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**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

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

**VOLUME 1
EXECUTIVE SUMMARY**

**AIRCRAFT
ACCIDENT INVESTIGATION BOARD
REPORT**

COPY

15

OF

14

27 May 1994

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

1. Introduction:

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

2. Authority and Purpose:

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

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

3. Summary of Facts:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Statement of Opinion

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

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

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

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

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

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

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

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

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

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

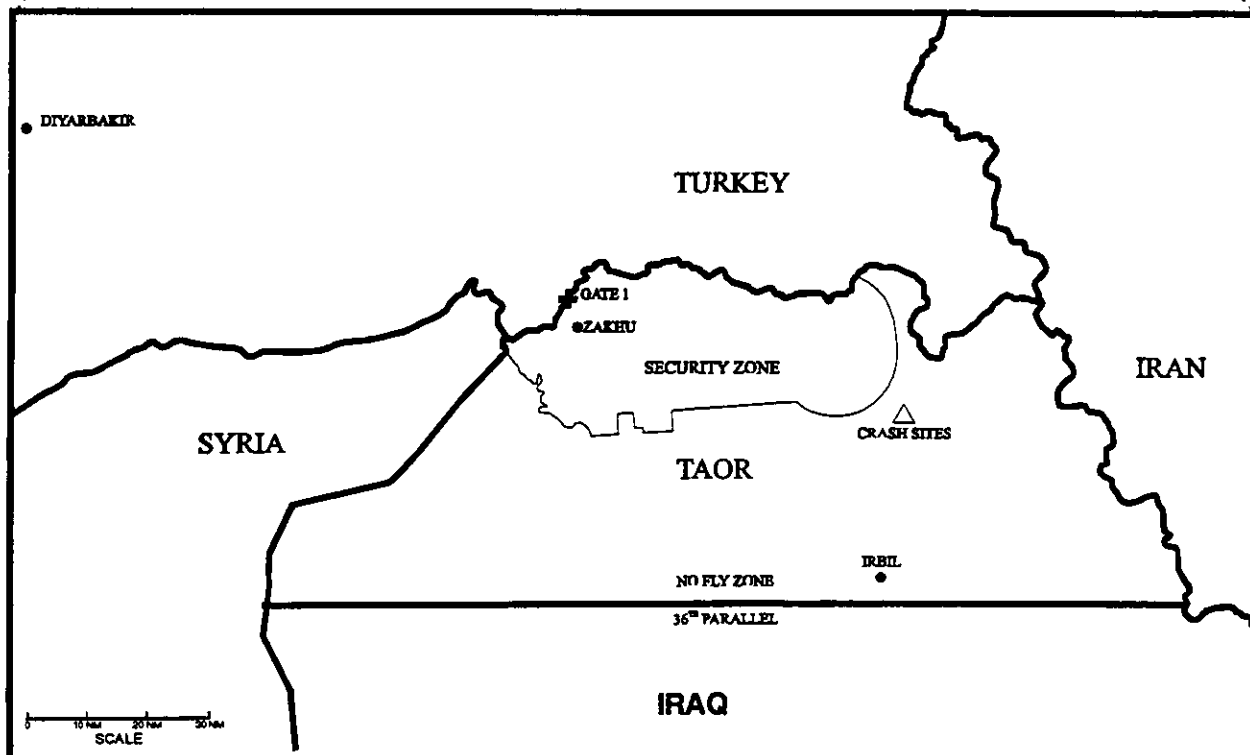
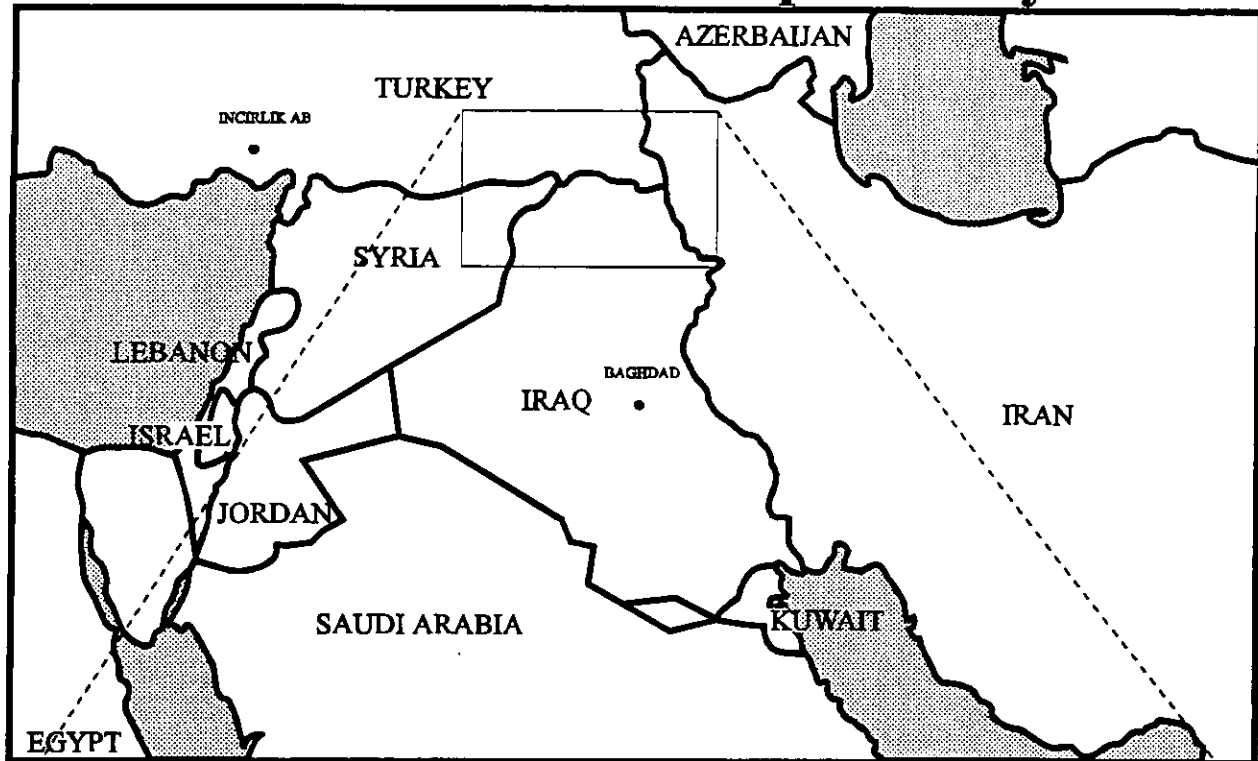

JAMES G. ANDRUS
Maj Gen, USAF
Board President

3 Atchs

1. Map
2. Glossary
3. Time Line

OPERATION PROVIDE COMFORT

Tactical Area of Responsibility



EXECUTIVE SUMMARY

GLOSSARY

AAI - Air-to-Air Interrogation

ACO - Airspace Control Order

ADR - Automatic Data Recorder

AIM - Air Intercept Missile

AMRAAM - Advanced Medium Range Air-to-Air Missile

ATO - Air Tasking Order

BLACK HAWK - A UH-60 Helicopter

BSD - Battle Staff Directive

CAP - Combat Air Patrol

CTF - Combined Task Force

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

EID - Electronic Identification

IFF - Identification Friend or Foe

MCC - Military Coordination Center

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

OPC - Operation PROVIDE COMFORT

ROE - Rules of Engagement

SPINS - Special Instructions

SZ - Security Zone

TAOR - Tactical Area of Responsibility

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

VID - Visual Identification

TAB H-1

UH-60 BLACK HAWK 88-26060

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

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

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

H-1a

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

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

H-1b

H-1c

H-1d

TIME LINE

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

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

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

TAB H-1

UH-60 BLACK HAWK 88-26060

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

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

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

H-1a

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

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

H-1b

H-1c

H-1d

H-1e

EXTRACT

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

Historical Records, 88-26060

which is kept in my records system.

23 May 94
Date

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

Page 2 of 2

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE					b. NOMENCLATURE AND TYPE		
b. MODEL					c. SERIAL NUMBER		
c. SERIAL NUMBER					d. TIME SINCE NEW OR OVERHAUL		
HELICOPTER					TRANSMISSION		
UH-60A					A265-00633 E		
38-26060					1261		
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHG			d. DATE	e. SIGNATURE AND D
3 JUL 93	984	1268	1268	LAB REQUEST	SAT	15 AUG 93	[Signature]
8 JUL 93	985	1269	1269	Routine	SAT	15 AUG 93	[Signature]
8 AUG 93	1012	1296	1296	Routine	SAT	29 AUG 93	[Signature]
25 AUG 93	1037	1321	1321	Routine	SATISFACTORY	11 OCT 93	[Signature]
12 NOV 93	1061	1345	1345	Routine	Satisfactory	15 DEC 93	[Signature]
27 NOV 93	1088	1372	1372	Routine	Satisfactory	29 DEC 93	[Signature]
8 JAN 94	1111	1395	1395	Routine	SATISFACTORY	4 FEB 94	[Signature]
31 JAN 94	1137	1421	1421	Routine SPECIAL	SATISFACTORY	18 FEB 94	[Signature]
17 FEB 94	1143	1427	1427		DOWN + FLUSH 3 SAMPLES ABNORMAL 9, 10, 11	22 MAR 94	[Signature]
3 MAR 94	1153	1437	φ	LAB REQUEST	Satisfactory	28 MAR 94	[Signature]
7 MAR 94	1158	1442	5	SPECIAL	Satisfactory	28 MAR 94	[Signature]
9 MAR 94	1161	1445	8	Routine	Satisfactory	28 MAR 94	[Signature]

New form initiated 21 Aug 91

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

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

DA FORM 2408-20
MAY 81

OIL ANALYSIS LOG

4. DATE	5. END ITEM a	1. DURS COMPONENT b	LAST OIL CHANGE c	6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
21 NOV 93	1061	1000	1000	Routine	SATISFACTORY	R. All
12 NOV 93	1061	1024	1024	Routine	Satisfactory 15 Dec 93	R. All
27 NOV 93	1088	1051	1051	Routine	Satisfactory 29 Dec 93	O. H. H. H. H. H.
8 JAN 94	1111	1074	1074	Routine	SATISFACTORY 4 Feb 94	M. T. H. H.
31 JAN 94	1137	1100	1100	Routine	SATISFACTORY 10 Feb 94	M. T. H. H.
9 MAR 94	1161	1124	1124	Routine	Satisfactory 28 MAR 94	R. All
25 MAR 94	1187	1150	1150	Routine	Sample shows Increased wear Metal. Immediate Resample 8 APR 94	R. All
8 APR 94	1207	1170	1170	LAB REQUEST		
11 APR 94	1214	1177	1177	Routine		

9. REMARKS

COMMANDER
USAREUR MATERIAL & EQUIP
OIL ANALYSIS LAB
APO AE 09028

LAST OIL CHANGE: 0

3.1.1.6

1 END ITEM				2 SAMPLE FREQUENCY	3 COMPONENT		
a NOMENCLATURE HELICOPTER					a. NOMENCLATURE AND TYPE T/R GEAR BOX		
b. MODEL UH-60A					b. SERIAL NUMBER A000-00177		
c. SERIAL NUMBER 88-26060					c. TIME SINCE NEW OR OVERHAUL Ø		
4 DATE SAMPLE SUBMITTED	5 HOURS			6 REASON FOR SAMPLE	7 RESULTS	8. RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/PID b
24 JAN 94	1122	1772	14	ROUTINE	SATISFACTORY	18 Feb 94	m + h
31 JAN 94	1137	1787	31	Routine	SATISFACTORY	18 Feb 94	m + h
9 MAR 94	1161	1811	55	Routine	Satisfactory	28 MAR 94	Stb
25 MAR 94	1187	1837	81	Routine			
30 MAR 94	1198	1848	Ø	Drain & Service Initial			
11 APR 94	1214	1864	16	Routine			

7-55

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
1 JUL 93	985	1621	484	Routine	ABNORMAL, DRAIN/FLUSH INITIAL, E, 10, 15, NR SIGNAL	[Signature]
16 JUL 93	998	1634	491	SPECIAL	SAT	[Signature]
8 NOV 93	1012	1641	524	SPECIAL	SAT	[Signature]
25 NOV 93	1037	1686	549	Routine	SATISFACTORY	[Signature]
12 NOV 93	1061	1710	573	Routine	Satisfactory 15 Dec 93	[Signature]
27 NOV 93	1088	1737	600	Routine	ABNORMAL DRAIN/FLUSH 3XS 27 Dec 93	[Signature]
12 DEC 93	1093	1742	605	Suspect Hydraulic Fluid Contamination	Satisfactory 14 JAN 94	[Signature]
2 JAN 94	1107	1756	0	SPECIAL Initial	SATISFACTORY 21 JAN 94	[Signature]
8 JAN 94	1111	1760	4	LAB REQUEST	SATISFACTORY 4 FEB 94	[Signature]
15 JAN 94	1117	1767	11	SPECIAL	SATISFACTORY 7 FEB 94	[Signature]

9. REMARKS

COMMANDER
USAREUR MATERIAL & EQUIP
OIL ANALYSIS LAB
APO AE 09038

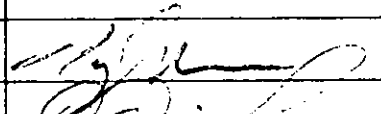
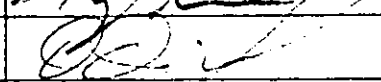
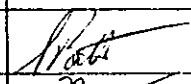
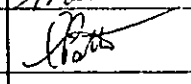
LAST OIL CHANGE : ~~800~~ 500 ACFT HRS 1211 COMB. HRS.

New form initiated 22 Aug 91

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

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT	
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE	
b. MAKE OR TYPE					b. SERIAL NUMBER	
c. SERIAL NUMBER					c. TIME SINCE NEW OR OVERHAUL	
4. DATE	5. END ITEM	5. COMPONENT	5. LAST OIL CHANGE	6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
21 Aug 91	762	1409	262	Special 25 HRS	Normal	[Signature]
9 Jan 92	774	1421	274	Routine	Normal	[Signature]
7 Apr 92	799	1446	299	ROUTINE	SAT	[Signature]
13 JUL 92	823	1470	333	ROUTINE	SAT	[Signature]
27 JUL 92	847	1494	357	Routine	SAT	[Signature]
1054692	873	1520	383	Routine	SAT	[Signature]
8 Oct 92	898	1545	408	Routine	SAT	[Signature]
21 Nov 92	925	1570	433	Routine	Normal	[Signature]
16 Dec 92	962	1598	461	ROUTINE	Normal	[Signature]
22 Apr 93	962	1598	461	STIR	Normal	[Signature]
25 Jul 93	973	1609	472	CAB	SAT	[Signature]

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

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE		
b. MAKE OR TYPE					b. SERIAL NUMBER		
c. SERIAL NUMBER					c. TIME SINCE NEW OR OVERHAUL		
4. DATE	5. END ITEM a	5. COMPONENT b	5. HOURS LAST OIL CHANGE c	6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE	
	Helicopter			100 hrs	APC		
	UH-60A				836294		
	8826060				TSN 417		
12 FEB 91	424	424	424	SPECIAL CTS FOR 1250 HRS FROM SWIFT	Normal		
10 MAR 92	792	792	792	ROUTINE	SAT		
20 OCT 92	898	898	898	ROUTINE	SATISFACTORY	K 123	
16 DEC 92	962	1675	1675	ROUTINE	Normal	SWANSON	
22 JUN 93	970	1683	1683	ROUTINE			
24 JUL 93	1002	1715	1715	SPECIAL			
2 AUG 93	1007	1720	1720	SPECIAL			
12 NOV 93	1061	1774	1774	ROUTINE	Satisfactory 15 DEC 93		
9 MAR 94	1161	1874	1874	ROUTINE	Satisfactory 28 MAR 94		

TAB H-1

UH-60 BLACK HAWK 88-26060

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

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

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

H-1a

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

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

H-1b

H-1c

H-1d

H-1e

EXTRACT

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

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

26 May 94
Date

Laura A. Ellis, STA USAF

Evidence Custodian, Incirlik Air Base, Turkey

1. AREA		2. SERIAL NUMBER		3. AIRCRAFT TYPE		4. PAGE NO. NO. OF PAGES									
COCKPIT		88-26060		UH-60A		1 3									
ITEM NO.	NOMENCLATURE	QTY REQD	EQUIPMENT CHECKS												LOCATION OR REMARKS
			1	2	3	4	5	6	7	8	9	10	11	12	
1	First Aid Kit - 6545-00-919-6650 ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	Behind Pilot's & CoPilot's Seat
2	Fire Extinguisher - FR23-4-11848, 4210-00-555-8837 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	CoPilot's Seat
3	Barometric Altimeter - AAU-31/A-1 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
4	Barometric Altimeter - AAU-32A ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel
5	Crew Seat - D3801-2 ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	Pilot & CoPilot
6	Aircraft Clock - ABU-11A ✓	2	2	2	2	2	2	2	2	2	2	2	2	2	LH & RH Side Instr. Panel
7	Receiver/Transmitter - RT-1300/ARC-186(V) ✓ UHF-FM Radio Set -	2	2	2	2	2	2	2	2	2	2	2	2	3	Pilot's Seat Well
8	RT-1518/ARC-164(V) ✓ Interphone Control -	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
9	C-6533/ARC ✓ Interphone Control -	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Center Console
10	C-6533/ARC ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Center Console
11	Receiver/Transmitter - RT-1115D/APH-209 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	LH Side Instr. Panel
12	Indicator Altimeter - ID-1917C/APH-209 ✓	1	1	1	1	1	1	1	1	1	1	1	1	1	RH Side Instr. Panel

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

DATE	SIGNATURE	GRADE	DATE	SIGNATURE	GRADE
JUN 22 1988	Sikorsky	1017	JUN 22 1988	Sikorsky	1017
JUN 22 1988	Sikorsky	1017	JUN 22 1988	Sikorsky	1017
JUN 22 1988	Sikorsky	1017	JUN 22 1988	Sikorsky	1017

DA FORM 2400-17, 1 APR 82

AIRCRAFT INVENTORY RECORD (FM 38-750)

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

TAB H-2

UH-60 BLACK HAWK 87-26000

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

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

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

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

H-2a

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

DATE 11 Apr 94NUMBER OF PAGES IN FLIGHT PACK 1

1. AIRCRAFT SERIAL NUMBER 8726000		2. MODEL UH60A		3. UIC WDX2AA		4. STATION EDEV		5. NAME OF CE/MECH SGT Bowen		
6. ENGINE HIT READINGS			7. APU HISTORY			8. ROUNDS FIRED AIR-FRAME		9. ENGINE STARTS		
DATE	NO. 1	NO. 2		HOURS	STARTS	HR METER		NO. 1	NO. 2	
			CURRENT	323.0	1939					
			TODAY	1.2	7					
			TOTAL	324.2	1946					
10. SYSTEM STATUS						11. FLIGHT DATA				
ACFT	☒	☒	☒				AIRCRAFT HOURS	LANDINGS		HSF/ CYCLES
								STD	AUTO	
ARM							CURRENT	1242.8	30	0
ELECT							TODAY	4.5	5	
OTHER							TOTAL	1247.3	35	0
12. SCHEDULED INSPECTION INFORMATION										
a. HOURS OF OPERATION SINCE LAST GENERATION		b. NEXT PHASE/SCHEDULED INSP (NO.) PM15-2				d. HOURS OF OPERATION TO NEXT PHASE/SCHEDULED INSPECTION		e. PMD DUE		
		c. NEXT PHASE/SCHEDULED INSP DUE AT 1414.9						DATE COMPLETED		
								PID		
13. LOCAL USE 4/7										

DA FORM 2408-13, OCT 91

EDITION OF DEC 66 IS OBSOLETE

AIRCRAFT STATUS INFORMATION RECORD

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

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the no fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from DA Form 2408-13, DTD 11 Apr 94 from the 6 month Maintenance File, ACFT # 87-26000 which is kept in my records system.

