

United States Air Force Accident Investigation Board Report

C-130J, Jalalabad Airfield, Afghanistan

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United States Air Force Accident Investigation Board Report

C-130J, Jalalabad Airfield, Afghanistan

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A1. ORDERS APPOINTING SIB



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

5 Oct 15

**SPECIAL ORDER NUMBER
M-18-15**

With the concurrence of the commander concerned, the following individuals are appointed to investigate the C-130J Catastrophic Failure which crashed near Jalalabad, Afghanistan on Thursday, 1 October 2015, (Title 10, United States Code, Section 672(d)). Individuals are relieved from all duties pending completion of the investigation. Investigation will be conducted in accordance with AFI 91-204.

<u>Name</u>	<u>Rank</u>	<u>Function</u>	<u>Unit Address</u>	<u>Clearance</u>
SIB/BP	Brig General	Board President	618 AOC/CC	
SIB/IO	Lt Col	Investigating Officer	403 WG	
AFSEC Rep	Maj	AFSC Rep		
	Maj	Recorder	618 AOC/CC	
SIB/MM	Capt	Medical Member	19 AMDS/SGPF	
	Capt	Maintenance Member	19 MXS	
SIB/PM	Capt	Pilot Member	41 AS/DOT	
	1Lt	Recorder	6 FSS/FSOUX	
	TSgt	Maintenance Member	421 CTS/CCO	

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

SIB/LM

TSgt Loadmaster 41 AS/DOV

FOR THE COMMANDER

SIGNED

GS-14, DAFC
Deputy Director of Safety

DISTRIBUTION:
1 - Each Individual

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS

SIB ROLE	NAME	CONTACT INFORMATION
President	SIB/BP	
Investigating Officer	SIB/IO	
AFSEC Rep	AFSEC Rep	
Recorder		
Medical Member		
Maintenance Member		
Pilot Member	SIB/PM	
Recorder		
Maintenance Member		
Loadmaster	SIB/LM	
Commander's Rep		
Systems Program Office C-130 Systems Engineer		
Systems Program Office Equipment Specialist		

SIB ROLE	NAME	CONTACT INFORMATION
Lockheed Martin Flight Safety		
Lockheed Martin Flight Safety		

A3. MEMORANDUM DOCUMENTING GUIDANCE TO INVESTIGATORS ON CONTROLLING INFORMATION

MEMO FOR RECORD

10 Oct 15

1. The members, whose names and signatures appear below, of the safety team formed to investigate the mishap on 2 Oct 15 involving a C-130J have been advised by Brig Gen SIB/BP of the following:
 - a. This investigation is being conducted under the provisions of AFI 91-204 for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent future mishaps.
 - b. It is very important that the investigating team avoid: tainting potential witnesses for this or any subsequent investigation; contributing to speculation about mishap causes; or releasing potentially offensive images to friends and/or families of those involved in a mishap.
 - c. All information, privileged or not, collected by safety investigators, will not be released outside safety channels except in accordance with AFI 91-204 or upon approval of the CA. The SIB president is the final point of release for all information (including electronic/digital media, photographs, etc.) from the safety investigation.
2. We understand and acknowledge the guidelines for controlling information collected by safety investigators. We understand unauthorized release of safety privilege information is punishable under Article 92(1), UCMJ, and may be grounds for disciplinary actions according to civilian personnel regulations, or may lead to contract actions.

SIGNED

SIB/BP , Brig Gen, USAF
SIB President

SIGNED

SIB/IO Lt Col, USAFR
SIB Investigating Officer

SIGNED

SIB Medical Member Capt, USAF

SIGNED

SIB/PM Capt, USAF
SIB Pilot Member

SIGNED

SIB Maintenance Member Capt, USAF

SIGNED

SIB Maintenance Member TSgt, USAF

SIGNED

AFSEC Representative Maj, USAF

SIGNED

SIB Loadmaster TSgt, USAF

SIGNED

SIB Recorder Maj, USAF

SIGNED

SIB Recorder 1Lt, USAF

A4. NON-DISCLOSURE AGREEMENTS

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

9 Oct 2015
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Rank/Grade

SIGNED

Signature Block

1

Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

9 OCT 2015
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
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3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Rank/Grade

SIGNED

} *Signature Blóck* _____

Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____

_____ DSN: _____

Email Address: _____

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

6 OCT 2015
(Date)

1. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
3. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
4. I understand that information obtained through a safety investigation is considered official Air Force information.
5. I understand the above terms and agree to abide by the conditions set forth.

and Rank/Grade

SIGNED

Signature Block

Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

Memorandum For Contractor Representatives Serving As Technical Experts To Safety Investigations.

