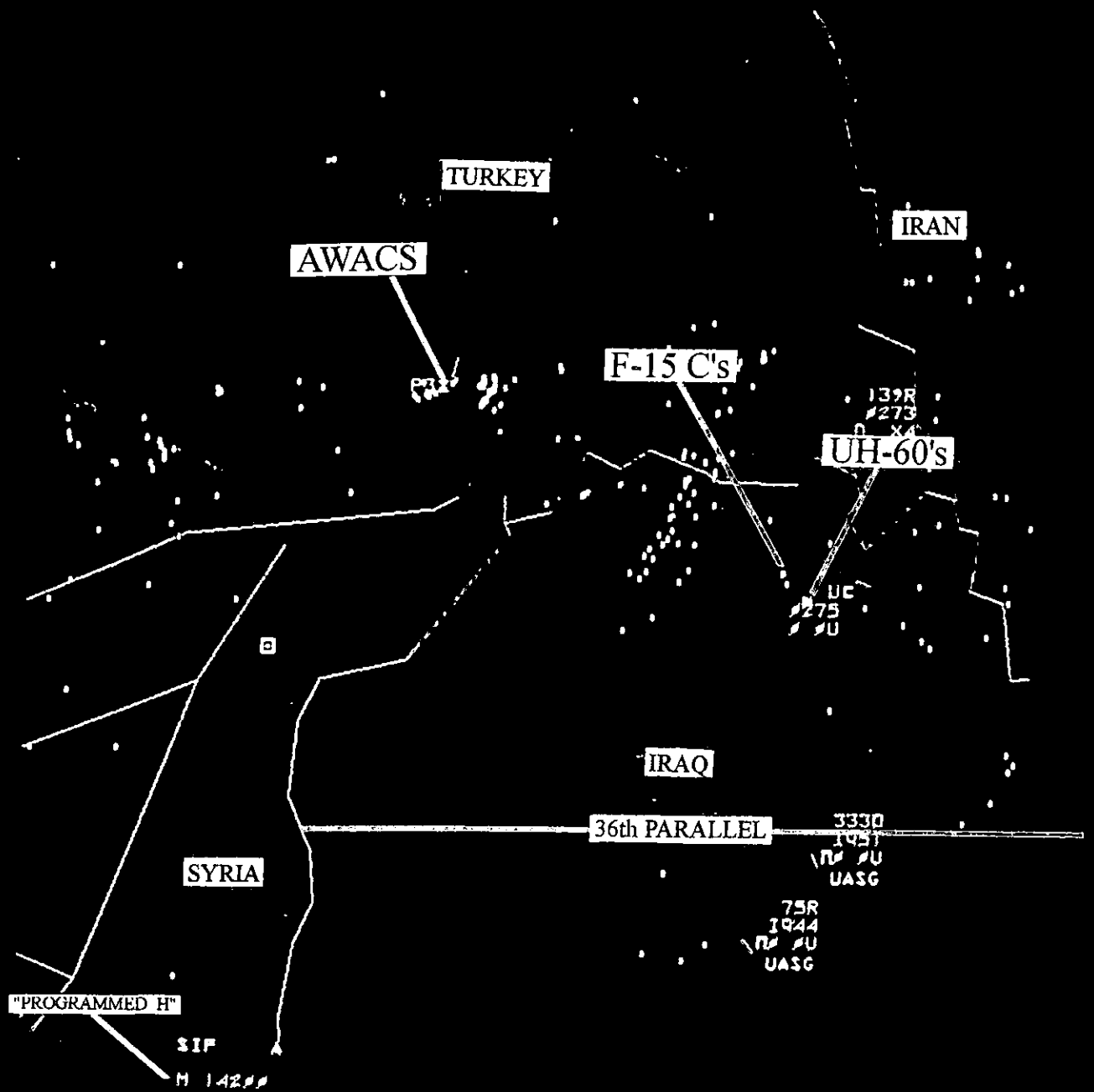
Z-4f

Z-4g

Z-4h



Z4h1-7 - Photos of replay of the SD's scope from 0727:01Z through 0730:00Z showing that an "H" character was still programmed. The photos show the F-15s continuing their intercept of the Black Hawks, an AWACS track symbology has been initiated in the vicinity of the "H", the disappearance of the Black Hawk's IFF and associated "H", and finally two track information displays on the AWACS symbology:



#72727
T(CHAR(SIF))---,OFF)

LSF

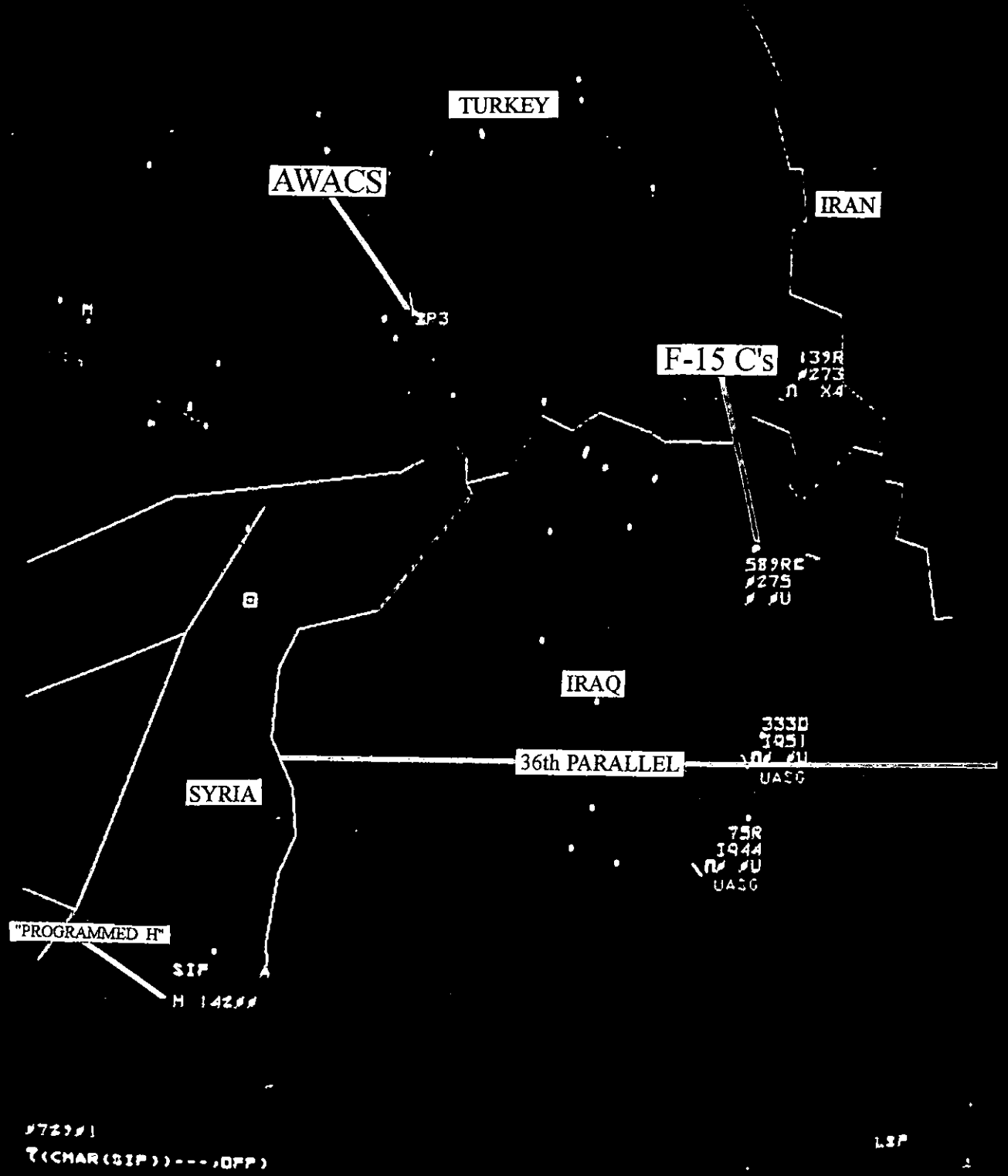