9 May 94
Date

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

TAB H-2

UH-60 BLACK HAWK 87-26000

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

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

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

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

H-2a

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

H-2b

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, In 11B, 11C, 11D, 11E, 11F, 11G, 11H, 11I, 11J, 11K, 11L, 11M, 11N, 11O, 11P, 11Q, 11R, 11S, 11T, 11U, 11V, 11W, 11X, 11Y, 11Z, 11AA, 11AB, 11AC, 11AD, 11AE, 11AF, 11AG, 11AH, 11AI, 11AJ, 11AK, 11AL, 11AM, 11AN, 11AO, 11AP, 11AQ, 11AR, 11AS, 11AT, 11AU, 11AV, 11AW, 11AX, 11AY, 11AZ, 11BA, 11BB, 11BC, 11BD, 11BE, 11BF, 11BG, 11BH, 11BI, 11BJ, 11BK, 11BL, 11BM, 11BN, 11BO, 11BP, 11BQ, 11BR, 11BS, 11BT, 11BU, 11BV, 11BW, 11BX, 11BY, 11BZ, 11CA, 11CB, 11CC, 11CD, 11CE, 11CF, 11CG, 11CH, 11CI, 11CJ, 11CK, 11CL, 11CM, 11CN, 11CO, 11CP, 11CQ, 11CR, 11CS, 11CT, 11CU, 11CV, 11CW, 11CX, 11CY, 11CZ, 11DA, 11DB, 11DC, 11DD, 11DE, 11DF, 11DG, 11DH, 11DI, 11DJ, 11DK, 11DL, 11DM, 11DN, 11DO, 11DP, 11DQ, 11DR, 11DS, 11DT, 11DU, 11DV, 11DW, 11DX, 11DY, 11DZ, 11EA, 11EB, 11EC, 11ED, 11EE, 11EF, 11EG, 11EH, 11EI, 11EJ, 11EK, 11EL, 11EM, 11EN, 11EO, 11EP, 11EQ, 11ER, 11ES, 11ET, 11EU, 11EV, 11EW, 11EX, 11EY, 11EZ, 11FA, 11FB, 11FC, 11FD, 11FE, 11FF, 11FG, 11FH, 11FI, 11FJ, 11FK, 11FL, 11FM, 11FN, 11FO, 11FP, 11FQ, 11FR, 11FS, 11FT, 11FU, 11FV, 11FW, 11FX, 11FY, 11FZ, 11GA, 11GB, 11GC, 11GD, 11GE, 11GF, 11GG, 11GH, 11GI, 11GJ, 11GK, 11GL, 11GM, 11GN, 11GO, 11GP, 11GQ, 11GR, 11GS, 11GT, 11GU, 11GV, 11GW, 11GX, 11GY, 11GZ, 11HA, 11HB, 11HC, 11HD, 11HE, 11HF, 11HG, 11HH, 11HI, 11HJ, 11HK, 11HL, 11HM, 11HN, 11HO, 11HP, 11HQ, 11HR, 11HS, 11HT, 11HU, 11HV, 11HW, 11HX, 11HY, 11HZ, 11IA, 11IB, 11IC, 11ID, 11IE, 11IF, 11IG, 11IH, 11II, 11IJ, 11IK, 11IL, 11IM, 11IN, 11IO, 11IP, 11IQ, 11IR, 11IS, 11IT, 11IU, 11IV, 11IW, 11IX, 11IY, 11IZ, 11JA, 11JB, 11JC, 11JD, 11JE, 11JF, 11JG, 11JH, 11JI, 11JJ, 11JK, 11JL, 11JM, 11JN, 11JO, 11JP, 11JQ, 11JR, 11JS, 11JT, 11JU, 11JV, 11JW, 11JX, 11JY, 11JZ, 11KA, 11KB, 11KC, 11KD, 11KE, 11KF, 11KG, 11KH, 11KI, 11KJ, 11KK, 11KL, 11KM, 11KN, 11KO, 11KP, 11KQ, 11KR, 11KS, 11KT, 11KU, 11KV, 11KW, 11KX, 11KY, 11KZ, 11LA, 11LB, 11LC, 11LD, 11LE, 11LF, 11LG, 11LH, 11LI, 11LJ, 11LK, 11LL, 11LM, 11LN, 11LO, 11LP, 11LQ, 11LR, 11LS, 11LT, 11LU, 11LV, 11LW, 11LX, 11LY, 11LZ, 11MA, 11MB, 11MC, 11MD, 11ME, 11MF, 11MG, 11MH, 11MI, 11MJ, 11MK, 11ML, 11MM, 11MN, 11MO, 11MP, 11MQ, 11MR, 11MS, 11MT, 11MU, 11MV, 11MW, 11MX, 11MY, 11MZ, 11NA, 11NB, 11NC, 11ND, 11NE, 11NF, 11NG, 11NH, 11NI, 11NJ, 11NK, 11NL, 11NM, 11NN, 11NO, 11NP, 11NQ, 11NR, 11NS, 11NT, 11NU, 11NV, 11NW, 11NX, 11NY, 11NZ, 11OA, 11OB, 11OC, 11OD, 11OE, 11OF, 11OG, 11OH, 11OI, 11OJ, 11OK, 11OL, 11OM, 11ON, 11OO, 11OP, 11OQ, 11OR, 11OS, 11OT, 11OU, 11OV, 11OW, 11OX, 11OY, 11OZ, 11PA, 11PB, 11PC, 11PD, 11PE, 11PF, 11PG, 11PH, 11PI, 11PJ, 11PK, 11PL, 11PM, 11PN, 11PO, 11PP, 11PQ, 11PR, 11PS, 11PT, 11PU, 11PV, 11PW, 11PX, 11PY, 11PZ, 11QA, 11QB, 11QC, 11QD, 11QE, 11QF, 11QG, 11QH, 11QI, 11QJ, 11QK, 11QL, 11QM, 11QN, 11QO, 11QP, 11QQ, 11QR, 11QS, 11QT, 11QU, 11QV, 11QW, 11QX, 11QY, 11QZ, 11RA, 11RB, 11RC, 11RD, 11RE, 11RF, 11RG, 11RH, 11RI, 11RJ, 11RK, 11RL, 11RM, 11RN, 11RO, 11RP, 11RQ, 11RR, 11RS, 11RT, 11RU, 11RV, 11RW, 11RX, 11RY, 11RZ, 11SA, 11SB, 11SC, 11SD, 11SE, 11SF, 11SG, 11SH, 11SI, 11SJ, 11SK, 11SL, 11SM, 11SN, 11SO, 11SP, 11SQ, 11SR, 11SS, 11ST, 11SU, 11SV, 11SW, 11SX, 11SY, 11SZ, 11TA, 11TB, 11TC, 11TD, 11TE, 11TF, 11TG, 11TH, 11TI, 11TJ, 11TK, 11TL, 11TM, 11TN, 11TO, 11TP, 11TQ, 11TR, 11TS, 11TT, 11TU, 11TV, 11TW, 11TX, 11TY, 11TZ, 11UA, 11UB, 11UC, 11UD, 11UE, 11UF, 11UG, 11UH, 11UI, 11UJ, 11UK, 11UL, 11UM, 11UN, 11UO, 11UP, 11UQ, 11UR, 11US, 11UT, 11UU, 11UV, 11UW, 11UX, 11UY, 11UZ, 11VA, 11VB, 11VC, 11VD, 11VE, 11VF, 11VG, 11VH, 11VI, 11VJ, 11VK, 11VL, 11VM, 11VN, 11VO, 11VP, 11VQ, 11VR, 11VS, 11VT, 11VU, 11VV, 11VW, 11VX, 11VY, 11VZ, 11WA, 11WB, 11WC, 11WD, 11WE, 11WF, 11WG, 11WH, 11WI, 11WJ, 11WK, 11WL, 11WM, 11WN, 11WO, 11WP, 11WQ, 11WR, 11WS, 11WT, 11WU, 11WV, 11WW, 11WX, 11WY, 11WZ, 11XA, 11XB, 11XC, 11XD, 11XE, 11XF, 11XG, 11XH, 11XI, 11XJ, 11XK, 11XL, 11XM, 11XN, 11XO, 11XP, 11XQ, 11XR, 11XS, 11XT, 11XU, 11XV, 11XW, 11XX, 11XY, 11XZ, 11YA, 11YB, 11YC, 11YD, 11YE, 11YF, 11YG, 11YH, 11YI, 11YJ, 11YK, 11YL, 11YM, 11YN, 11YO, 11YP, 11YQ, 11YR, 11YS, 11YT, 11YU, 11YV, 11YW, 11YX, 11YY, 11YZ, 11ZA, 11ZB, 11ZC, 11ZD, 11ZE, 11ZF, 11ZG, 11ZH, 11ZI, 11ZJ, 11ZK, 11ZL, 11ZM, 11ZN, 11ZO, 11ZP, 11ZQ, 11ZR, 11ZS, 11ZT, 11ZU, 11ZV, 11ZW, 11ZX, 11ZY, 11ZZ, 11AA, 11AB, 11AC, 11AD, 11AE, 11AF, 11AG, 11AH, 11AI, 11AJ, 11AK, 11AL, 11AM, 11AN, 11AO, 11AP, 11AQ, 11AR, 11AS, 11AT, 11AU, 11AV, 11AW, 11AX, 11AY, 11AZ, 11BA, 11BB, 11BC, 11BD, 11BE, 11BF, 11BG, 11BH, 11BI, 11BJ, 11BK, 11BL, 11BM, 11BN, 11BO, 11BP, 11BQ, 11BR, 11BS, 11BT, 11BU, 11BV, 11BW, 11BX, 11BY, 11BZ, 11CA, 11CB, 11CC, 11CD, 11CE, 11CF, 11CG, 11CH, 11CI, 11CJ, 11CK, 11CL, 11CM, 11CN, 11CO, 11CP, 11CQ, 11CR, 11CS, 11CT, 11CU, 11CV, 11CW, 11CX, 11CY, 11CZ, 11DA, 11DB, 11DC, 11DD, 11DE, 11DF, 11DG, 11DH, 11DI, 11DJ, 11DK, 11

1. AIRCRAFT SERIAL NUMBER 8726000				2. MODEL OH66A		3. DATE 11 MAR 94		4. PAGE 2	
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
STATUS		SYS	DATE	NO.	TIME	PID	DATE	TIME	HRS
/		A	26 OCT 93				5 Apr 94		
FAULT/REMARKS Antenna on R/H side tail cone section numbered 6B-6T-19 on ground page determined						ACTION CF D. E.			
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
576.3									
W O		REQ	OTHER			TI MAN-HOURS			
/		A	8 NOV 93				18 Mar 94	1120	1223.7
FAULT/REMARKS Vertical fin drive shaft + cover has no anti-chafe installed						ACTION Installed tape + fin			
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
1097.8									
W O		REQ	OTHER			TI MAN-HOURS			
/		A	20 NOV 93				5 Apr 94		
FAULT/REMARKS Soundproofing screw insert broken on L/H side						ACTION CF D. E.			
AC HRS		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	DMH
1127.1									
W O		REQ	OTHER			TI MAN-HOURS			

PART I - FAULT INFORMATION							PART II - CORRECTING INFORMATION										
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC						
	A	20 NOV 93				28 May 94	14 30	16.6									
FAULT/REMARKS						ACTION											
Fastener missing on 4/11 ESSS root fairing						Replace all fasteners											
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1137.1																	
W O		REQ		OTHER		TI PID		TI MAN-HOURS									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC						
	A	06/10/94				5 Apr 94											
FAULT/REMARKS						ACTION											
Replaced pin filter. Found 1/10/94						CF D. B.											
Also AOPS System. Found 1/10/94																	
AOPS 1-1520-237-50-59																	
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1146.3																	
W O		REQ		OTHER		TI PID		TI MAN-HOURS									
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	HRS	ROUNDS	ACTION CODE	WUC						
	A	22 FEB 94				5 Apr 94											
FAULT/REMARKS						ACTION											
Rad AH reads 0" A + Stabilizer						CF D. B.											
10' Hours on both pointer & digits																	
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1199.2																	
W O		REQ		OTHER		TI PID		TI MAN-HOURS									

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

1. AIRCRAFT SERIAL NUMBER 8726000		2. MODEL UH60A		3. DATE 16 MAR 94		4. PAGE 3			
PART I - FAULT INFORMATION						PART II - CORRECTING INFORMATION			
☒ STATUS	SYS A	DATE 22 FEB 94	NO	TIME	PID	DATE 5 Apr 94	TIME	HRS	
FAULT/REMARKS Operate within the limitations and restrictions specified in the enclosure AWR dated 1 DEC 93						ROUNDS	ACTION CODE	WUC	
						ACTION CF D.B.			
						PID	HOURS	PID	
A/C HRS 1199.2		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	
W O		REQ	OTHER			TI PID	TI MAN-HOURS		
☒ STATUS	SYS A	DATE 8 MAR 94	NO	TIME	PID	DATE 16 MAR 94	TIME 1115	HRS 1218.7	
FAULT/REMARKS #2 engine within 5° range of lower limit on hit check						ROUNDS	ACTION CODE	WUC	
						ACTION Reestablished New Profile FAW TRA 55-2840-248-23-1 W.K.G.			
						PID	HOURS	PID	
A/C HRS 1209.3		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	
W O		REQ	OTHER			TI PID	TI MAN-HOURS		
☒ STATUS	SYS A	DATE 15 MAR 94	NO	TIME 0822	PID	DATE 16 MAR 94	TIME 1115	HRS 1318.4	
FAULT/REMARKS #2 engine and hit check within 5° range of lower on hit check						ROUNDS	ACTION CODE	WUC	
						ACTION Reestablished Profile 11.5 FAW TRA 55-2840-248-23-1 W.K.G.			
						PID	HOURS	PID	
A/C HRS 1216.3		WHEN DISC	HOW REC	MAL EFF	WUC	CMH	OMH	FMH	
W O		REQ	OTHER			TI PID	TI MAN-HOURS		

DA FORM 2408-13-1, OCT 91

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

EXTRACT

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

30 Day Maintenance File, 87-26000
which is kept in my records system.

23 May 94
Date

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

1 AIRCRAFT SERIAL NUMBER		8726000		2 MODEL		UH60A		3 DATE		16 MAR 94		4 PAGE		4			
PART I - FAULT INFORMATION								PART II - CORRECTING INFORMATION									
STATUS		SYS		DATE		NO		TIME		PID		DATE		TIME		HRS	
B		A		15 MAR 94				1615		1615		5 APR 94		1740		12350	
FAULT/REMARKS								ACTION									
Mod 4 ck puc @ 1212.2								Completed									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1218.3																	
W O		REQ		OTHER		DATE		TIME		PID		TIPID		TI MAN HOURS			
X		A		16 MAR 94				1000				16 MAR 94		1105		12350	
FAULT/REMARKS								ACTION									
LMTF Due for Max PWR ✓ done								Completed									
NT check w. 8/27																	
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1218.3																	
W O		REQ		OTHER		DATE		TIME		PID		TIPID		TI MAN HOURS			
FAULT/REMARKS								ACTION									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
W O		REQ		OTHER		DATE		TIME		PID		TIPID		TI MAN HOURS			
FAULT/REMARKS								ACTION									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
W O		REQ		OTHER		DATE		TIME		PID		TIPID		TI MAN HOURS			
FAULT/REMARKS								ACTION									

1. AIRCRAFT SERIAL NUMBER 81-26000				2. MODEL UH-60A				3. DATE 25 Jan 94				4. PAGE 10					
PART I - FAULT INFORMATION								PART II - CORRECTING INFORMATION									
STATUS		SYS	DATE		NO.	TIME		PID		DATE		TIME		HRS			
		A	21 Jan 94			1505				17 FEB 94				WUC			
FAULT/REMARKS UH-60A-03 REPLACEMENT ALL IN/R SPINDLE DUE AT THE NEXT VISIT-2.								ACTION OK 11.9/1/94									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1178.8																	
W/O		REQ		OTHER		TI PID		TI MAN-HOURS		DATE		TIME		HRS			
										26 Jan 94		1100		1153.8			
STATUS		SYS	DATE		NO.	TIME		PID		ROUNDS		ACTION CODE		WUC			
A		A	25 Jan 94			0830						OK Found OK 0200/94		WUC			
FAULT/REMARKS UH-60A Radio Has No Tone And Current Indicator Green In The Green W/No Tone								ACTION OK Found OK 0200/94									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1178.8																	
W/O		REQ		OTHER		TI PID		TI MAN-HOURS		DATE		TIME		HRS			
										6 Feb 94		0800		1191.0			
STATUS		SYS	DATE		NO.	TIME		PID		ROUNDS		ACTION CODE		WUC			
A		A	25 Jan 94			1030						REPLACED BATTERIES		WUC			
FAULT/REMARKS For 4th 1st Transporter Male 4 Does Not DLU Code C-2								ACTION REPLACED BATTERIES									
AC HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
1150.0																	
W/O		REQ		OTHER		TI PID		TI MAN-HOURS		DATE		TIME		HRS			

DA FORM 2408-13-1, OCT 91

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

EXTRACT

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

Six month files of acct 81-26000
which is kept in my records system.