MEMORANDUM FOR

Lockheed Martin Aeronautics Co. / Flight Safety
(Non-Air Force technical expert's full name and company/organization)

FROM: C-130J, Class A SIB, 2 Oct 15, AFSAS # 778962 Board President

SUBJECT: Protection of USAF Privileged Safety Information

1. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the Safety Investigation Board (SIB) over which I preside. Unless you specifically identify information in any technical report you provide to the SIB as proprietary data or confidential analysis or opinion, it will be included in the releasable portion (Part I) of the SIB's final report. If you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request such protection. In such case it will be included in the privileged portion (Part II) of the formal safety report and will be used solely for mishap-prevention purposes.
2. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process of the SIB. It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
3. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.
4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

SIGNED

SIB/BP , BGen, USAF
SIB President

1st Endorsement

To: C-130J, Class A SIB, 2 Oct 15, AFSAS # 778962 Board President

8 October 2015

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof,
and I agree to comply with the duties and responsibilities stated therein.

SIGNED

Flight Safety Engineer Principal
Lockheed Martin Aeronautics Co.
(Technical expert's signature block)

Technical Expert's Contact Information:

X Work Home

Street:

City, State, Zip Code:

Phone Number: DSN:

Email Address:

Memorandum For Contractor Representatives Serving As Technical Experts To Safety Investigations.

MEMORANDUM FOR

Lockheed Martin Aero
(Non-Air Force technical expert's full name and company/organization)

FROM: C-130J, Class A SIB, 2 Oct 15, AFSAS # 778962 Board President

SUBJECT: Protection of USAF Privileged Safety Information

1. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the Safety Investigation Board (SIB) over which I preside. Unless you specifically identify information in any technical report you provide to the SIB as proprietary data or confidential analysis or opinion, it will be included in the releasable portion (Part I) of the SIB's final report. If you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request such protection. In such case it will be included in the privileged portion (Part II) of the formal safety report and will be used solely for mishap-prevention purposes.
2. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process of the SIB. It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
3. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.
4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

SIGNED

< SIB/BP
SIB President

BGen, USAF

1st Endorsement

To: C-130J, Class A SIB, 2 Oct 15, AFSAS # 778962 Board President

10/8/15
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

SIGNED

(Technical expert's signature block)

Technical Expert's Contact Information:

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____

DSN: _____

Email Address: _____

INTENTIONALLY

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TAB B

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TAB C

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TAB D

MAINTENANCE REPORT, RECORDS, AND DATA

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D1. AIRCRAFT MAINTENANCE AND MATERIEL REPORT, AF FORM 711C

AIRCRAFT/UAV MAINTENANCE AND MATERIEL REPORT												
1. AIRCRAFT SERIAL NUMBER 08003174						2. MISSION DESIGN AND SERIES (MDS) C-130J						
3. HISTORICAL DATA												
AIRCRAFT/UAV												
AIR FORCE ACCEPTANCE DATE						20110122						
TOTAL FLIGHT HOURS						2551.7						
LAST OVERHAUL DATE						20110121						
HOURS SINCE OVERHAUL						2551.7						
OVERHAULING ACTIVITY (Name & Location)						Lockheed Martin						
DATE OF LAST SCHEDULED INSPECTION						20150427						
HOURS SINCE LAST SCHEDULED INSPECTION						297.3						
TYPE OF LAST SCHEDULED INSPECTION						ISO 1						
ENGINE (Complete a Column for each Engine)												
INSTALLED POSITION	1		2		3		4					
ENGINE MODEL AND SERIES	AE2100D3		AE2100D3		AE2100D3		AE2100D3					
ENGINE SERIAL NUMBER	CAE540012		CAE540997		CAE541003		CAE541004					
TOTAL ENGINE HOURS	4454.3		1991.1		2330.2		2329.7					
HOURS SINCE LAST OVERHAUL / PE	1023.2		1991.1		2330.2		2329.7					
DATE OF LAST OVERHAUL / PE	20130717		NA		NA		NA					
OVERHAUL / PE ACTIVITY	Standard Aero		NA		Initial install		Initial install					
DATE LAST INSTALLED	20140115		20150422		20120106		20120106					
HOURS SINCE INSTALLATION	1023.2		273.7		2330.2		2329.7					
DATE OF LAST SCHEDULED INSPECTION	20150427		20150427		20150427		20150427					
TYPE OF LAST SCHEDULED INSPECTION	ISO 1		ISO 1		ISO 1		ISO 1					
FUEL (Type & Octane Rating)	TS-1		TS-1		TS-1		TS-1					
DR REQUESTED	NA		NA		NA		NA					
4. SOAP SAMPLES (Engine, Gearbox/EPU/APU, or other item)												
ITEM	SERIAL NUMBER	Fe	Cr	Ag	Al	Cu	Sn	Mg	Ti	Si	Pb	
N/A												
5. AIRCRAFT/UAV DAMAGE												
<input checked="" type="checkbox"/> DESTROYED <input type="checkbox"/> REPAIRABLE												