Z4h2 TIME 0727:27Z



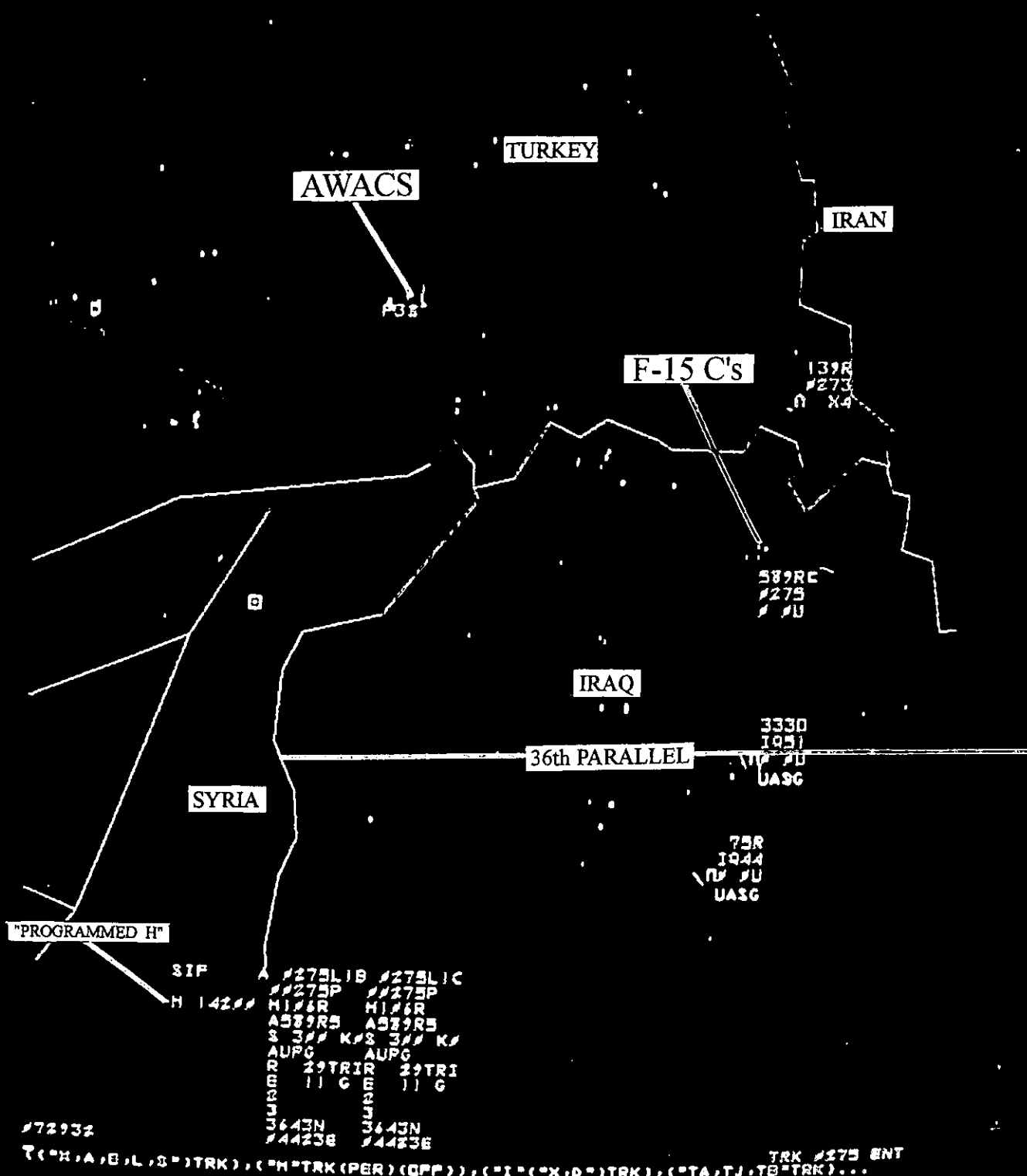
172131
T(CMAR(SIP))---,OPP)