23 Mar 94

LAURA A. ELLIS, SFC, USAF

TAB H-2

UH-60 BLACK HAWK 87-26000

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

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

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

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

H-2a

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

H-2b

H-2c

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER	
HELICOPTER UH-60A							87-26000	
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED			
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI- ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i
SEP MSG UH-60-84-02								
155-1520-237-20-96	17 MAR 88	M	D	ONE TIME INSP OF TIRE OUTLET SHAFT	13 APR 88	.5	AUMTER Y/CHER APR 08 09 02-0216	17 MAR 88 SGT TI
15-1520-237-50-47	30 Apr 87	N	D	WSPS Group 1	16 May 88	2.	Dyn-Corp	17 MAR 88 SGT TI
UH-60-88-04								
55-1520-237-20-96	12 MAY 88	M	D	Revision To 88-02	14 July 88	.5	WH6 DTO	17 MAR 88 SGT TI
UH-60-88-05								
55-1520-237-20-98	15 Jun 88	M	D	Initiation of AM START/Hours	30 Jun 88	.5	WH6 DTO	17 MAR 88 SGT TI
UH-60-88-06								
55-1520-237-20-99	11 July 88	M	D	Two oxmen oil code bearing	14 July 88	.5	WH6 DTO	17 MAR 88 SGT TI
UH-60-88-07								
SCF MSG	13 JULY 88	M	D	REVISION OF UH-60-88-08	18 JULY 88	.5	WH6 DTO	S. V. NO SGT TI
UH-60A-88-08								
SCF MSG	27 JULY 88	M	D	REVISION OF UH-60-88-06	2 AUG 88	.5	WH6 DTO	S. V. NO SGT TI
UH-60A-88-09								
SCF MSG	2 AUG 88	M	D	ONE TIME INSP OF P/C/P SEAT CIRCULAR SCREW	10 AUG 88	1.0	WH6 DAA	S. V. NO SGT TI
UH-60A-88-10								
SCF MSG	7 OCT 88	M	D	CABIN SEAT SUPPORT HDW	9 NOV 88	2.0	WH6 DAA	S. V. NO SGT TI
SCF MSG					P/C/W			
GEN-88-02	21 SEPT 88	M	D	PORTABLE ACFT FIRE EXT	29 SEPT 88	.5	WH6 DAA	S. V. NO SGT TI
SCF MSG					P/C/W			
UH-60-88-11	17 OCT 88	M	D	ONE TIME CLARIFICATION OF RAPPEL RESTRICTION	20 OCT 88	.5	WH6 DAA	S. V. NO SGT TI
SCF MSG					P/C/W			
UH-60-88-12	1 NOV 88	M	D	REVISION OF UH-60-88-10	2 NOV 88	.5	WH6 DAA	S. V. NO SGT TI
SCF MSG								
UH-60-88-13	18 NOV 88	M	D	ONE TIME INSP OF M/R BLADE EXPANDABLE PIN	28 NOV 88	2.0	WH6 DAA	S. V. NO SGT TI

DA FORM 2408-5, 1 JAN 64

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

EQUIPMENT MODIFICATION RECORD

EXTRACT

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

23 May 94

WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incident Air Base, Iraq

1. NOMENCLATURE					2. REGISTRATION NUMBER	3. SERIAL NUMBER		
HELICOPTER UH-60A						87-26000		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED			
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI- ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i
SOF MSG UH-60-88-14	9 DEC 88	M	G	ONE TIME MWO COMPLIANCE CK ON H/S HOIST	12 DEC 88	.5	WH6DAA	S V H D SGT TI
SOF MSG GEN-88-03	30 OCT 88	M	O	REVISION TO UH-60-88-02	PIC/W 50 OCT 88	.5	WH6DAA	S V H D SGT TI
MWO 55-1520-237-50-53	18 NOV 89	N	D	IMPROVED TIE DOWN FITTINGS	13 MAR 89	5	DYN CORP-E	W H D SGT TI
SOF MSG UH-60A-89-03	31 MAR 89	M	O	SPINDLE NUT VISUAL INSP	5 APR 89	.5	WH6DAA	J H B SSG
SOF MSG UH-60-89-05	12 JUN 89	M	O	ONE TIME INSP OF WIRE STRIKE PROTECTION SYS	15 JUN 89	1.0	WH6DAA	J H B SSG
SOF MSG UH-60-89-04	31 MAR 89	M	O	REVISION TO ONE TIME INSP OF ALL TYR SPINDLE	3 APR 89	.1	WH6DAA	J H B SSG
SOF MSG UH-60-89-06	17 JUL 89	M	O	ONE TIME INSP OF R/H + Y/H RELAY PANELS	18 JUL 89	.5	WH6DAA	J H B SSG
SOF MSG UH-60-89-07	3 AUG 89	M	O	REVISION TO ONE TIME INSP OF R/H + Y/H RELAY PANELS	8 AUG 89	.1	WH6DAA	D J M SGT TI
TB 55-1520-237-20-104	7 JULY 89	L	O	REVISION TO RETIREMENT/ OVERHAUL SCHEDULE	25 OCT 89	3	WH6DAA	D J M SGT TI
MWO 1-5745-237-50-1	15 JAN 89	N	D	EMI PROTECTION OF LEFT AND RIGHT RELAY PANELS	NOV 16 89	16	DYN CORP-E	D O'Connell CIV.
MWO 55-1520-237-50-46	15 NOV 89	N	D	DOWEL PIN RETENTION MGB	18 MAY 90	22	DYN CORP-E	M S BROWN (CIV)
MWO 55-1520-237-50-42				ENTERED IN ERROR				
MWO 55-1520-237-50-42	15 JUN 88	N	D	STAB. AMP. IMPROVEMENT	17 MAY 90	92	DYN CORP-E	M S BROWN (CIV)

1. NOMENCLATURE					2. REGISTRATION NUMBER		3. SERIAL NUMBER		
HELICOPTER OH-60A							87-26000		
4. MODIFICATIONS REQUIRED					5. MODIFICATIONS COMPLETED				
MWO NUMBER a	DATE OF MWO (Day/Mo/Yr) b	PRI-ORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i	
MWO 55-1520-237-50-54	10 OCT 89	N	D	INCORP. OF STAB. ACT. GRUNDING STRUT	18 SEPT 90	3.5	DYN CORP-E	<i>[Signature]</i> (CIV)	
MWO 1-1520-237-50-61	15 NOV 91	N	D	Improved tiedown ring eyebolt.	7 DEC 92	4.0	DynCorp-E	K. Stivers (CIV)	
MWO 1-1520-237-50-64	1 SEP 91	N	D	Instl of improved engine cowling release handle assy	7 DEC 92	2.0	DynCorp-E	K. Stivers (CIV)	
MWO 1-1520-237-50-59	22 FEB 91	N	D	Electromagnetic Environment Protection	10 DEC 92	850	DynCorp-E	K. Stivers (CIV)	
MWO 55-1520-237-50-58	15 JAN 91	N	D	INCORPORATION OF ENGINE DRIVE SHAFT BALANCING PROCEDURES	11 JAN 93	8.0	DynCorp-E	K. Stivers (CIV)	
MWO 55-1680-237-50-1	1 JUN 88	N	D	INCORPORATION OF IMPROVED HARDWARE AND RESTRAINT SYSTEM ON CREW SEAT	P/C/W	.2	DYN CORP-E	EWamb (CIV)	
MWO 55-4030-237-50-7	1 MAY 88	N	D	INSTALLATION OF TIE CARGO HOOK CARTRIDGE ACTIVATED DEVICE	P/C/W	.2	DYN CORP-E	EWamb (CIV)	
MWO LEX-2561	8 NOV 93	N	D	AUX FUEL QUANTITY INDICATING SYSTEM (ESSS)	6 DEC 93	80.0	SERV-AIR	<i>[Signature]</i> SSG TI	

DA FORM 2408-5, 1 JAN 64

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

[illegible]

[illegible]

TAB H-2

UH-60 BLACK HAWK 87-26000

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

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

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

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

H-2a

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

H-2b

H-2c

H-2d

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE Helicopter					a. NOMENCLATURE AND TYPE Tail Rotor Gear Box		
b. MODEL UH-60A				25 Hours	b. SERIAL NUMBER A006-00284		
c. SERIAL NUMBER 8726000					c. TIME SINCE NEW OR OVERHAUL 480		
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	END ITEM a	COMPONENT b	LAST OIL CHG c			DATE a	SIGNATURE/PID b
5 APR 93	915	480	480	PMS II	Normal	26/4/93	E. Co. SICK
1 JUL 93	942	507	507	Routine	SAT	15 AUG 93	[Signature]
19 AUG 93	987	552	552	Routine	SATISFACTORY	31 AUG 93	2002
3 SEP 93	1015	580	580	Routine	SATISFACTORY	19 OCT 93	[Signature]
17 SEPT 93	1039	619	619	ROUTINE	SATISFACTORY	12 OCT 93	[Signature]
27 SEPT 93	1041	621	Ø	INITIAL	SATISFACTORY	12 NOV 93	2002
12 OCT 93	1062	642	21	ROUTINE	SATISFACTORY	13 NOV 93	[Signature]
31 OCT 93	1088	668	47	ROUTINE	Satisfactory	2 Dec 93	[Signature]
12 NOV 93	1114	694	73	Routine	Satisfactory	15 Dec 93	[Signature]
27 NOV 93	1139	719	98	Routine	Satisfactory	29 Dec 93	[Signature]
8 DEC 93	1162	742	121	Routine	SATISFACTORY	25 JAN 94	[Signature]
3 Feb 94	1187	767	146	Routine	SATISFACTORY	1 MAR 94	[Signature]

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

OIL ANALYSIS LOG

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

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:

Abstract Mountain Record 8726000
which is kept in my records system:
WILLIAM L. HARRIS, Capt, USAF, MSC
Records Custodian, Incirlik Air Base, Turkey
23 May 94
Day

4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
SEP 93	1015	311	311	Routine	Satisfactory	<i>[Signature]</i>
12 NOV 93	1114	443	443	Routine	Satisfactory	<i>[Signature]</i>
3 MAR 94	1209	538	538	Routine	Satisfactory 28 MAR 94	<i>[Signature]</i>

9. REMARKS

Director
UMESAL
ATTN: AERAS-LO
APO: NY, 09028

LAST OIL CHANGE: 499

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT		
a. NOMENCLATURE HELICOPTER				25 HR	a. NOMENCLATURE AND TYPE INTERMEDIATE 6/B		
b. MODEL UH60A					b. SERIAL NUMBER A005-01520		
c. SERIAL NUMBER 8726000					c. TIME SINCE NEW OR OVERHAUL NEW		
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	a. END ITEM	b. COMPONENT	c. LAST OIL CHG			a. DATE	b. SIGNATURE/PID
12 Oct 93	1062	1062	1062	ROUTINE	SATISFACTORY	13 NOV 93	Patte
31 Oct 93	1088	1088	1088	ROUTINE	Satisfactory	2 Dec 93	Patte
12 NOV 93	1114	1114	1114	Routine	Satisfactory	15 Dec 93	Patte
27 NOV 93	1139	1139	1139	Routine	Satisfactory	29 Dec 93	A. Nelson
8 DEC 93	1162	1162	1162	Routine	SATISFACTORY	25 JAN 94	W. H. H. H.
3 Feb 94	1187	1187	1187	ROUTINE	SATISFACTORY	1 MAR 94	M. J. H. H.
3 MAR 94	1209	1209	1209	ROUTINE	SATISFACTORY	28 MAR 94	Patte
4 APR 94	1232	1232	1232	Routine			

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

OIL ANALYSIS LOG

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

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

1. END ITEM				2. SAMPLE FREQUENCY	3. COMPONENT	
a. NOMENCLATURE					a. NOMENCLATURE AND TYPE	
b. MAKE OR TYPE					b. SERIAL NUMBER	
c. SERIAL NUMBER					c. TIME SINCE NEW OR OVERHAUL	
HELICOPTER				25 HRS	INTERMEDIATE G/B	
UH-60					A005-01520	
87-26000					NEW	
4. DATE	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. SIGNATURE
	END ITEM a	COMPONENT b	LAST OIL CHANGE c			
28 DEC 90	549	549	549	ROUTINE	NORMAL	[Signature]
11 FEB 91	541	541	541	ROUTINE	ABNORMAL	[Signature]
16 MAR 91	548	548	548	ROUTINE	NORMAL	[Signature]
6 MAR 91	627	627	627	ROUTINE	NORMAL	[Signature]
19 MAR 91	650	650	650	ROUTINE	NORMAL	[Signature]
24 APR 91	675	675	675	ROUTINE	NORMAL	[Signature]
25 NOV 91	700	700	700	ROUTINE	NORMAL	[Signature]
16 MAY 92	725	725	725	ROUTINE	SATISFACTION	[Signature]
28 MAY 92	748	748	748	ROUTINE	SAT	[Signature]
20 JUL 92	773	773	773	ROUTINE	NORMAL	[Signature]

DA FORM 2408-20
MAY 81

OIL ANALYSIS LOG

REVERSE OF DA FORM 2408-20, DEC 91

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

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

OIL ANALYSIS LOG

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

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

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

NOV 30 87 SIKORSKY (1) SIKORSKY AIRCRAFT 812	(4) <i>[Signature]</i> 25 MAR 88	(7) <i>[Signature]</i> 5 MAR 91	(10) <i>[Signature]</i> E-6 13 NOV 92
(2) <i>R. J. J. J.</i> 14 JAN 1988	(8) <i>[Signature]</i> 25 MAY 89	(9) <i>[Signature]</i> 5 MAR 92	(11) <i>[Signature]</i> 21 NOV 95
(3) <i>[Signature]</i> 14 JAN 1988	(6) <i>[Signature]</i> 14 MAR 90	(5) <i>[Signature]</i>	(12) <i>[Signature]</i>

DA FORM 2408-17, 1 APR 82

EXTRACT

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

Historical records from 87-26000
which is kept in my records system.

[Signature]
Date

[Signature]
LAURA A. ELLIS, USAF
Evidence Custodian, Incirlik Air Base, Turkey

AIRCRAFT INVENTORY RECORD (TM 38-750)

TAB H-2

UH-60 BLACK HAWK 87-26000

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

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

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

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

H-2a

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

H-2b

H-2c

H-2d

H-2e

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

TAB H-3

E-3B AWACS

H-3a

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

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

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

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

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

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

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

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

1. DATE 16/02/94	2. CREW CHIEF TSGT C. CARLETT	3. ORGANIZATION 552 ACW	4. LOCATION ok TEUCEDAB	5. MDS E-33	6. SERIAL NUMBER 77-0351										
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH			8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT												
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED								
		DATE	TIME				DATE	TIME							
PR	PEJ D. J. H. AC 13743	16/02/94	10:40	1	BPO	P. H. W. SRA 01150	17/02/94	23:50							
PR	2DE B. D. J. H. 554+ 10431	16/02/94	10:40	2			/ /	:							
PR	(comp) J. H. SGT 17126	16/02/94	10:40	3			/ /	:							
		/ /	:	4			/ /	:							
		/ /	:	5			/ /	:							
		/ /	:	6			/ /	:							
		/ /	:	7			/ /	:							
		/ /	:	8			/ /	:							
		/ /	:	9			/ /	:							
		/ /	:	10			/ /	:							
9. STATUS DATA				10. FLIGHT CONDITION DATA											
SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOL.	STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENCTR'D	AUX ENG OR APU OPERATION							
	X 11	2	B. D. J. H. 554+ 10431	1	8	S. H. W. SRA 01150									
	X 12			2											
	X 13			3											
	4 14			4											
	5 15			5											
	6 16			6											
	7 17			7											
	8 18			8											
	9 19			9											
	10 20			10											
11. MUNITIONS/GUNS STATUS		STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY						
		781A ENTRY	PI	PI	PI	PI	PI	PI							
12. AIRFRAME TIME		13. LANDINGS		14. CARTRIDGE STARTS		15. ENGINE CYCLE DOCUMENTATION									
		FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
PREVIOUS	13156.3	1754	3931												
1	5.1														
2															
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL		13161.4	1755	3932											

AFTO FORM 781H, SEP 90

AEROSPACE VEHICLE FLIGHT STATUS AND MAINTENANCE DOCUMENT

CERTIFICATE *Robert*

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

12 May 94
Date

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

SERVICING DATA																						
SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pints, Pints, Quarts, Gallons or Liters)																OXY PRESS OR QTY	NITROGEN	WATER
	OCTANE OR GRADE	QTY SRVCD	TOTAL IN TANKS	1		2		3		4		5		6		7		8				
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN			
1	JP-4	⊖	120.00	⊖	27	⊖	27	⊖	27	⊖	27									74		
2	JP-4	76000 ^P	120.00 ^P	0	270	1	27.2	0	27.2	1	27.2									70		
3																						
4																						
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						

SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)																																			
1	BY	<i>D. J. Hall AIC 13207</i>										7	BY											13	BY										
	AT	MELDENHALL BER ENG 16/02/4											AT	/ /											AT	/ /									
2	BY	<i>R. J. Hall SR 01196</i>										8	BY											14	BY										
	AT	AB TUG REP 17/02/4											AT	/ /											AT	/ /									
3	BY											9	BY											15	BY										
	AT	/ /											AT	/ /											AT	/ /									
4	BY											10	BY											16	BY										
	AT	/ /											AT	/ /											AT	/ /									
5	BY											11	BY											17	BY										
	AT	/ /											AT	/ /											AT	/ /									
6	BY											12	BY											18	BY										
	AT	/ /											AT	/ /											AT	/ /									

Redmond - with

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

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

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

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

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

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

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO		
13/04/4	1 / 1	C. Catlett, Tst	552 ACW	Tinker AFB OK	E-3B	77-0351		
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K	DATE CORRECTED
/	12/04/4	D	1022067		P	1 / 1	1 / 1	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
IFF system interfaces with								
AIMS transponder: AIMS								
constantly interrogated on all modes								
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
A. Charbonneau Sgt OPS								
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K	DATE CORRECTED
/	12/04/4	D	1022066	PP-4992	P	1 / 1	1 / 1	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
HF #2 has bad PP-4992,								
confirmed by swap.								
FMCD					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
DISCOVERED BY					INSPECTED BY		GRADE	EMPLOYEE NO
J. Flemming SrA OPS								
SYM	DATE DISCO	WDC	ICN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K	DATE CORRECTED
/	26/03/4	D	0842069		P	1 / 1	1 / 1	1 / 1
DISCREPANCY					CORRECTIVE ACTION			
St 10 monitor has bad HVPS.								
Picture fades + looses focus.								
Note: Do Not Pur Up St 10								
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
J. Veach AIC 17136								
INSPECTED BY					GRADE		EMPLOYEE NO	

CERTIFICATE

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

12 May 94
Date

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

ATCH 5

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO	
104/14		1/1											
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
	104/14	D	104	2069		P 1	1/1	1/1		1/1			
DISCREPANCY						CORRECTIVE ACTION							
MTT2 W/N 'Brng													
UP VACUUM all day -													
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
824 FMCD													
INSPECTED BY						GRADE		EMPLOYEE NO.					
824													
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
	1/1					P 1	1/1	1/1		1/1			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
INSPECTED BY						GRADE		EMPLOYEE NO.					
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
	1/1					P 1	1/1	1/1		1/1			
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.			
INSPECTED BY						GRADE		EMPLOYEE NO.					