DATE FROM: 2015/10/01	TO: 2015/10/01	MDS: C130J	SERIAL NUMBER: 08003174	NOTES PAGE 1 of 1
NOTE NUMBER	NOTE VERBIAGE			
0001	-AIRCRAFT HAS BEEN MODIFIED WITH CARBON BRAKES IAW TO 1C-130-2098			
0002	-MULTIPLE PAINT TOUCHUPS WITH LIMITS, AWAITING NEXT AIRCRAFT PAINT SCHEDULE			
0003	-LOX CONVERTER COVER REM TO FOM FOR ARMOR INSTALL			
<u>Munitions uploaded</u>				
		CRS MU	ACTUAL	
	store	128	128	
	other 1	120	120	
	other 2	112	112	

DATE FROM: 2015/10/01		TO: <u>2015/001</u>		MDS: C130J	SERIAL NUMBER: 08003174	PAGE 1 OF 3 PAGES
SYN	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	1151178002	2015/04/27	J521EN51734004 B0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 1143D		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
ALACC-APU COMPARTMENT HEAT BLANKET TORN (REPAIRED IAW TAR 2015-01397)						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT)				EMPLOYEE NO		
SUPPLY DOC NBR		UJC	PART NBR/FSN	NOMENCLATURE	QTY	SUPPLY DOC NBR
J521EN51734004		B0	3311840-83	HEAT SHIELD	1	
SYN	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	1152589675	2015/09/15	EQUIPMENT NOT AVAILABLE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 0104036		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
DEPOT-REMOVAL & REPLACEMENT NOSE DRAG BRACE						
CW TC70 1C-130-2160 W-B APPL PRIME SHOP Q9999						
TC70 GROUND DATE: 2025/10/02						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO		
SYN	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
	1152651630	2015/09/22	DESERT FLAP JACKSCRE	<input type="checkbox"/>	<input type="checkbox"/>	2015 10 01
WUC/REF DESIGNATOR 14412		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
DEPOT-WHILE OPERATING IN CONDITIONS DESCRIBED IN SECTI ON VI OF T.O. 1C-130J-6; EVERY 15 DAYS CLEAN AND LUBRICATE FLAP JACKSCREWS IAW 1C-130J-2-12JG-20-1,						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO		

AF70 FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2015/10/01		TO: <u>2015/01</u>		MDS: C130J	SERIAL NUMBER: 08003174	PAGE 2 OF 3 PAGES
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	X	152721201	317TR AMXS PLUGS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR 0413C		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
A1DEP-ALL ACFT INTAKE/EXHAUST PLUGS & DUST EXCLUDER						
COVERS REQ REM & AREAS REQ F.O. INSP PRIOR TO NEXT						
FLIGHT LAW 1C-130J-6WC-10 CARD 1-001 IT 6						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT) G081 GENERATED JOB				EMPLOYEE NO	INSPECTED BY	
				EMPLOYEE NO		
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
		<u>20150930</u>		<input type="checkbox"/>	<input type="checkbox"/>	
WUC/REF DESIGNATOR		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
<u>INDICATOR ACFT RESUELED W/JP-8</u>						
<u>W/3479g W/WHICK 0065 @ 1120L @</u>						
<u>20150930</u>						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT)				EMPLOYEE NO	INSPECTED BY	
				EMPLOYEE NO		
SYM	JCN	DATE DISC	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	152748203	20151001		<input type="checkbox"/>	<input type="checkbox"/>	<u>20151001</u>
WUC/REF DESIGNATOR 42DLA		FAULT CODE	STA CODE	CORRECTIVE ACTION		
DISCREPANCY						
<u>1 EA ECB (485) P/S FOR</u>						
<u>FLAP LUBE NOTE DO NOT</u>						
<u>RESET CRUSH HAZ</u>						
<u>SEE PG 1 BLK 3</u>						
CORRECTED BY				EMPLOYEE NO		
DISCOVERED BY (PRINT)				EMPLOYEE NO	INSPECTED BY	
				EMPLOYEE NO		