LSP

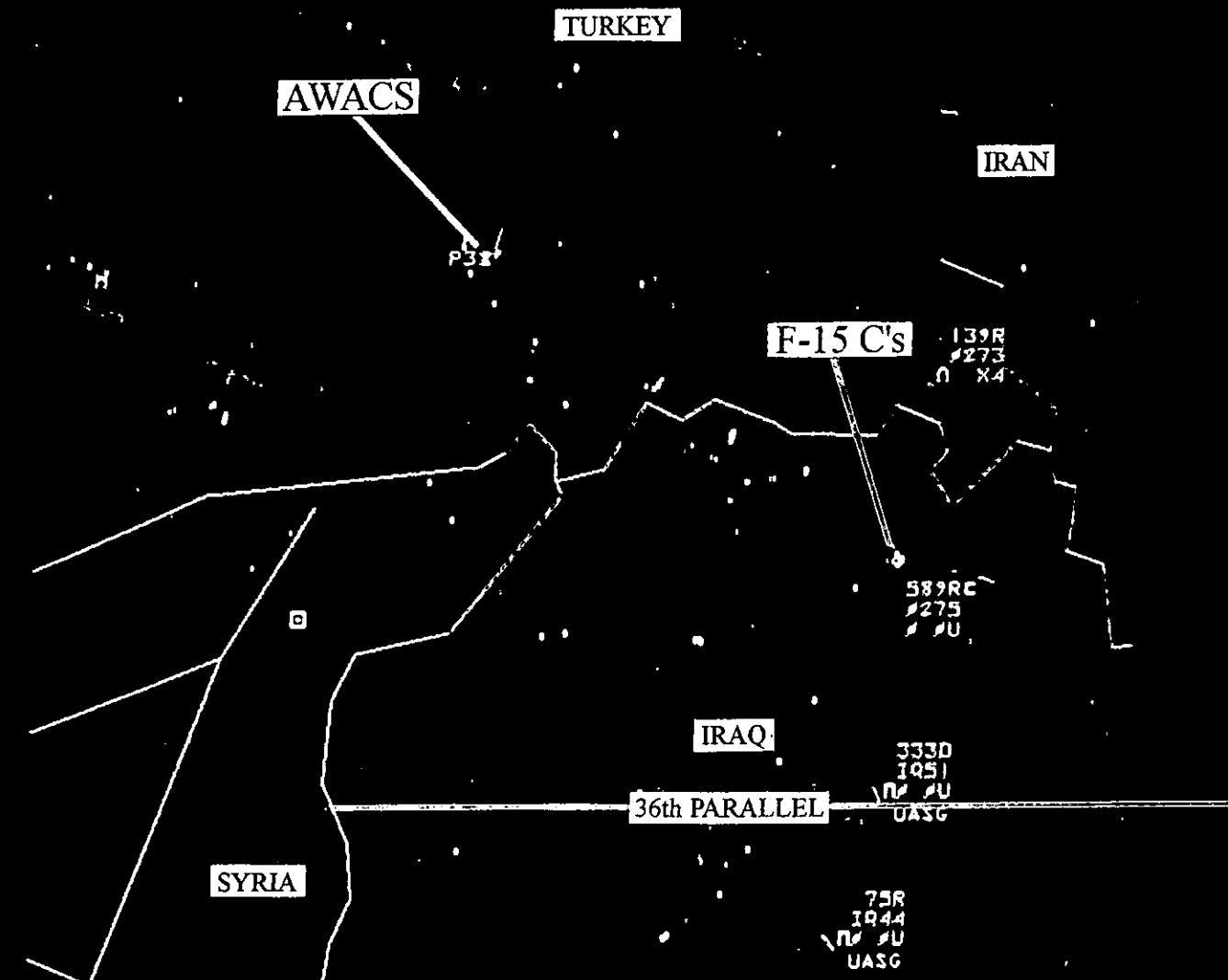
Z4h4 TIME 0728:30Z



Z4h5 TIME 0729:01Z



Z4h6 TIME 0729:32Z



"PROGRAMMED H"

SIP A #275LIB #275LIC
 #275P #275P
 H 142# H 142#
 #275R #275R
 A589R5 A589R5
 S 3# K/S 3# K/
 AUPG AUPG
 R 29TRIR 29TRI
 #275R #275R
 U643N U643N
 #4426E #4426E

TRK #275 ENT
 T("X,A,B,L,S")TRK), ("H"TRK(PER)(OFF)), ("I"("X,D")TRK), ("TA,TJ,TB"TRK)...