Reduced - with

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

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

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

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

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MOS		SERIAL NO.			
13/04/4		/ /		C. Catlett, Tst		552 ACW		Tinker AFB OK		E-3B		77-0351			
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781A	DATE	DATE CORRECTED					
M	12/04/4	D				P	11	11		14/04/4					
DISCREPANCY						CORRECTIVE ACTION									
Info Note: Aux Rotodome drive and #1 FAC fan used last flight.						Noted									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
R. Marcik						MSGT		15853		E. Mads		MSGT		15853	
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781A	DATE	DATE CORRECTED					
X	12/04/4	F	1022060			P	11	11		13/04/4					
DISCREPANCY						CORRECTIVE ACTION									
All engine intakes + Exhausts require FOD insp prior to flight.						INSP CW NO AFFECTS NOTED									
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
R. Marcik						MSGT		15853		[Signature]		MSGT		15853	
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781A	DATE	DATE CORRECTED					
M	13/04/4	D				P	11	11		14/04/4					
DISCREPANCY						CORRECTIVE ACTION									
Info Note: Aircraft + cockpit-on IAW Dash-2						Noted									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
[Signature]						COT				E. Mads		MSGT		15853	
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
[Signature]						COT				[Signature]		MSGT		15853	

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

CERTIFICATE

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

12 May 94
Date

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

DATE FROM / /	TO / /	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.		
SYM	DATE DISCD 14/04/4	WDC D	JCN	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /
DISCREPANCY Info-note: Utility Rotodome drive and #2 FAC FAN used last flight					CORRECTIVE ACTION			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
INSPECTED BY					GRADE	EMPLOYEE NO.		
SYM	DATE DISCD 14/04/4	WDC D	JCN 1042066	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /
DISCREPANCY #2 Eng throttle 1 1/2 Knob. Aft of other throttles on take-off and climb-out. #2 throttle was Aft of other throttles during all phases of flight. While RTB throttle was slightly fwd of others					CORRECTIVE ACTION			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
INSPECTED BY					GRADE	EMPLOYEE NO.		
SYM	DATE DISCD 14/04/4	WDC D	JCN 1042065	DOC NO.	CF TO 781A P 1	DATED / /	TRANSFERRED TO 781K DATE / /	DATE CORRECTED / /
DISCREPANCY #2 Eng compressor (throttle friction weak) Stalled momentarily when descending from 32,0 to 25,0. Stalled a second time - when Fuel Flow was pulled back to 2000 lbs per hour (EPR & FF Bottomed out at each stall) 3 times					CORRECTIVE ACTION			
DISCOVERED BY					GRADE	EMPLOYEE NO.		
INSPECTED BY					GRADE	EMPLOYEE NO.		

DATE FROM 13/04/4		TO 1 / 1		CREW CHIEF		ORGN		LOCATION		WDS E-35		SERIAL NO A-0351			
SYM /	DATE DISC 14/04/4	WDC D	JCN 1042067	DOC NO.		CF TO 781A P 1	DATED //	TRANSFERRED TO 781K //	DATE CORRECTED / /						
DISCREPANCY HAVE SIREN#2 HAD A SOFT BITE FAILURE ON CLIMBOUT.3 DESCENT.						CORRECTIVE ACTION									
DISCOVERED BY [REDACTED]						GRADE [REDACTED]		EMPLOYEE NO. OPS		INSPECTED BY		GRADE [REDACTED]		EMPLOYEE NO. [REDACTED]	
SYM /	DATE DISC 14/04/4	WDC D	JCN 1042068	DOC NO.		CF TO 781A P 1	DATED //	TRANSFERRED TO 781K //	DATE CORRECTED / /						
DISCREPANCY NAVS ADS PANEL HAS INTERMITTENT VERY LOUD VOLUME SURGES ON ALL RADION AND MISSION NET.						CORRECTIVE ACTION									
DISCOVERED BY [REDACTED]						GRADE [REDACTED]		EMPLOYEE NO. OPS		INSPECTED BY		GRADE [REDACTED]		EMPLOYEE NO. [REDACTED]	
SYM X	DATE DISC 14/04/4	WDC F	JCN 1042060	DOC NO.		CF TO 781A P 1	DATED //	TRANSFERRED TO 781K 1.1	DATE CORRECTED / /						
DISCREPANCY Aircraft and 781 Series Forms impounded per Col Berringer, 39th LG. Troubleshooting, repair, and/or inspection actions of any nature are prohibited without approval of inspecting officer. Capt Gary Zimmerman, Sgt Binder is authorized to remove #2 Aux Relay for Acft 0001, tape wires						CORRECTIVE ACTION									
DISCOVERED BY ↓						GRADE ↓		EMPLOYEE NO. ↓		INSPECTED BY		GRADE		EMPLOYEE NO.	

DATE FROM / /		TO / /		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO.	
SYM	DATE DISCO / /	WDC	JCN	DOC NO. ↓		CF TO 781A P 1		DATED / /	TRANSFERRED TO 781K DATE / /		DATE CORRECTED / /		
DISCREPANCY and pulled for circuit breakers. This relay affects only the Aux hydraulic system and this action was coordinated with Col Berringer. The following preflight were accomplished prior to impoundments: Pg 7 Item 1, Pg 8 Item 2; Pg 8 Item 3; Pg 6 Item 3						CORRECTIVE ACTION							
DISCOVERED BY A. Simmen						GRADE Capt		EMPLOYEE NO. 10789		INSPECTED BY			
CORRECTED/TRANSFERRED BY						GRADE		EMPLOYEE NO.					
SYM	DATE DISCO / /	WDC	JCN	DOC NO.		CF TO 781A P 1		DATED / /	TRANSFERRED TO 781K DATE / /		DATE CORRECTED / /		
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY			
CORRECTED/TRANSFERRED BY						GRADE		EMPLOYEE NO.					
SYM	DATE DISCO / /	WDC	JCN	DOC NO.		CF TO 781A P 1		DATED / /	TRANSFERRED TO 781K DATE / /		DATE CORRECTED / /		
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY			
CORRECTED/TRANSFERRED BY						GRADE		EMPLOYEE NO.					
SYM	DATE DISCO / /	WDC	JCN	DOC NO.		CF TO 781A P 1		DATED / /	TRANSFERRED TO 781K DATE / /		DATE CORRECTED / /		
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY			
CORRECTED/TRANSFERRED BY						GRADE		EMPLOYEE NO.					
SYM	DATE DISCO / /	WDC	JCN	DOC NO.		CF TO 781A P 1		DATED / /	TRANSFERRED TO 781K DATE / /		DATE CORRECTED / /		
DISCREPANCY						CORRECTIVE ACTION							
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY			
CORRECTED/TRANSFERRED BY						GRADE		EMPLOYEE NO.					

DATE FROM 13/04/4		TO 1 / 1		CREW CHIEF		DRGN		LOCATION		MOD E-3B		SERIAL NO 77-0551			
SYM	DATE DISCO	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED						
	14/04/4	F	1042060				1 / 1	1 / 1	1 / 1						
DISCREPANCY FUEL STEMS PREFLIGHT---						CORRECTIVE ACTION									
inspect IFR system.															
						TOOL FOD CHECK C/W ()									
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
SYM	DATE DISCO	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED						
X	14/04/4	F	1042060				1 / 1	1 / 1	1 / 1						
DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS						CORRECTIVE ACTION									
REQUIRE FOD INSP AFTER FLIGHT.															
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
SYM	DATE DISCO	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED						
X	14/04/4	F	1042060				1 / 1	1 / 1	1 / 1						
DISCREPANCY ALL ENGINE INTAKES AND EXHAUSTS						CORRECTIVE ACTION									
REQUIRE FOD INSP PRIOR TO FLIGHT.															
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	

AFTO

FORM
781A

781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

DATE DISC		WOC		JCN		DOC NO.		CF TO 781A		DATED		TRANSFERRED TO 781K DATE		DATE CORRECTED			
14/04/4		F		1042060				P		11		11		11			
DISCREPANCY								CORRECTIVE ACTION									
GAC PREFLIGHT ---																	
vacuum acft and flight deck																	
								TOOL/FOD CHECK C/W ()									
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.			
								INSPECTED BY				GRADE		EMPLOYEE NO.			
SYM		DATE DISC		WOC		JCN		DOC NO.		CF TO 781A		DATED		TRANSFERRED TO 781K DATE		DATE CORRECTED	
S		14/04/4		F		1042060				P		11		11		11	
DISCREPANCY								CORRECTIVE ACTION									
COMM/NAV PREFLIGHT --- clean																	
refrigerator, ovens and head																	
remove trash from under head																	
sink.																	
								TOOL FOD CHECK C/W ()									
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.			
								INSPECTED BY				GRADE		EMPLOYEE NO.			
SYM		DATE DISC		WOC		JCN		DOC NO.		CF TO 781A		DATED		TRANSFERRED TO 781K DATE		DATE CORRECTED	
S		14/04/4		F		1042060				P		11		11		14/04/4	
DISCREPANCY								CORRECTIVE ACTION									
RADAR PREFLIGHT --- take out																	
trash and clean interior								PF CW									
walls																	
								TOOL FOD CHECK C/W ()									
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO.			
								INSPECTED BY				GRADE		EMPLOYEE NO.			
								R				JKA		13551			

12/04/14		1 / 1				F-38		7710351		7 of 7	
SYM	DATE DISCD	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED		
L	14/04/14	F	1042060			P	11	11	14 104 14		
DISCREPANCY						CORRECTIVE ACTION					
HYDRO PREFLIGHT --- check all						Preflight: C/W					
hydraulic filters, accumulators,											
leading edge flap/slat actuators,											
hyd quantity, and wipe struts for											
refuel.											
						TOOL/FOD CHECK C/W (MOL)					
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO		
GRADE						EMPLOYEE NO.		INSPECTED BY		GRADE	EMPLOYEE NO.
								M. J. Sample		SRP	10747
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED		
	14/04/14	F	1042060			P	11	11	1 / 1		
DISCREPANCY						CORRECTIVE ACTION					
ENGINES PREFLIGHT --- check											
engines APU and IDG oil levels											
(take OAPS when applicable) and											
wipe engine cowlings.											
						TOOL/FOD CHECK C/W ()					
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.		
GRADE						EMPLOYEE NO.		INSPECTED BY		GRADE	EMPLOYEE NO.
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781X DATE	DATE CORRECTED		
	14/04/14	F	1042060			P	11	11	1 / 1		
DISCREPANCY						CORRECTIVE ACTION					
COMPUTERS PREFLIGHT --- check											
and set up all seats and lap belts											
clean ashtrays, take trash from											
flight deck, and make bunks.											
						TOOL/FOD CHECK C/W ()					
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.		
GRADE						EMPLOYEE NO.		INSPECTED BY		GRADE	EMPLOYEE NO.

SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	14/04/4	F	1042060		P	/ /	/ /	/ /
DISCREPANCY					CORRECTIVE ACTION			
A/R PREFLIGHT---								
inspect and clean flight deck								
windows.								
					TOOL/FOD CHECK C/W ()			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		INSPECTED BY	
							GRADE	
							EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	14/04/4	F	1042060		P	/ /	/ /	14/04/4
DISCREPANCY					CORRECTIVE ACTION			
ECS PREFLIGHT --- check EGW					Preflight CW			
quantity, nitrogen bottle pressure								
and refrigerator status.								
					TOOL/FOD CHECK C/W (MCA)			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		INSPECTED BY	
							GRADE	
							EMPLOYEE NO.	
SYM	DATE DISCO	WDC	ICN	DOC NO.	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
B	14/04/4	F	1042060		P	/ /	/ /	14/4/4
DISCREPANCY					CORRECTIVE ACTION			
ELECTRICS PREFLIGHT --- check					preflight CW			
all lights (internal, external,								
and panel) and battery systems.								
					TOOL/FOD CHECK C/W (MCA)			
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
GRADE					EMPLOYEE NO.		INSPECTED BY	
							GRADE	
							EMPLOYEE NO.	

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

H-3d

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

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

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

) DISCREPANCIES

* U.S. Government Printing Office 1989-648-174/00618

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

H-3d

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

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

H-3e

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

DATE FROM 11/03/4		TO 26/03/4		CREW CHIEF C. Carle/TTSyt		ORGN 552 ACW		LOCATION Tinker AFB, TX		MOS E-38		SERIAL NO 77-0351	
SYM /		DATE DISCO 12/01/4		WDC D		ICN 0120148		DOC NO VHF FM R/T J257mm40120104		CF TO 781A P		DATED 1/1	
										TRANSFERRED TO 781A DATE 26/03/4		DATE CORRECTED / /	
DISCREPANCY VHF FM Cpt tune light w/N come on & Radio Does not tune										CORRECTIVE ACTION			
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095	
CORRECTED/TRANSFERRED BY P. Hines										GRADE SRA		EMPLOYEE NO 01190	
INSPECTED BY										GRADE		EMPLOYEE NO	
SYM /		DATE DISCO 03/02/4		WDC F		ICN 0340280		DOC NO H.V. cable J257mm40350019		CF TO 781A P		DATED 1/1	
										TRANSFERRED TO 781A DATE 26/03/4		DATE CORRECTED / /	
DISCREPANCY H.V. Cable W2892 Is loose										CORRECTIVE ACTION			
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095	
CORRECTED/TRANSFERRED BY P. Hines										GRADE SRA		EMPLOYEE NO 01190	
INSPECTED BY										GRADE		EMPLOYEE NO	
SYM /		DATE DISCO 07/03/4		WDC D		ICN 0662069		DOC NO RT J257mm40660063		CF TO 781A P		DATED 1/1	
										TRANSFERRED TO 781A DATE 26/03/4		DATE CORRECTED / /	
DISCREPANCY RT 15 Bad. Confirmed by Swap										CORRECTIVE ACTION			
DISCOVERED BY JCL										GRADE SSgt		EMPLOYEE NO 05095	
CORRECTED/TRANSFERRED BY P. Hines										GRADE SRA		EMPLOYEE NO 01190	
INSPECTED BY										GRADE		EMPLOYEE NO	

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

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

E FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO	
/ /		/ /											
SYM	DATE DISCO	WDC	JCH	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
1	09/03/4	D	0682065				11	11		21/03/4			
DISCREPANCY						CORRECTIVE ACTION							
Roto cmp flr 73, main						R2 1A4A209							
cam Steering driver for stick 21													
is bad													
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
J. A.						J. Maldridge		SGT		00230			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
SGT						05095							
SYM	DATE DISCO	WDC	JCH	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
3	12/03/4	D	0712067				11	11		12/03/4			
DISCREPANCY						CORRECTIVE ACTION							
						R2 MAP OF CK GOOD							
T.O. + 3.0 MAP Posn 6- Net						1AW TO 1E-2A-2-23-2							
2 WILL NO ACTIVATE: Confirmed													
by SWAP.													
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
S. Hunter MGR						C. S. ...		SGT		00095			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
MGR						003							
SYM	DATE DISCO	WDC	JCH	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED			
1	12/03/4	D	0712066				11	11		12/04/4			
DISCREPANCY						CORRECTIVE ACTION							
T.O. + .6 TST 24 FUR IN AZ FOR						Adjusted LSA							
FLR TYPE 3 FOR UNDER COMPRESSION						LEVEL SET ATTENUATOR							
10 dB pt = 12.0b. PICTURE													
QUALITY LOW.													
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
J. Martin						J. Maldridge		SGT		00230			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
SSGT						DPS							