ARMO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 20151001		TO: _____	MDS: 0130J	SERIAL NUMBER: 08-3174	PAGE 3	OF _____	PAGES
<input checked="" type="checkbox"/> SVN	JCN: 15274	DATE DISC: 20151001	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED: 20151001	
WUC/REF DESIGNATOR: 01000	FAULT CODE	STA CODE	CORRECTIVE ACTION				
DISCREPANCY: SEE PG 1 & 3 AUX/UTILITY HYD SYS DEACTIVATED TO FOMA			AUX/UTIL HYD SYS REACTIVATED				
2 EA ECB P/S (456/462)			2 EA ECB (456/462) RESET 1 FA W/T				
1 EA W/T INSTALLED (UTIL PRESS GTC)			REINITIATED (UTIL PRESS GTC)				
NOTE DO NOT RESET/OPERATE CRUSH HAZ			2015001 IAW IC-130J-2-0076-00-1				
ZONE:	CARD:	EMPLOYEE NO	CORRECTED BY: 00-20-02				
DISCOVERED BY (PRINT):	EMPLOYEE NO	INSPECTED BY:	EMPLOYEE NO				

DATE FROM: 20151001		TO: _____	MDS: 0130J	SERIAL NUMBER: 08-3174	PAGE 3	OF _____	PAGES
<input checked="" type="checkbox"/> SVN	JCN: 15274	DATE DISC: 20151001	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED: 20151001	
WUC/REF DESIGNATOR: 01000	FAULT CODE	STA CODE	CORRECTIVE ACTION				
DISCREPANCY: SEE PG 1 & 3 BOOST HYD SYS DEACTIVATED TO FOMA			Boost HYD SYS Reactivated, 4 ea				
4 EA W/T INSTALLED, 3 EA C/B PULLED			W/T Rem (Boost Hyd Suct Pump				
(BOOST HYD SUCT PUMP PHASE A, B, C BOOST PRESS GTC)			PHASE A, B, C. Boost GTC)				
NOTE DO NOT RESET/OPERATE CRUSH HAZ			IAW IC-130J-2-0076-00-1				
ZONE:	CARD:	EMPLOYEE NO	CORRECTED BY: 00-20-01				
DISCOVERED BY (PRINT):	EMPLOYEE NO	INSPECTED BY:	EMPLOYEE NO				

DATE FROM: 20151001		TO: _____	MDS: 0130J	SERIAL NUMBER: 08-3174	PAGE 3	OF _____	PAGES
<input checked="" type="checkbox"/> SVN	JCN: 15274	DATE DISC: 20151001	INFORMATION OR DOC NUMBER	CF 781A	XF 781K	DATE CORRECTED: 20151001	
WUC/REF DESIGNATOR: 14414	FAULT CODE	STA CODE	CORRECTIVE ACTION				
DISCREPANCY: 4 EA FLAP CARRIAGE COVERS			4 ea Carriage Covers Installed				
REMOVED FOMA (LH WTB, LH INB, RH			CLH OTR, LH INB, RH INB, RS INB)				
OUT, RH INB) SEE PG 1 PLS 3			IAW IC-130J-2306-1 STEP B PG 3-2				
			POST WASH				
ZONE:	CARD:	EMPLOYEE NO	CORRECTED BY:				
DISCOVERED BY (PRINT):	EMPLOYEE NO	INSPECTED BY:	EMPLOYEE NO				