DATE FROM 11/03/4	TO 26/03/4	CREW CHIEF	ORGN	LOCATION	MOS E-3B	SERIAL NO 77-0057		
SYM A	DATE DISCO 12/03/4	WDC F	ICN 0710033	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 12/03/4
DISCREPANCY CANN Power Feeder Cables To AC A0001 IPE Per 552 ACWR 46-42 TO IE-3A-43-2-93-1 Para 8-41 Steps 28, 32 Jm Aldridge 00230 SGT					CORRECTIVE ACTION Installed New Power Feeder Cables OP CHECK GOOD IAW T.O. IE-3A-43-2-93-1 Tool/FOD CK CW (Jma)			
DISCOVERED BY Jm Aldridge		GRADE SSGT	EMPLOYEE NO 00230		CORRECTED/TRANSFERRED BY Jm Aldridge		GRADE SGT	EMPLOYEE NO 00230
SYM S	DATE DISCO 22/03/4	WDC D	ICN 08/2066	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 22/03/4
DISCREPANCY T.O. + 5 SAT COM SYS #1 SIM bad - fault flag, no-go and no RX - TX good					CORRECTIVE ACTION COULD NOT DUPLICATE MALFUNCTION OP CK GOOD IAW T.O. IE-3A-2-23-2			
DISCOVERED BY G. Jarner		GRADE AIC	EMPLOYEE NO 045		CORRECTED/TRANSFERRED BY G. Jarner		GRADE SSGT	EMPLOYEE NO 00095
SYM S	DATE DISCO 25/03/4	WDC D	ICN 0842068	DOC NO	CF TO 781A P	DATED 11	TRANSFERRED TO 781A DATE 26/03/4	DATE CORRECTED 11
DISCREPANCY T.O. + 3.25 ESS API01C Watchdog timer W/N accept switches - PFC was declassified					CORRECTIVE ACTION			
DISCOVERED BY A. Jones		GRADE AIC	EMPLOYEE NO 005		CORRECTED/TRANSFERRED BY P. Jones		GRADE SRA	EMPLOYEE NO 01196

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MOS		SERIAL NO
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED			
4	25/03/4	D	0842065			P	11	11	25/03/4			
DISCREPANCY T.D. + .5						CORRECTIVE ACTION Could Not Duplicate Malfunction						
ROTO comp 1 fails constantly for DATA comm / PCE channel.												
S/P FMCD						Tool + FOD ck CW HMR						
DISCOVERED BY S. Fimbel				GRADE SRA	EMPLOYEE NO OPS	CORRECTED/TRANSFERRED BY <i>[Signature]</i>			GRADE 4IC	EMPLOYEE NO 11121		
INSPECTED BY J maldridge				GRADE SSGT		EMPLOYEE NO 00230						
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED			
A	25/03/4	D	0842069			P	11	26/03/4	1 1			
DISCREPANCY Bad HUPS ST10. Picture loses focus and fades. Confirmed bad by swap.						CORRECTIVE ACTION						
S/P FWH												
DISCOVERED BY R. Fenlen				GRADE Sra	EMPLOYEE NO Ops	CORRECTED/TRANSFERRED BY <i>[Signature]</i>			GRADE SRA	EMPLOYEE NO 01196		
INSPECTED BY				GRADE		EMPLOYEE NO						
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED			
A	25/03/4	D	0842070			P	11	11	25/03/4			
DISCREPANCY Dessicant crystals need to be serviced.						CORRECTIVE ACTION Dessicants changed						
S/P FMCD						Tool + FOD ck CW HMR						
DISCOVERED BY S. Fimbel				GRADE SRA	EMPLOYEE NO OPS	CORRECTED/TRANSFERRED BY J maldridge			GRADE SSGT	EMPLOYEE NO 00230		
INSPECTED BY				GRADE		EMPLOYEE NO						

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

H-3d

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

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

H-3e

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

H-3f

"AIRFRAME"

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MOS	SERIAL NUMBER
	10 Oct 1994		C. C. Lett TSgt	552 ACW	TINKER AFB OK	E-3B	77-0351

A. AIRCRAFT INSPECTION STATUS						B. ENGINE DATA			TYPE TF33 P100A		
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO						PSN	ENG SER NO.	ENG CHANGE DUE TIME	PSN	ENG SER NO.	ENG CHANGE DUE TIME
4						1	P696843	18847.9	5		
PHASED						2	P701063	16543.4	6		
						3	P59990	16841.4	7		
						4	P696816	19096.5	8		
						APU GA 0316 FAILURE					
						2	P660116	15937.6			

C. CALENDAR INSP STATUS				DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION			
TYPE		DATE DUE		TYPE		DATE DUE		LAST DEPOT LEVEL FACILITY	
								DATE COMPLETED	
								ACFT TIME	

E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS			
T.O. NUMBER AND PUBLICATION DATE		DATE CW	

F. HIGHER AUTHORITY INSPECTIONS			
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
15 Oct 94	C. C. Lett TSgt		

G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APU OAP	25 ± 5 HRS	3202	3233	3263			
ENG OAP	25 ± 5 HRS	13258.5	13281.5	13204.5	13225.7	13247.9	13279.0
DOPPLER DESICANT	7 DAYS	15/10/94	22/10/94	29/10/94	05/11/94	12/11/94	19/11/94

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

12 May 94
 Date

H. URGENT ACTION AND OUTSTANDING ROUTINE ACTION TCTO's AND

[illegible]

SIGNATURE

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

H-3d

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

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

H-3e

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

H-3f

H-3g

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER										
	28/03/14	1 1	C. Catlett TSgt	552 ACW	TINKER AFB, OK	E-38	77-0351										
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13,243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							
12/04/14	10.1	10.1	1	10.1	1	10.1	1	10.1	1								
TOTAL	13,254.0	11960.1	3224	19035.1	9657	16746.5	5309	11169.5	2797			1-5 OAPS Taken					
13/04/14	11.6	11.6	1	11.6	1	11.6	1	11.6	1								
TOTAL	13265.6	11971.7	3225	19046.7	9658	16758.1	5310	11181.1	2798								
1 1																	
TOTAL																	
1 1																	
TOTAL																	
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TOTAL																	
1 1																	
TOTAL																	
CARRIED FORWARD																	

CERTIFICATE *Redacted*

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

W. L. Harris
 12 May 94
 Date

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

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER										
0710913	2810314	C. Carley TSgt	552 ACW	Tinker AFB, OK	E-3B	77-0351											
AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION																	
DATE	AIRFRAME TIME	11454.0		15218.2		11082.2		APL		OIL		OIL		OIL		OIL	
		OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG	NO. 2 ENG	NO. 3 ENG	NO. 4 ENG	NO. 5 ENG	NO. 6 ENG	NO. 7 ENG	NO. 8 ENG								
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13084.4	2365	3202	8422.4	1925	7511.9	3280	12006.3	8379	3151	4992						
0810913	6.0	6.0	4	6.0	4	6.0	4	6.0	4								
TOTAL	13070.4	242.5	3198	8429.4	1929	7517.9	5285	12012.3	8463								
1210114	6.1	6.1	1	6.1	1	6.1	1	6.1	1								
TOTAL	13096.5	248.6	3199	8435.5	1930	7524.0	5286	12018.4	8464								
1310114								11,012.0	2772								
TOTAL	13096.5	248.6	3199	8435.5	1930	7524.0	5286	11,012.0	2772								
1910114	8.2	8.2	1	8.2	1	8.2	1	8.2	1								
TOTAL	12104.7	256.8	3200	8443.7	1931	7532.2	5287	11020.2	2773								
2110114	8.7	8.7	2	8.7	2	8.7	2	8.7	2								
TOTAL	13113.4	11719.5	3202	8452.4	1932	16605.9	5289	11025.9	2775	3177	5122						
2610114	9.6	9.6	2	9.6	2	9.6	2	9.6	2								
TOTAL	13123.0	11729.1	3204	8462.0	1934	16615.5	5291	11038.5	2772								
2710114	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13133.5	11739.6	3205	8472.5	1935	16626.0	5292	11049.0	2778	3185							
0110214	5.3	5.3	2	5.3	2	5.3	2	5.3	2								
TOTAL	13138.8	11744.9	3207	8477.8	1937	16631.3	5294	11054.3	2780								
0910214	7.7	7.7	4	7.7	4	7.7	4	7.7	4								
TOTAL	13146.5	11752.6	3211	8485.5	1941	16639.0	5296	11062.0	2784	3191							
1510214	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13156.3	11762.4	3212	8495.3	1942	16648.8	5297	11071.8	2785	3195							
1710214	5.1	5.1	1	5.1	1	5.1	1	5.1	1								
CARRIED FORWARD	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11076.9	2786								

AFTO FORM 781J
MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

CERTIFICATE Reduced

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

12 May 94
Date

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

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	13161.4	11767.5	3213	8500.4	1943	16653.9	5298	11076.9	2786								
1910214		10.1	1	10.1	1	10.1	1	10.1	1								
TOTAL	13171.5	11777.6	3214	8510.5	1944	16664.0	5299	11087.0	2787								
2310214	8.0	8.0	1	8.0	1	8.0	1	8.0	1								
TOTAL	13179.5	11785.6	3215	8518.5	1945	16672.0	5300	11095.0	2788	3210							
0110314	8.2	8.2	1	8.2	1	8.2	1	8.2	1								
TOTAL	13187.7	11793.8	3216	8526.7	1946	16680.2	5301	11103.2	2789								
0310314	2.5	2.5	1	2.5	1	2.5	1	2.5	1								
TOTAL	13190.2	11796.3	3217	8529.2	1947	16682.7	5302	11105.7	2790	3214							
0710314	10.5	10.5	1	10.5	1	10.5	1	10.5	1								
TOTAL	13200.7	11806.8	3218	8539.7	1948	16693.2	5303	11116.2	2791								
0910314	9.9	9.9	1	9.9	1	9.9	1	9.9	1								
TOTAL	13210.6	11816.7	3219	8549.6	1949	16703.1	5304	11126.1	2792								
1210314	8.3	8.3	1	8.3	1	8.3	1	8.3	1								
TOTAL	13218.9	11825.0	3220	8557.9	1950	16711.4	5305	11134.4	2793	3224							
2110314				19000.0	9654												
TOTAL	13218.9	11825.0	3220	19000.0	9654	16711.4	5305	11134.4	2793	3224							
2210314	3.9	3.9	1	3.9	1	3.9	1	3.9	1								
TOTAL	13222.8	11828.9	3221	19003.9	9655	16715.3	5306	11138.3	2794	3230							
2510314	9.8	9.8	1	9.8	1	9.8	1	9.8	1								
TOTAL	13232.6	11938.7	3222	19013.7	9656	16725.1	5307	11148.1	2795								
2810314	11.3	11.3	1	11.3	1	11.3	1	11.3	1								
TOTAL	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							
11	NOT USED																
CARRIED FORWARD	13243.9	11950.0	3223	19025.0	9656	16736.4	5308	11159.4	2796	3238							

TAB H-3

E-3B AWACS

H-3a

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

H-3b

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

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

H-3c

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

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

H-3d

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

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

H-3e

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

H-3f

H-3g

H-3h

1. DATE 12/04/14		2. CREW CHIEF C. E. A. F. L. E. H. T. S. G. T.		3. ORGANIZATION 552 ACW		4. LOCATION TINKER AFB OK		5. MDS E-3B		6. SERIAL NUMBER 77-0351	
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH						8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT					
TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED				
		DATE	TIME				DATE	TIME			
PR	(AF) [Signature]	12/04/14	19:20	1			1/1	•			
PR	[Signature]	12/04/14	21:00	2			1/1	•			
PR	[Signature]	12/04/14	17:30	3			1/1	•			
PR	[Signature]	12/04/14	20:25	4			1/1	•			
		1/1	•	5			1/1	•			
		1/1	•	6			1/1	•			
		1/1	•	7			1/1	•			
		1/1	•	8			1/1	•			
		1/1	•	9			1/1	•			
		1/1	•	10			1/1	•			

9. STATUS DATA					10. FLIGHT CONDITION DATA				
STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENCTRD	AUX ENG OR APU OPERATION		
X	11	2	R. Man	1	5	[Signature]			
2	12			2					
X	13			3					
4	14			4					
5	15			5					
6	16			6					
7	17			7					
8	18			8					
9	19			9					
10	20			10					

11. MUNITIONS/GUNS STATUS		STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
781A ENTRY		PI	PI	PI	PI	PI	PI	PI	0

12. AIRFRAME TIME		13. LANDINGS		14. CARTRIDGE STARTS				15. ENGINE CYCLE DOCUMENTATION							
PREVIOUS	13254.0	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG
	11.6	1	1					1	1	1	1	1	1	1	1
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL	13265.6	1767	3942												

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.

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

16. SERVICING DATA																						
SERIAL NUMBER	FUEL (Pounds, Gallons or Liters)			OIL (Half Pints, Pints, Quarts, Gallons or Liters)																OXY PRESS- OR- QTY	NITROGEN	WATER
	OCTANE OR GRADE	QTY SERVED	TOTAL IN TANKS	1		2		3		4		5		6		7		8				
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN			
1	JP4	Øp	130,000p	27.2		27.2		27.2		27.2										45		
2	JP4	Øp	130,000p																	75		
3	JP4	22,800p	130,000p																	69		
4	JP4	85,000p	130,000p	Ø 27.2		Ø 27.2		Ø 27.2		Ø 27.2										68		
5																						
6																						
7																						
8																						
9																						
10																						
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						

17. SERVICING CERTIFICATION (Signature, Grade, and Station at Which Servicing is Accomplished)											
1	BY	S. Potter Tsgt 0290	7	BY		13	BY				
	AT	Inc.lik AB Turkey 12/04/4		AT			AT				
2	BY	C. Catlett Tsgt 0370	8	BY		14	BY				
	AT	Inc.lik AB Turkey 13/04/4		AT			AT				
3	BY	D. D. Tsgt 095	9	BY		15	BY				
	AT	Inflight 14/04/4		AT			AT				
4	BY	R. M. MSgt 15853	10	BY		16	BY				
	AT	Inc.lik AB Turkey 14/04/4		AT			AT				
5	BY		11	BY		17	BY				
	AT			AT			AT				
6	BY		12	BY		18	BY				
	AT			AT			AT				

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

TAB H-4

F-15C 79-0025

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

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

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

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

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

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

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

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

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

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

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

1. DATE 14-04-94		2. CREW CHIEF G. Humphrey E-4		3. ORGANIZATION 52FW		4. LOCATION APO 09123		5. MODEL F-15C		6. SERIAL NUMBER 790025	
7. CERTIFICATION OF PREFLIGHT, COMBINED PR/BPO AND COMBINED PR/TH						8. CERTIFICATION OF BASIC POSTFLIGHT AND THRU FLIGHT					

TYPE	ACCOMPLISHED BY	COMPLETED		FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED	
		DATE	TIME				DATE	TIME
PR	A. Hamilton	13/04/94	17:40	1			/ /	•
		/ /	•	2			/ /	•
		/ /	•	3			/ /	•
		/ /	•	4			/ /	•
		/ /	•	5			/ /	•
		/ /	•	6			/ /	•
		/ /	•	7			/ /	•
		/ /	•	8			/ /	•
		/ /	•	9			/ /	•
		/ /	•	10			/ /	•

9. STATUS DATA

STATUS TODAY	BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT
X	11	2	1	1
X	12	4	2	
X	13		3	
X	14		4	
	15		5	
	16		6	
	17		7	
	18		8	
	19		9	
	20		10	

10. FLIGHT CONDITION DATA

PILOT'S SIGNATURE (Enter After Each Flight)	OVER TEMP ENTRD	AUX ENG OR APU OPERATION
[Redacted]		

11. MUNITIONS/GUNS STATUS

STATUS	LEN	LEN	LEN	LEN	LEN	LEN	TOTAL TODAY
781A ENTRY	PI	PI	PI	PI	PI	PI	

12. AIRFRAME TIME

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

13. LANDINGS

FULL STOP	TOTAL

14. CARTRIDGE STARTS

NO	ENG

15. ENGINE CYCLE DOCUMENTATION

NO1 ENG	NO2 ENG	NO3 ENG	NO4 ENG	NO5 ENG	NO6 ENG	NO7 ENG	NO8 ENG

EXTRACT

I certify that I am the Records Custodian for the Accident Investigation Board convened to investigate the crash of two U.S. Army Black Hawk helicopters in the fly zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract from F-15C Main File, AFTO 781K 14-04-94, which is kept in my records system.

Date 20 May 94

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

PREVIOUS EDITION IS OBSOLETE

TAB H-4

F-15C 79-0025

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

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

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

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

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

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

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

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

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

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

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

DATE FRGM 13/04/14	TO 1 / 1	CREW CHIEF E-5 G Humphrey	ORGN S2FW	LOCATION APO 09123	MCS FISC	SERIAL NO 790035		
SYM 11	DATE DISC 13/04/14	WDC J	JCN 103 8225	DCC NO.	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A 11	DATE CORRECTED 13/04/14
DISCREPANCY LEFT AND RIGHT INTAKE INSPECTION REQUIRED PRIOR TO FLIGHT				CORRECTIVE ACTION INSP CW NO DEFECTS NOTED				
RED X				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO	
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-5	EMPLOYEE NO 00561	
SYM 11	DATE DISC 13/04/14	WDC J	JCN 103 8225	DCC NO	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A 11	DATE CORRECTED 13/04/14
DISCREPANCY LOX BOTTLE REQUIRES SERVICING				CORRECTIVE ACTION SERVICED LOX BOTTLE INSTALLED IAW T.O. 1F-15C-2-12JG-10-1 LOX CURCUIT BREAKERS INSPECTED FOR INSTALLATION LOX BOTTLE # 4683 INSTALLED LOX CART # LX 50 USED TOOL AND FOD CHECK COMPLIED WITH				
RED X				CORRECTED/TRANSFERRED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-5	EMPLOYEE NO. 00561	
SYM 11	DATE DISC 13/04/14	WDC J	JCN 103 8225	DCC NO	CF TO 781A 11	DATED 11	TRANSFERRED TO 781A 11	DATE CORRECTED 13/04/14
DISCREPANCY TIRE PRESSURE CHECK DUE				CORRECTIVE ACTION NOSE: 220 RIGHT MAIN: 320 LEFT MAIN: 320 TIME: 1843 GAUGE #: 04 TOOL AND FOD CHECK COMPLIED WITH				

CERTIFICATE

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

7 May 94
Date

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

RED DASH				CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO.
DISCOVERED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO. 02916	INSPECTED BY <i>[Signature]</i>		GRADE E-4	EMPLOYEE NO 02916

SERVICING

PAGE 2 OF 2 PAGES

DATE FROM 1 / 1		TO 1 / 1		CREW CHIEF		ORGN		LOCATION		WDS		SERIAL NO	
SYM	DATE DISC'D	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
	13/04/14	J	103 8225		P 1	11	11	14 104 14					
DISCREPANCY NOTE					CORRECTIVE ACTION CODE A: 0001 - 2400 DATE 14 Apr 94								
MODE IV REQUIRED KEYING					CODE B: 0001 - 2400 DATE 15 Apr 94								
DISCOVERED BY <i>M. Hamilton</i>					GRADE E-4	EMPLOYEE NO 02916		INSPECTED BY <i>M. Hamilton</i>		GRADE E-4	EMPLOYEE NO 03584		
SYM	DATE DISC'D	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
	12/04/14	J	103 8225		P 1	11	11	12/04/14					
DISCREPANCY NOTE					CORRECTIVE ACTION KY58 KEYED								
KY58 REQUIRES KEYING					FROM: 12/04/14								
					TO: 18/04/14								
DISCOVERED BY <i>M. Hamilton</i>					GRADE E-4	EMPLOYEE NO 02916		INSPECTED BY <i>M. Hamilton</i>		GRADE E-4	EMPLOYEE NO 02916		
SYM	DATE DISC'D	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED					
	13/04/14	J	103 8225		P 1	11	11	14/04/14					
DISCREPANCY JOAP SAMPLES DUE AFTER FLIGHT					CORRECTIVE ACTION JOAP SAMPLES TAKEN AT 1315 HRS.								
					CURRENT AIR FRAME TIME IS 3650.0 HRS.								
RED DASH					CORRECTED/TRANSFERRED BY <i>M. Hamilton</i>								
DISCOVERED BY <i>M. Hamilton</i>					GRADE E-4	EMPLOYEE NO 02916		INSPECTED BY <i>M. Hamilton</i>		GRADE E-4	EMPLOYEE NO 00192		

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
02/02/14			G. Humphrey T.S	36 FW	09132	F-15C	79-0025

A. AIRCRAFT INSPECTION STATUS						B. ENGINE DATA			TYPE	
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO						PSN	ENG SER NO.	ENG CHANGE DUE TIME	PSN	ENG SER NO
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1	P68 1412		1	TCA 5342
HPO-1	400hr	35439	3970.9			2	P68 1901		2	TCA 1676
HPO-2	400hr		3770.6			3			7	
PE	1200hr		4570.6			4			8	
						JPS	0357			
						LAB	0126			

C. CALENDAR INSP STATUS		DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION	
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY	
				DATE COMPLETED	ACFT TIME

E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS			
TO NUMBER AND PUBLICATION DATE	DATE CW	TO NUMBER AND PUBLICATION DATE	DATE CW

F. HIGHER AUTHORITY INSPECTIONS			
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE

G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APPLY REPCON RAIN REPELLENT	25 Hours	3607.2	3607.2	3607.2	3678.0		
AILERON HINGE LUBE	25 Hours	3614.0	3639.0	3657.2	3675.0		
SDR TAPE CHANGE (IF SDR EQUIPPED)	25 Hours	3542.0	3618.5	362.3	3666.4		
LT RUDDER SPLICE BOLTS (IF REQ) 50	Hours	3643.9	3682.2				
LT RUDDER SER #: 0010							
RT RUDDER SPLICE BOLTS (IF REQ) 50	Hours	3643.9	3667.2				
AIRCRAFT DOCUMENT REVIEW	14 Days	08/03/4	21/04/4				
Rt. Puddle Ser. # 0064							
EMERGENCY OXYGEN HOSE PULL TEST	30 Days	09/03/4	20-04-4				
CMD BIT CHECK	30 Days	N/A					
AWM-171/199 FUNCTIONAL CHECK	30 Days	25/03/4	05-05-4				
GUN ROTATION, LUBE, AND INSPECT.	30 Days	07/03/4	05-05-4				
RECOVERY PARACHUTE INSPECTION	30 Days	09/03/4	23-04-4				
LOX CONVERTER PURGE	60 Days	06/02/4	01-06-4				
LOX CONVERTER SER #: 4683							
AIRCRAFT WASH	90 Days	18/01/4					
MAU-12 BOMB RACK INSPECTION	90 Days	02/05/4					
LAU-106 LAUNCHER INSPECTION	90 Days	02/05/4					
LAU-128 LAUNCHER INSPECTION	90 Days	02/05/4					
LIFE SUPPORT EQUIPMENT INSPECT.	120 Days	24/07/4	14-07-4				
OXYGEN REGULATOR LEAK CHECK	120 Days	05/04/4	04/08/4				
AIRCRAFT LOX SYSTEM PURGE	180 Days	15-07-4					
GROUND RECEPTICAL CONTINUITY CHK.	180 Days	07-09-4	06-10-4				
CMD Bit Cleaning	90 Days	15/3/4	13/11/4				
NDI Wintip Insp.	100 hrs.	3643.9	3737.9				
Lt. Aman Ser. # 1248							
Rt. Aman Ser. # 0777							
Radom Ser. # 0305							
AVTR CLEAN/INSPECT	90 Days	12/06/4					

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

2 May 94
Date

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

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED				TRANSFERRED BY OR COMPLETED BY SIGNATURE
					DATE	ACFT TIME	CODE	DATE ON OR TOLDS	
	2210142	TCTO IF-15-1221 W/D Jumper		1	10-09-3	3380.1	F		
	0498625	Pnl. 30 missing one N/P Lt. side Afr	DDO	11	01-03-4	3582.2	F		
	0438225	Acft. Wash overdue	DDO	11	12-02-4	3539.1	F		
	025A032	Acft. Ladder strut Bracket Cracked	X307PI4026 0009	11	02-02-4	3534.5	F		
	025A037	Lt. main L/G Afr. door Trunion bearing worn	X307PI4026 0010 BQ	11	02-02-4	3534.4	F		
	025A035	Upper UHF Antenna delam. Rt. side ordered (Temp. fix) with sealant	X307PI4026 0011 BQ	11	04-02-4	3534.4	F		
	0818225	14 day Doc. Review over due		11	25-03-4	3617.1	F		
	0918225	Acft 171/174 WINS. Funct. Gk. due (Acft mous. download)		75	01-04-4	3631.1	F	05-04-4	3d Hoffma

H-4a

H-4b

H-4c

TAB H-4

F-15C 79-0025

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

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

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

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

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

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

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

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

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

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

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

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TAB H-4

H-4c

F-15C 79-0025

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

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

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

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

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

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

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

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

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

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

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

4000 ccv CORE INSTALLED										MODIFIED GEARBOX													
DATE		FROM		TO		CREW CHIEF				ORGANIZATION		LOCATION		MOS		SERIAL NUMBER							
0610913						G. Humphrey				36 FW 52FW		09108		F100PW100		P681412							
A. AIRCRAFT INSPECTION STATUS										B. ENGINE DATA													
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO										TYPE													
TYPE		FREQ		COMPL		NEXT DUE		COMPL		NEXT DUE		PSN		ENG SER NO		ENG CHANGE DUE TIME		PSN		ENG SER NO		ENG CHANGE DUE TIME	
												1		P681412		E1412		5		TCR2342			
												2						6					
												3						7					
												4						8					
C. CALENDAR INSP STATUS										D. STATUS OF DEPOT LEVEL INSPECTION													
TYPE		DATE DUE		TYPE		DATE DUE		LAST DEPOT LEVEL FACILITY															
								DATE COMPLETED															
								ACFT TIME															
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS																							
T.O. NUMBER AND PUBLICATION DATE										DATE CW				T.O. NUMBER AND PUBLICATION DATE						DATE CW			
25-F100-865 25 SCAVANGER V										1710314													
TC10 865																							
F. HIGHER AUTHORITY INSPECTIONS																							
DATE		SIGNATURE AND TITLE								DATE		SIGNATURE AND TITLE											
G. CALENDAR AND HOURLY INSPECTION SCHEDULE																							
INSPECTION ITEM										FREQUENCY		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE	
PACER GROWTH AUGMENTOR										50 TFT		NA											
FAN 1 & 2 SPACER INSP (NDI)										50 TFT		2807.0		2822.0		2822.0		2822.0		2822.0		2822.0	
										25.1		3022.0		3029.6									
100 HR 1F-15C-6 INSP										100 TFT		2851.0		2837.2		2828.3		3050.5					
100 HR #1 AUG SPRAYING ORifice										100 TFT		2851.0		2840.8		3028.5		3050.5					
INSP + CLEAN																							
200 HR 1F-15C-6 INSP										200 TFT		2956.7		3150.5									
LPT 4th STG VANE PART #4037254																							
400 HR 1F-15C-6 INSP										400 TFT		2956.7		3350.5									
ISSUED TIMES:																							
TOT: 4322.5										TFT: 2757.6													
OTC: 7										EOT: 4475.2													

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 AFIO 781E-06-10-93, Set # P681412 which is kept in my records system.

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

Date 7 May 94

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

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

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

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

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

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

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

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

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

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

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

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

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

H-4f

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

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

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

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

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

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

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

DATE FROM / /		TO / /		CREW CHIEF		ORGN		LOCATION		WDS		SERIAL NO			
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781K DATE		DATE CORRECTED				
	24/1/14	D	11/14			P 1		11/14	11/14		24/1/14				
DISCREPANCY						CORRECTIVE ACTION									
Info: [unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
[unclear]						[unclear]		[unclear]		[unclear]		[unclear]		[unclear]	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781K DATE		DATE CORRECTED				
11	24/02/14	F	OSS	7025		P 1		11/14	11/14		24/02/14				
DISCREPANCY						CORRECTIVE ACTION									
SDR TAPE EXPENDED						R ² SDR TAPE.									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
[unclear]						[unclear]		[unclear]		[unclear]		[unclear]		[unclear]	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A		DATED	TRANSFERRED TO 781K DATE		DATE CORRECTED				
11	24/02/14	F	OSS	7025		P 1		11/14	11/14		24/02/14				
DISCREPANCY						CORRECTIVE ACTION									
SDR TAPE EXPENDED						R ² TAPE See									
WITH ASP 38.						Above write-up.									
[unclear]						[unclear]									
[unclear]						[unclear]									
[unclear]						[unclear]									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
[unclear]						[unclear]		[unclear]		[unclear]		[unclear]		[unclear]	

DATE FROM 24/02/14		TO 25/02/14		CREW CHIEF		OPGN		LOCATION		WSS F-15C		SERIAL NO. 79-0025			
☒ SYM	DATE DISCO 24/02/14	WDC F	JCN 055	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 24/02/14						
DISCREPANCY						CORRECTIVE ACTION									
100 1520 10000						Close fuel									
100 1520 10000															
DISCOVERED BY [Signature]						GRADE E5		EMPLOYEE NO. 02978		CORRECTED/TRANSFERRED BY [Signature]		GRADE E5		EMPLOYEE NO. 02978	
☒ SYM	DATE DISCO 11	WDC J	JCN 056	DOC NO. 8006		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 25/02/14						
DISCREPANCY						CORRECTIVE ACTION									
100 1520 10000						P-100 RF 10000									
100 1520 10000						100 1520 10000									
DISCOVERED BY [Signature]						GRADE E5		EMPLOYEE NO. 02978		CORRECTED/TRANSFERRED BY [Signature]		GRADE E5		EMPLOYEE NO. 02978	
☒ SYM	DATE DISCO 11	WDC J	JCN 056	DOC NO. 9009		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781A DATE 11	DATE CORRECTED 31/3/11						
DISCREPANCY						CORRECTIVE ACTION									
100 1520 10000						P-100 RF 10000									
100 1520 10000						100 1520 10000									
DISCOVERED BY [Signature]						GRADE E5		EMPLOYEE NO. 02978		CORRECTED/TRANSFERRED BY [Signature]		GRADE E5		EMPLOYEE NO. 02978	

AFTO 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

H-4f

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

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

H-4g

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

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

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

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

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

DATE FROM 26/02/4		TO 28/02/4		CREW CHIEF		ORGN		LOCATION		MDS FISC		SERIAL NO. 79-0025							
SYM 2562/4		DATE DISCO F		WDC F		ICN 059		DOC NO. 8002		CF TO 781A P 1		DATED 11							
										TRANSFERRED TO 781K DATE 11		DATE CORRECTED 1 1							
DISCREPANCY										CORRECTIVE ACTION									
Ours Inflight																			
Ops ch need for										Ops ✓ good.									
previous write-up																			
on 26 8 Mkt 3																			
DISCOVERED BY M. R. H.										GRADE SMA		EMPLOYEE NO 03584		INSPECTED BY C. R. H.		GRADE CAPT		EMPLOYEE NO	
SYM 2562/4		DATE DISCO F		WDC F		ICN 059		DOC NO. 8001		CF TO 781A P 1		DATED 11							
										TRANSFERRED TO 781K DATE 11		DATE CORRECTED 1 1							
DISCREPANCY										CORRECTIVE ACTION									
Ins Inflight																			
ch dls for										Ops ✓ good									
write-up on 27 7																			
Bkt 3																			
DISCOVERED BY M. R. H.										GRADE SMA		EMPLOYEE NO 03584		INSPECTED BY C. R. H.		GRADE CAPT		EMPLOYEE NO	
SYM 2562/4		DATE DISCO D		WDC D		ICN 059		DOC NO. 8004		CF TO 781A P 1		DATED 11							
										TRANSFERRED TO 781K DATE 11		DATE CORRECTED 01/03/4							
DISCREPANCY										CORRECTIVE ACTION									
MODE TV Interrogator inop.										REMOVE AND REPLACE									
Dumped just after take										KIR COMPUTER.									
Off Steady BIT light										AAI OPS CHECK									
throughout flight										GOOD ITAW IF-ISC-2-									
										34JG-52-1.									
CORRECTED/TRANSFERRED BY M. R. H.										GRADE SMA		EMPLOYEE NO 03584		INSPECTED BY 2 Morel		GRADE E5		EMPLOYEE NO 00172	
DISCOVERED BY C. R. H.										GRADE CAPT		EMPLOYEE NO		INSPECTED BY		GRADE		EMPLOYEE NO	

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 AFTO 781-Pickel Form 26-02-94-28-02-94
AFT 79-0025
which is kept in my records system.
2 May 94
Date
W-74
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

H-4f

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

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

H-4g

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

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

H-4h

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

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

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

DATE FROM 13/04/94		TO 1/1		CHIEF		ORGN		LOCATION		MDS E-13C		SERIAL NO. 790025	
SYM /	DATE DISCO 11/04/94	WDC F	ICN 101 8004	DOC NO.		CF TO 781A P 1		DATED 1/1	TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 1/1		
DISCREPANCY						CORRECTIVE ACTION							
CMD has incorrect program loaded													
DISCOVERED BY <i>M Hamilton</i>						GRADE E-4		EMPLOYEE NO. 02916					
INSPECTED BY						GRADE		EMPLOYEE NO.					
SYM /	DATE DISCO 13/04/94	WDC J	ICN 102 8225	DOC NO.		CF TO 781A P 1		DATED 1/1	TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 13/04/94		
DISCREPANCY						CORRECTIVE ACTION							
Weapons preflight Due						CIN							
DISCOVERED BY <i>M Hamilton</i>						GRADE E-4		EMPLOYEE NO. 02916					
INSPECTED BY <i>J R</i>						GRADE E-5		EMPLOYEE NO. 07353					
SYM	DATE DISCO 13/04/94	WDC F	ICN 103 8225	DOC NO.		CF TO 781A P 1		DATED 1/1	TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 1/1		
DISCREPANCY						CORRECTIVE ACTION							
Info Note													
Radar bit light came on in flight Bit Read Transmitter Multipactor off. On ground Bit cleared itself. No problems with Radar in flight													
DISCOVERED BY <i>M Hamilton</i>						GRADE E-4		EMPLOYEE NO. 02916					
INSPECTED BY						GRADE		EMPLOYEE NO.					

EXTRACT

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

15 May 94
Date

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

[illegible]

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

H-4f

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

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

H-4g

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

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

H-4h

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

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

H-4i

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

#1 1412 #2 1901

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	NDS	SERIAL NUMBER
0910314	1	1	G. Humphrey	52 FL	AP0 09123	F-15C	79-0025

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP		OIL CHANGE		OIL OVER TEMP	
		NO. 1 ENG		NO. 2 ENG		NO. 3 ENG		NO. 4 ENG		NO. 5 ENG		NO. 6 ENG		NO. 7 ENG		NO. 8 ENG					
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES				
PREVIOUS	3603.1	2983	0	4608	6	755	3	457.7	47	2628	4	2448	2	4043	5	257.9	47				
1910314	2.7	2	7	38		38		3.8	Ø	2	7	40		40		4.0	Ø				
TOTAL	3605.8	2985	7	4612	4	759	1	461.5	47	2631	1	2452	2	4047	5	261.9	47				
2010314	6.3	6	3	57		57		5.7	Ø	6	3	74		74		7.4	Ø				
TOTAL	3612.1	2992	0	4618	1	764	8	467.2	46	2635	4	2459	6	4054	9	269.3	46				
2510314	5.2	5	2	78		78		7.8	Ø	5	2	57		57		5.7	Ø				
TOTAL	3617.6	2997	2	4625	9	772	6	475.0	46	2640	6	2465	3	4060	6	275.0	46				
2610314	2.9	2	9	37		37		3.7	Ø	2	9	37		37		3.7	Ø				
TOTAL	3620.5	3000	1	4629	6	776	3	478.7	46	2643	5	2469	0	4064	3	278.7	46				
281314	5.3	5	3	60		60		6.0		5	3	60		60		6.0					
TOTAL	3625.8	3005	4	4635	6	782	3	484.7	46	2648	8	2473	0	4070	3	284.7	46				
2910314	3.2	3	2	41		41		4.1	Ø	3	2	38		38		3.8	Ø				
TOTAL	3629.0	3008	6	4639	7	786	4	488.8	46	2652	0	2478	8	4074	1	288.5	46				
3010314	2.7	2	7	36		36		3.6	Ø	2	7	36		36		3.6	Ø				
TOTAL	3631.7	3011	3	4643	3	790	0	492.4	46	2654	7	2482	4	4077	7	292.1	46				
0510414	6.0			69		69		6.0	Ø	6	0	71		71		7.1	Ø				
TOTAL	3637.9	3017	5	4650	0	796	9	497.3	46	2660	9	2489	5	4084	8	299.0	46				
1010414	3.5	3	5	53		53		5.3	Ø	3	5	62		62		5.2	Ø				
TOTAL	3641.4	3021	0	4655	5	802	2	504.6	46	2663	4	2494	7	4090	0	304.4	46				
1110414	5.5	5	5	61		61		6.1	Ø	5	5	61		61		6.1	Ø				
TOTAL	3646.9	3026	5	4661	6	808	3	510.7	46	2668	9	2500	8	4096	1	310.5	46				
1310414	3.1	3	1	46		46		4.6	Ø	3	1	48		48		4.8	Ø				
CARRIED FORWARD	3650.0	3029	6	4666	2	812	9	515.3	46	2672	0	2505	6	4100	9	315.3	46				

AFTO FORM 781J
MAY 73

PREVIOUS EDITION IS OBSOLETE.

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

CERTIFICATE

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

9 May 94
Date

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

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

[illegible]

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

H-4f

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

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

H-4g

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

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

H-4h

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

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

H-4i

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

H-4j

SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
F		6/12/13	D	340	8001		11	11	07/12/13
DISCREPANCY						CORRECTIVE ACTION			
WHEEL WAS INTERFERED IN- FLIGHT AND WAS INDOOR FOR APPROX 15 MIN INCELT ALED.						Could not duplicate maintenance. See para 9 BIX 2			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
MAR						A		554	00245
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
M		6/12/13	D	340	8002		11	11	06/12/13
DISCREPANCY						CORRECTIVE ACTION			
FUEL VENTED FROM RT WING- DUMP MAIST FOR APPROX 5-7 MIN. (212 cells lost) VENTING WAS UNCOMMANDED OCCURRING AT FL 290 - 9 MACH DURING RTB. (TOTAL FUEL AT START WAS 214,800 lbs)						Remove! And Replaced the 1 cell refuel pilot valve			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
MAR						A		E-4	00264
SYM		DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED
X		06/12/13	F	340	8002		11	11	06/12/13
DISCREPANCY						CORRECTIVE ACTION			
ACFT REQ FULL LOAD OF FUEL						ACFT Fully Fueled			
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
MAR						A		E-5	00598
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE	EMPLOYEE NO
MAR						A		E-5	00598

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION WILL BE USED

EXTRACT 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 extract from the full form AF70 781A, 5-12-93 to 6-12-93 which is kept in my records system.

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

23 May 94

U.S. GOVERNMENT PRINTING OFFICE: 1990-751-416

H-4a

H-4b

TAB H-4

H-4c

F-15C 79-0025

H-4d

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

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

H-4e

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

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

H-4f

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

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

H-4g

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

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

H-4h

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

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

H-4i

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

H-4j

H-4k

DATE FROM		TO		CREW EMPLOY		OPEN		LOCATION		DATE		SERIAL NO	
1/01/14		1/01/14						F-15					
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED				
	1/1	J	82				1/1	1/1	1/01/14				
DISCREPANCY						CORRECTIVE ACTION							
INFO-NOTE:													
KY-58 is KEYED.													
CODED FOR: 12 THRU 18 0: 1													
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED				
1	1/01/14	J	82				1/1	1/1	13/01/14				
DISCREPANCY						CORRECTIVE ACTION							
WEAPONS PREFLIGHT WORKCARDS													
NOT COMPLIED WITH.						CW							
(RED-)						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
DISCOVERED BY						INSPECTED BY		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			
SYM	DATE DISC	WDC	JCN	DOC NO		CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED				
1	1/01/14	J	82				1/1	1/1	13/01/14				
DISCREPANCY						CORRECTIVE ACTION							
DATE						IMP PRNTL INSTR							
DISCOVERED BY						CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			
GRADE						EMPLOYEE NO		GRADE		EMPLOYEE NO			
1/01/14						1/01/14		ES		01732			

AFTO 105W 781A
FILE

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

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 northern zone in northern Iraq on 14 April 1994, and that this is a true and accurate extract

From Field Force AF 70 731, 13-01-94 to 30-07-94
which is kept in my records system.

23 May 74
Date

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

DATE FROM		TO		CF TO 781A		LOCATION		MUC		SERIAL NO	
SYM	DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED			
☒	12/1/14	F	012		F	1/1	1/1	13/01/14			
DISCREPANCY					CORRECTIVE ACTION						
No MUCS installed					MUC's INSTL						
No MUCS installed											
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO		
A. J. 1007					A. J. 1007		E-2		00223		
INSPECTED BY					GRADE		EMPLOYEE NO				
A. J. 1007					E-2		01232				
SYM	DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED			
☒	12/1/14	F	012	8006	F	1/1	1/1	12/01/14			
DISCREPANCY					CORRECTIVE ACTION						
VSD FU and camera Bad					op CK good						
VSD Video Blank											
					see p 311 BIK 2						
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO		
A. J. 1007					D. B. 1007		E-2		00223		
INSPECTED BY					GRADE		EMPLOYEE NO				
A. J. 1007					E-2		00223				
SYM	DATE DISC	WDC	JCN	DOC NO	CF TO 781A	DATED	TRANSFERRED TO 781A DATE	DATE CORRECTED			
☒	12/1/14	F	012		F	1/1	1/1	14/01/14			
DISCREPANCY					CORRECTIVE ACTION						
Bad IRE installed. No Mode 4					R-1 IRE op						
copy video also made at 1007					CK good						
comes on screen During MUC											
Load											
DISCOVERED BY					CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO		
A. J. 1007					D. B. 1007		E-2		00223		
INSPECTED BY					GRADE		EMPLOYEE NO				
A. J. 1007					E-2		00223				

TAB H

AFTO FORMS 781 AND DA FORMS 2408

H-1 UH-60 Black Hawk 88-26060

H-2 UH-60 Black Hawk 87-26000

H-3 E-3B AWACS

H-4 F-15C 79-0025

H-5 F-15C 84-0025

H-1

H-2

H-3

H-4

H-5

TAB H-5

F-15C 84-0025

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

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

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

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

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

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

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

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

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

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

H-5a

TAB H-5

H-5b

F-15C 84-0025

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

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

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

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

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

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

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

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

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

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

DATE FROM 13/04/94	TO 1/1	CREW SGT FRUGMT	ORGN 52FW	LOCATION APO 09123	MDS F-15C	SERIAL NO 84-0025		
SYM 13/04/94	DATE DISCD 13/04/94	WDC J	ICN 86	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 13/04/94
DISCREPANCY LOX CONVERTER REMOVED FOR SERVICING				CORRECTIVE ACTION LOX CONVERTER SERIAL#: <u>E15K</u> SERVICED AND INSTALLED IAW T.O. 1F-15C-2-12JG-10-2 SERVICED FROM CART #: <u>LX50</u>				
(RED X) DISCOVERED BY <u>[Signature]</u>				GRADE E3	EMPLOYEE NO 03015	CORRECTED/TRANSFERRED BY <u>[Signature]</u>	GRADE E3	EMPLOYEE NO 05015
SYM 13/04/94	DATE DISCD 13/04/94	WDC J	ICN 103 5225	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 13/04/94
DISCREPANCY TIRE PRESSURE CHECK WORKCARDS # 192 & 193 NOT COMPLIED WITH.				CORRECTIVE ACTION PRESSURE CHECKS COMPLIED WITH IAW T.O. 1F-15A-6WC-1 NOSE TIRE: <u>280</u> PSI LEFT MAIN TIRE: <u>320</u> PSI RIGHT MAIN TIRE: <u>320</u> PSI GAUGE #: <u>620</u>				
(RED-) DISCOVERED BY <u>[Signature]</u>				GRADE E5	EMPLOYEE NO 00581	CORRECTED/TRANSFERRED BY <u>[Signature]</u>	GRADE E5	EMPLOYEE NO 00581
SYM 13/04/94	DATE DISCD 13/04/94	WDC J	ICN 103 865	DOC NO	CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 13/04/94
DISCREPANCY ELECTRICAL POWER ON WORKCARDS # 178 THRU 185 NOT COMPLIED WITH				CORRECTIVE ACTION WORKCARDS COMPLIED WITH IAW T.O. 1F-15A-6WC-1 LOX QUANTITY: <u>5.00</u> LITERS				

CERTIFICATE

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

7 May 94
Date

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

FUEL QUANTITY: 23,700 POUNDS

INTERNAL LIGHTS: GOOD/BAD

EXTERNAL LIGHTS: GOOD/BAD

FUEL BOOST PUMPS CROSSFEED VALVE: GOOD/BAD

CORRECTED/TRANSFERRED BY

GRADE

EMPLOYEE NO

DISCOVERED BY

GRADE

EMPLOYEE NO

INSPECTED BY

GRADE

EMPLOYEE NO

AFTO

FORM
FEB 94

781A

(PREFLIGHT) 22 FS/DOMGA/B OVERNIGHT (30 JUN 92)
MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PREVIOUS EDITION
WILL BE USED

DATE FROM 1 / 1		TO 1 / 1		CREW CHIEF		ORGN		LOCATION		ML		SERIAL NO			
SYM D	DATE DISC 13/04/01	WDC J	JCN 103 8625	DOC NO.		CF TO 781A P 1		DATED 1 / 1	TRANSFERRED TO 781K DATE 1 / 1		DATE CORRECTED 15/04/01				
DISCREPANCY JOAP RESULTS DUE FROM PREVIOUS FLYING DAY						CORRECTIVE ACTION JOAP ANALYSIS RESULTS CONFIRMED:									
						#1 ENGINE: <u>GOOD</u> /BAD									
						#2 ENGINE: <u>GOOD</u> /BAD									
(RED-)						CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO			
DISCOVERED BY M. J. [Signature]				GRADE E-4		EMPLOYEE NO. 02980		INSPECTED BY M. J. [Signature]				GRADE E-4		EMPLOYEE NO 02980	
SYM D	DATE DISC 13/04/01	WDC J	JCN 103 8625	DOC NO.		CF TO 781A P 1		DATED 1 / 1	TRANSFERRED TO 781K DATE 1 / 1		DATE CORRECTED 14/10/01				
DISCREPANCY JOAP SAMPLES REQUIRED FROM BOTH ENGINES						CORRECTIVE ACTION									
AFTER THE FIRST FLIGHT OF THE DAY						JOAPS CW @ 1400									
(RED-)						CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO			
DISCOVERED BY M. J. [Signature]				GRADE E-4		EMPLOYEE NO. 02980		INSPECTED BY M. J. [Signature]				GRADE SRS		EMPLOYEE NO 02987	
SYM	DATE DISC 15/04/01	WDC J	JCN 103 8625	DOC NO.		CF TO 781A P 1		DATED 1 / 1	TRANSFERRED TO 781K DATE 1 / 1		DATE CORRECTED 1 / 1				
DISCREPANCY INFO-NOTE:						CORRECTIVE ACTION									
MODE IV IFF/AAI KEYED															
A CODE: 16 Apr 01															
B CODE: 15 Apr 01															
						CORRECTED/TRANSFERRED BY				GRADE		EMPLOYEE NO			
DISCOVERED BY M. J. [Signature]				GRADE E-4		EMPLOYEE NO. 02980		INSPECTED BY				GRADE		EMPLOYEE NO	

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

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

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

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

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

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

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

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

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

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

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

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
22,03,4			M. FAUGHIT SGT	36 FW	09132	F-15C	84-0025

A. AIRCRAFT INSPECTION STATUS						B. ENGINE DATA			TYPE		
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO						PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE	1	P68-0698		5	TCB 1784	
HPO-1	400HR		2999.2	3399.2		2	P68-1754		6	TCB 1083	
HPO-2	400HR		3199.2			3			7		
PE	1200HR		3599.2			4			8		
							JFS 0312				
							CGB 0650				

C. CALENDAR INSP STATUS		DATE OF LAST FLIGHT		D. STATUS OF DEPOT LEVEL INSPECTION	
TYPE	DATE DUE	TYPE	DATE DUE	LAST DEPOT LEVEL FACILITY	
				DATE COMPLETED	ACFT TIME

E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS			
T.O. NUMBER AND PUBLICATION DATE	DATE CW	T.O. NUMBER AND PUBLICATION DATE	DATE CW

F. HIGHER AUTHORITY INSPECTIONS			
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE

G. CALENDAR AND HOURLY INSPECTION SCHEDULE							
INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
APPLY REPCON RAIN REPLELLENT	25 HOURS	2984.0	3009.2	3024.0			
AILERON HINGE LUBE	25 HOURS	2984.0	3009.2	3024.0			
SDR TAPE CHANGE (IF REQ)	25 HOURS	2974.2	2999.2	3024.0			
LT RUDDER SPLICE BOLTS	50 HOURS	3009.2					
RT RUDDER SPLICE BOLTS	50 HOURS	3009.2					
AIRCRAFT DOCUMENT REVIEW	14 DAYS	25-02-4	13-04-4				
EMERGENCY OXYGEN HOSE PULL TEST	30 DAYS	02-04-4	21-05-4				
CMD BIT CHECK	30 DAYS	N/A					
CMD BIT CLEANING	90 DAYS	15-06-4					
AWM - 171/199 FUNCTIONAL CHECK	30 DAYS	15-06-4	03-05-4				
GUN ROTATION, LUBE, AND INSPECT	30 DAYS	15-06-4	13-05-4				
RECOVERY CHUTE INSPECTION	30 DAYS	02-04-4	01-05-4				
LOX CONVERTER PURGE (S/N: 5154)	60 DAYS	03-05-4					
AIRCRAFT WASH	90 DAYS	10-01-4					
MAU - 12 BOMB RACK INSPECTION	90 DAYS	15-06-4					
LAU - 106 LAUNCHER INSPECTION	90 DAYS	15-06-4					
LAU - 128 LAUNCHER INSPECTION	90 DAYS	15-06-4					
LIFE SUPPORT EQUIPMENT INSPECTION	120 DAYS	14-04-4	04-05-4				
OXYGEN REGULATOR LEAK CHECK	120 DAYS	18-05-4					
AIRCRAFT LOX SYSTEM PURGE	180 DAYS	26-04-4					
GROUND RECEPTICAL CONTINUITY CHK.	180 DAYS	06-05-4					
NDI WINGTIP INSPECTION	100 HOURS	3059.3					
LT. AMAD SERIAL #: 1486							
RT. AMAD SERIAL #: 6253-C							
RADOME SERIAL #: 0290							
LT. RUDDER SERIAL #: A22-0716							
RT. RUDDER SERIAL #: WRE-716							
LT STAB ACT. SER. No #: 0737							
RT STAB ACT. SER. No #: 0310							

CERTIFICATE

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

W-716
 WILLIAM L. HARRIS, Capt, USAF, MSC
 Evidence Custodian, Incirlik Air Base, Turkey

Date

7 May 94

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

SYM	JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DISCREPANCY	DOCUMENT NUMBER	SYS	WHEN DISC OR ENTERED				TRANSFERRED BY OR CONF VERIFIED & SIGNATURE
					DATE	ACFT TIME	CODE	DATE CW OR TRANS	
0358001		ACFT WASH DUE	AWT	11	1710214	2950.0	F		
0758266		PWL 183R INSTALLED WITH WASH DUE TEMPORARY FIX PART ON ORDER	207FL4676 P300	75	1710214	2959.2	F		
		INFO/NOTE: Button + PSN MISSING ON UTILITY THERMAL CONTROL VALVE. F.D. CK C/W ON 16/03/14 DUE TO HPD 1. PART DOES NOT AFFECT OPERATION OF VALVE. (CARRY FWD)	N/A	45	1610314	2959.2	K		
0758266		PWL 177R HAS BAD NUT PLATE	DDO	11	290314	29674	F		
0758266		PWL 75 missing 1 Antenna Rod NIP	DDO	11	0610114	2979.3	F		
0758266		LI Kutter Ant Progress - 100% Complete	DDO	11	0610114	2979.3	F		11/10/14
0758266		R+ RWIP Antenna Progress - 100% Complete	DDO	11	0610114	2979.3	F		
1012025		IP Rotation removed NO FO	DDO	11	1110114	2993.2	F		
1012025		Closing on brake action line loose (utilized, hang)	DDO	11	1710214	2959.2	F		

OPEN ITEMS CARRIED FORWARD TO NEW AFOT FORM 781K

SIGNATURE

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

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

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

H-5d

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

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

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

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

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

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

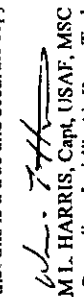
H-5i AFTO Form 781a, 9 March 1994

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

4000 CCV CORE INS'LED										MODIFIED GEARBOX											
DATE		FROM		TO		CREW CHIEF		ORGANIZATION		LOCATION		MDS		SERIAL NUMBER							
		08/12/94				M. FAUGHIT SGT		36 FW		09132		F100PW100		P68 0698							
A. AIRCRAFT INSPECTION STATUS										B. ENGINE DATA				TYPE							
NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO										PSN		ENG SER NO		ENG CHANGE DUE TIME		PSN		ENG SER NO		ENG CHANGE DUE TIME	
TYPE		FAC		COMPL		NEXT DUE		COMPL		NEXT DUE		1		P68 0698		E 0698		5		TC 81724	
												2						6			
												3						7			
												4						8			
C. CALENDAR INSP STATUS										DATE OF LAST FLIGHT		/ /		D. STATUS OF DEPOT LEVEL INSPECTION							
TYPE		DATE DUE		TYPE		DATE DUE						LAST DEPOT LEVEL FACILITY									
		/ /				/ /						DATE COMPLETED / /									
												ACFT TIME									
E. IMMEDIATE AND URGENT ACTION TCTOs COMPLETED WITHIN THE PAST 10 DAYS																					
TCT NUMBER AND PUBLICATION DATE								DATE CW		TCT NUMBER AND PUBLICATION DATE				DATE CW							
								/ /						/ /							
								/ /						/ /							
								/ /						/ /							
F. HIGHER AUTHORITY INSPECTIONS																					
DATE		SIGNATURE AND TITLE						DATE		SIGNATURE AND TITLE											
/ /								/ /													
/ /								/ /													
/ /								/ /													
G. CALENDAR AND HOURLY INSPECTION SCHEDULE																					
INSPECTION ITEM				FREQUENCY		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE		NEXT DUE					
PACER GROWTH AUGMENTOR				50 TFT		N/K															
FAN 1 & 2 SPACER INSP (NDI)				50 TFT		3246.1		3287.1													
100 HR 1F-15C-6 INSP				100 TFT		3296.1															
200 HR 1F-15C-6 INSP				200 TFT		3396.1															
LPT 4th STG VANE PART #4012654																					
400 HR 1F-15C-6 INSP				400 TFT		3596.1															
ISSUED TIMES:																					
TOT: 4795.1				TFT: 3196.1																	
OTC: 1				EOT: 11798																	

CERTIFICATE

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


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

7 May 94
 Date

TAB H-5

F-15C 84-0025

H-5a

H-5b

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

H-5c

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

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

H-5d

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

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

H-5e

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

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

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

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

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

2517.5

4000 ccv CORE INSTALLED
NON-MODIFIED GEARBOX

DATE	FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	MDS	SERIAL NUMBER
29 05 14			171. FAUST, SGT	36 FW	09132	F100PW100	P68 1754

A. AIRCRAFT INSPECTION STATUS

NEXT PERIODIC MAJOR OR PHASED INSPECTION DUE NO					
TYPE	FREQ	COMPL	NEXT DUE	COMPL	NEXT DUE

B. ENGINE DATA

PSN	ENG SER NO	ENG CHANGE DUE TIME	PSN	ENG SER NO	ENG CHANGE DUE TIME
2	P681754	E1754	5	TCB1023	
2			6		
3			7		
4			8		

C. CALENDAR INSP STATUS

TYPE	DATE DUE	TYPE	DATE DUE

D. STATUS OF DEPOT LEVEL INSPECTION

LAST DEPOT LEVEL FACILITY	
DATE COMPLETED	ACFT TIME

E. IMMEDIATE AND URGENT ACTION TCTO's COMPLETED WITHIN THE PAST 10 DAYS

T.O. NUMBER AND PUBLICATION DATE	DATE CW	T.O. NUMBER AND PUBLICATION DATE	DATE CW

F. HIGHER AUTHORITY INSPECTIONS

DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE

G. CALENDAR AND HOURLY INSPECTION SCHEDULE

INSPECTION ITEM	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
PACER GROWTH AUGMENTOR	50 TFT	N/A					
FAN 1 & 2 SPACER INSP (NDI)	50 TFT	2184.2	2224.0	2264.0	2304.0	2344.0	2384.0
LDNT	"	2423.0	2476.0	2518.8	2555.6	2585.6	
100 HR 1F-15C-6 INSP	100 TFT	2234.2	22330.8	2420.8	2525.0	2619.6	
100 HR 21 FUS STRAPPING ORFEN	100 TFT	2234.2	2420.8	2525.0	2619.6		
ILSP & CLEAN							
200 HR 1F-15C-6 INSP	200 TFT	2234.2	24234.7	2625.0	2719.6		
LPT 4th STG VANE PART #4037254							
400 HR 1F-15C-6 INSP	400 TFT	2534.2	2919.6				

ISSUED TIMES:

TOT: 3483.9 TFT: 2134.2

OTC: .7 EOT: 2732.0

CERTIFICATE

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

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

7 May 94
Date

H-5a

TAB H-5

F-15C 84-0025

H-5b

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

H-5c

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

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

H-5d

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

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

H-5e

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

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

H-5f

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

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

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

DATE FROM 01/1/94		TO 3/1/94		CRFYL CHIEF		ORGN		LOCATION		MDS FLC		SERIAL NO. 84-0025			
SYM ✓		DATE DISCO 1/1		WDC		JCN		DOC NO.		CF TO 781A P 1		DATED 1/1			
										TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 07/04/94			
DISCREPANCY										CORRECTIVE ACTION					
										All missiles					
										RECONNECTED					
DISCOVERED BY										CORRECTED/TRANSFERRED BY R. Chapman		GRADE E3		EMPLOYEE NO. 02973	
										INSPECTED BY [Signature]		GRADE		EMPLOYEE NO. 0353	
SYM 1/1		DATE DISCO 1/1		WDC		JCN		DOC NO.		CF TO 781A P 1		DATED 1/1			
										TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 07/04/94			
DISCREPANCY										CORRECTIVE ACTION					
										All missiles					
										RECONNECTED					
DISCOVERED BY										CORRECTED/TRANSFERRED BY R. Bente		GRADE E3		EMPLOYEE NO. 02973	
										INSPECTED BY [Signature]		GRADE E3		EMPLOYEE NO. 03753	
SYM F		DATE DISCO 1/1		WDC		JCN		DOC NO.		CF TO 781A P 1		DATED 1/1			
										TRANSFERRED TO 781K DATE 1/1		DATE CORRECTED 08/04/94			
DISCREPANCY										CORRECTIVE ACTION					
										CW					
DISCOVERED BY										CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
										INSPECTED BY R. Leppell		GRADE Sgt		EMPLOYEE NO. 02982	

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

Pulled From 4-7-94 to 4-8-94 84-0025
which is kept in my records system.

15 May 94
Date

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

DATE FROM / /		TO / /		CHIEF ●		ORGN		LOCATION		MDS ▲ ▲		SERIAL NO. ●	
SYM X	DATE DISCD 08/4/4	WDC D	JCN 098 8007	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 08/04/4				
DISCREPANCY						CORRECTIVE ACTION							
AAI GAVE DIAMOND AT THE						CND RAN SYSTEM							
BOTTOM OF THE JSD WHEN						OPS CK GOOD IAW							
MODE 1 CC WAS INTERROGATED						TO IF-15C-2-3456-53-1							
THERE WAS ALSO MODE 1													
SHATTER.													
DISCOVERED BY E. Neme				GRADE 0-3	EMPLOYEE NO.	CORRECTED/TRANSFERRED BY E. Neme		GRADE E4	EMPLOYEE NO. 02526				
SYM X				DATE DISCD 08/04/4	WDC F	JCN 098 8007	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 08/04/4	
DISCREPANCY						CORRECTIVE ACTION							
LEFT AND RIGHT						Rear							
FUEL FLOW CB'S PULLED													
DISCOVERED BY E. Neme				GRADE E4	EMPLOYEE NO. 02526	CORRECTED/TRANSFERRED BY M. [Signature]		GRADE E4	EMPLOYEE NO. 02526				
SYM X				DATE DISCD 08/04/4	WDC F	JCN 098 8007	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 08/04/4	
DISCREPANCY						CORRECTIVE ACTION							
#3 CND CB'S						Rear							
PULLED TO F.O.M.													
DISCOVERED BY E. Neme				GRADE E4	EMPLOYEE NO. 02526	CORRECTED/TRANSFERRED BY M. [Signature]		GRADE E4	EMPLOYEE NO. 02526				
SYM X				DATE DISCD 08/04/4	WDC F	JCN 098 8007	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K 11	DATE CORRECTED 08/04/4	

TAB H-5

F-15C 84-0025

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

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

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

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

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

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

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

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

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

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

H-5a

H-5b

H-5c

H-5d

H-5e

H-5f

H-5g

PREVIOUS EDITION
WILL BE USED

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL			
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
N	13/04/4	F	103 8225			P 1	11	11	13/04/4						
DISCREPANCY						CORRECTIVE ACTION									
SDR TAPE EXPENDED						R ² TAPE BIT									
						OK GOOD IAW TO.									
						IF-15C-2-31JG-30-1									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
J Habeger						E5		02917		INSPECTED BY		E4		02526	
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
J	13/04/4	F	103 4005			P 1	11	11	13/04/4						
DISCREPANCY						CORRECTIVE ACTION									
25HR DUE						C/W									
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
M J...						E-4				M J...		E-4		02920	
SYM	DATE DISCO	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K DATE	DATE CORRECTED						
O	13/04/4	F	103 4005			P 1	11	11	13/04/4						
DISCREPANCY						CORRECTIVE ACTION									
missing fastener						re-stalled									
rt side STAS															
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
M J...						E-4		02920		M J...		E-4		02920	
INSPECTED BY										INSPECTED BY					

H-5a

TAB H-5

H-5b

F-15C 84-0025

H-5c

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

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

H-5d

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

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

H-5e

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

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

H-5f

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

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

H-5g

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

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

H-5h

DATE FROM 1 / 1		TO 1 / 1		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO					
SYM 2P31		DATE DISCO 1		WDC F		JCN 081 0105		DOC NO.		CF TO 781A 41		DATED 24/02/4		TRANSFERRED TO 781K DATE 11		DATE CORRECTED 23/03/14	
DISCREPANCY DOCUMENT REVIEW + RST DOCK DUE										CORRECTIVE ACTION RST; C/W DOCK CHIEF: C/W							
DISCOVERED BY 161 - [Signature]										GRADE SSA		EMPLOYEE NO 02885					
SYM 2P314		DATE DISCO F		WDC F		JCN 081 7150		DOC NO.		CF TO 781A P 1		DATED 11		TRANSFERRED TO 781K DATE 11		DATE CORRECTED 23/03/14	
DISCREPANCY INFO NOTE: 4 x 446 CARTS INSTALLED										CORRECTIVE ACTION ALL IMPULSE CIRCUITS REMOVED							
DISCOVERED BY SVI - [Signature]										GRADE SSA		EMPLOYEE NO 02885					
SYM 23/3/4		DATE DISCO D		WDC D		JCN 082 0113		DOC NO.		CF TO 781A P 1		DATED 11		TRANSFERRED TO 781K DATE 11		DATE CORRECTED 23/03/14	
DISCREPANCY AAI Replies To Interrogation but unable to interrogate any mod U. CODE III FLYABLE										CORRECTIVE ACTION R2 AAI R/T TAW TO 1F150-2-34JG-53-2. ops did good							
DISCOVERED BY [Signature]										GRADE SSA		EMPLOYEE NO 02894					
DISCOVERED BY [Signature]										GRADE SSA		EMPLOYEE NO 02883					

DATE FROM 2/03/14		TO 24/03/14		CREW CHIEF		ORGN		LOCATION		MDS F-15C		SERIAL NO. 84-0025	
SYM ☒	DATE DISCD 23/3/14	WDC D	JCN 8001	DOC NO.		CF TO 781A P 1		DATED 11		TRANSFERRED TO 781K 11		DATE CORRECTED 23/03/14	
DISCREPANCY ID Light illuminated in EIL						CORRECTIVE ACTION R ² IE 720 70 15-157-2- 9754-15-1. One check only							
DISCOVERED BY J. J. C. C. C.						GRADE SSG		EMPLOYEE NO. 02894		CORRECTED/TRANSFERRED BY A. Cath		GRADE SSG	
DATE DISCD 23/3/14		WDC D	JCN 082	DOC NO.		CF TO 781A P 1		DATED 11		TRANSFERRED TO 781K 11		DATE CORRECTED 23/03/14	
DISCREPANCY Oxygen Sgs - missing in EIL						CORRECTIVE ACTION Reconnected base lead							
DISCOVERED BY J. J. C. C. C.						GRADE SSG		EMPLOYEE NO. 02894		CORRECTED/TRANSFERRED BY A. Cath		GRADE SSG	
SYM ☒	DATE DISCD 23/3/14	WDC F	JCN 082	DOC NO.		CF TO 781A P 1		DATED 11		TRANSFERRED TO 781K 11		DATE CORRECTED 23/03/14	
DISCREPANCY CAP-9 unbalanced DISCONNECTED						CORRECTIVE ACTION CAP-9 unbalanced							
DISCOVERED BY J. J. C. C. C.						GRADE SSG		EMPLOYEE NO. 02894		CORRECTED/TRANSFERRED BY A. Cath		GRADE SSG	
DISCOVERED BY J. J. C. C. C.						GRADE SSG		EMPLOYEE NO. 02894		CORRECTED/TRANSFERRED BY A. Cath		GRADE SSG	

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F-15C 84-0025

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

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

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

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

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

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

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

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

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

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

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DATE FROM 02/23/94		TO 21/03/94		CREW L	ORGN	LOCATION	DS F-15C	SERIAL NO. 80-0025	
SYM ✓	DATE DISCO 09/03/94	WDC F	ICN 0678225	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 03/10/94
DISCREPANCY TIRE PRESS. LKS due						CORRECTIVE ACTION OKS			
						LH 260			
						R 250			
						R 230			
DISCOVERED BY G. L. L. L.						GRADE E-6	EMPLOYEE NO. 22987		
INSPECTED BY J. L. L.						GRADE Sgt	EMPLOYEE NO. 01922		
SYM ✓	DATE DISCO 08/03/94	WDC E	ICN 0678225	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 02/03/94
DISCREPANCY LH 260						CORRECTIVE ACTION OKS			
DISCOVERED BY J. L. L.						GRADE Sgt	EMPLOYEE NO. 02213		
INSPECTED BY J. L. L.						GRADE Sgt	EMPLOYEE NO. 02213		
SYM C	DATE DISCO 09/03/94	WDC F	ICN 0678225	DOC NO.		CF TO 781A P 1	DATED 11	TRANSFERRED TO 781K DATE 11	DATE CORRECTED 17/03/94
DISCREPANCY LH 3						CORRECTIVE ACTION C/W			
DISCOVERED BY J. L. L.						GRADE E-2	EMPLOYEE NO. 09959		
INSPECTED BY J. L. L.						GRADE Sgt	EMPLOYEE NO. 00388		

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

which is kept in my records system. 3-2-94 to 3-21-94 ACFT 84-0025

15 May 94
Date
WILLIAM L. HARRIS, Capt, USAF, MSC
Evidence Custodian, Incirlik Air Base, Turkey

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO.			
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED					
A	01/03/4	F	0678230				11	11		17/03/4					
DISCREPANCY						CORRECTIVE ACTION									
RWR BIT check						C/W ✓ GOOD									
Due															
DISCOVERED BY						GRADE		EMPLOYEE NO.		CORRECTED/TRANSFERRED BY		GRADE		EMPLOYEE NO.	
M. Todd						F-2		02959		L. Carter		SSGT		00388	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED					
C	08/04/4	F	067	Y307FL			11	11		17/03/4					
DISCREPANCY						CORRECTIVE ACTION									
Request EWS						EWS BIT									
Bit check in flight						✓ GOOD									
Sub - 36															
is disturbed instead															
of bit - 34, to															
verify bit LRU-3															
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
L. Carter						SSGT		00388		L. Carter		SSGT		00388	
SYM	DATE DISCD	WDC	JCN	DOC NO.		CF TO 781A	DATED	TRANSFERRED TO 781K	DATE	DATE CORRECTED					
X	09/03/4		008	0127			11	11		17/03/4					
DISCREPANCY						CORRECTIVE ACTION									
AAT						AAT OPS ✓ GOOD									
DISCOVERED BY						GRADE		EMPLOYEE NO.		INSPECTED BY		GRADE		EMPLOYEE NO.	
L. Carter						SSGT		00388		L. Carter		SSGT		00388	

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F-15C 84-0025

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

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

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

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

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#2
P48 1754

AEROSPACE VEHICLE-ENGINE FLIGHT DOCUMENT

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

0687

1754

AIRFRAME AND ENGINE OPERATING TIME AND CYCLE DOCUMENTATION

DATE	AIRFRAME TIME	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP	OIL CHANGE	OVER TEMP
		EOT		EOT		EOT		EOT		EOT		EOT		EOT		EOT	
		TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES	TIME	CYCLES
PREVIOUS	0079.8	3017	9	1038	4	4343	7	792	48	500	7	100	4	3919	3	4010	4
0810414	3.7	27		60		60				37		61		61		61	
TOTAL	2963.5	3044	9	1098	4	4403	7	792	48	537	6	626	8	3980	4	4071	4
1010414	2.4	3	4							3	9	3	1	3	9		
TOTAL	2965.9	3047	13	1098	4	4403	7	792	48	570	15	629	9	3983	13		
10114	6.3	6	3	7	3	7	3	7	3	6	3	7	9	7	9	7	3
TOTAL	2972.2	3053	16	1105	7	4410	10	799	51	636	18	636	17	3990	22		
1210414	1.8		8	1	0	1	0	1	0		8	1	3	1	3	1	2
TOTAL	2974.0	3053	1	1057	0	4411	1	799	48	636	1	636	6	3990	5	4074	4
1310414	5.0	5	0	5	6	5	6	5	6	5	0	5	7	5	7	5	7
TOTAL	2979.0	3058	1	1062	6	4416	1	799	48	636	1	636	3	3990	0	4079	4
1 / 1																	
TOTAL																	
1 / 1																	
TOTAL																	
1 / 1																	
TOTAL																	
1 / 1																	
TOTAL																	
1 / 1																	
TOTAL																	
1 / 1																	
TOTAL																	
CARRIED FORWARD																	

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