AFTO FORM 781A

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

PCN: 67089-04 DATE: 2015/09/30

HDS: C130J

PAGE 1 OF 1 PAGES

PREVIOUS AIRCREW DISCOVERED DISCREPANCIES

WUC/REFDES A HOW W -----DATE-----
MMN/FC T MAL D DISCOVERED COMPLETED JCN DISCREPANCY

AIRCREW DISCREPANCIES 4 TIMES IN LAST 4 SORTIES

AIRCRAFT: 08003174

22XBU	R 255 D	2015/09/30	2015/09/30	152738802	AIASP-ENG 4 OIL TEMP HOT ON LDG OIL COOLER FLAP STUCK AT 5%. SOFT PANEL USED TO REGAIN CONTROL, WOULD NOT WORK IN MANUAL			* REPEAT * 152678800
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: R2 #4 ENG SCAVENGE OIL TEMP BUL**			ACT BASE: FHWZ
22XBU	X 799 E	2015/09/30	2015/09/30	152739752	AIASP-ENG #4 OIL TEMP GREATER THAN OR EQUAL TO 96 DEG C BUT LESS THAN 93 DEG C FOR 2 SECS OR MORE			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: OIL TEMP WITHIN LIMITS IAW IC-1**			ACT BASE: FHWZ
22XBU	R 070 D	2015/09/24	2015/09/25	152678800	AIACC-ON LND AT KANDAHAR GOT OIL TEMP 4 HI ADV SAW PEA K AT 90 REALIZED OIL COOLER FLAP WAS STUCK AT 149 WOULD NOT WORK IN MAN RESET ECBS & REGAINED CONTROL			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: NIU #4 REPLACED. OPS CHECK GOOD**			ACT BASE: FHWZ
22XBU	X 799 E	2015/09/24	2015/09/24	152679751	AIASP-ENG #4 OIL TEMP GREATER THAN OR EQUAL TO 86 DEG C BUT LESS THAN 93 DEG C FOR 2 SECS OR MORE			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: OIL TEMP WITHIN LIMITS (BLK 5.1)**			ACT BASE: FHWZ

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

22XCG	S 800 E	2015/09/30	2015/09/30	152739753	AIASP-ENG #4 GEARBOX CHIP DETECT			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: SMALL PASTE COVERING WITHIN LIM**			ACT BASE: FHWZ

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

24AAD	X 799 D	2015/09/30	2015/09/30	152738801	FUEL -LEFT AUX TRANSFER PUMP WEAK. GIVES FAIL ACAMS WHEN IN X-FEED. PRESSURE GOOD WHEN STATIC			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: CND		**	ACT BASE: FHWZ

AIRCREW DISCREPANCIES 1 TIMES IN LAST 4 SORTIES

16221	X 799 D	2015/09/30	2015/09/30	152738803	AIASE-LCND SQUEALING FROM VENTS WITH X-FLOW VALVE OPEN			
	SYMBOL: X	MAN NUM:			**CORRECTIVE ACTION: OP CHK GOOD CND		**	ACT BASE: FHWZ

A. AEROSPACE INSPECTION STATUS		B. ENGINE STATUS	
TYPE	COMPL	NEXT DUE	PSN ENG SER NO ENG CHANGE DUE TIME
DATE FROM: 2015/10/01 TO <u>2015/01</u> MDS: C130J SERIAL NUMBER: 08003174 PAGE 1 OF <u>11</u> PAGES			
NEXT PERIODIC, MAJOR, OR PHASED INSPECTION DUE NO.			
HSC	2015/04/24	2016/01/19	NEXT HSC #01 NEXT SCHD HSC 2016/01/19
ISO	2015/04/27	2016/10/02	NEXT ISO #01 NEXT SCHD ISO 2016/10/15
PDM	2011/01/21	2023/01/21	NEXT PDM #01 NEXT SCHD PDM 2017/01/21

C. CALENDAR AND HOURLY INSPECTION SCHEDULE				PAGE 2 OF 11 PAGES
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE
-INFLIGHT PROP BALANC(IDY01B)	540 DAYS	DUE 2016/10/22		
ENGI -INSP APU EXHAUST (IDY01M)	200 HOURS	DUE IN 172 HRS @ 2723		
AIACC-ACFT DOCUMENT REVIEW(IDY01R)	60 DAYS	DUE 2015/10/17		
AIACC-180D ACFT WASH (IDY01W)	180 DAYS	DUE 2016/02/15		
AIACC-RE-TORQUE SEGMENT RI(I0001A)	12600 HOURS	DUE IN 10508 HRS @ 13059		
AIACC-RE-TORQUE WING ATTA (I0001B)	12600 HOURS	DUE IN 10508 HRS @ 13059		
AIACC-RE-TORQUE HORIZ STAB(I0001C)	12600 HOURS	DUE IN 10508 HRS @ 13059		
AIACC-RE-TORQUE VERT STAB (I0001D)	12600 HOURS	DUE IN 10508 HRS @ 13059		
AIADFP-INSP L/R WING SURFAC(I0002A)	2 YEARS	DUE 2017/02/21		
A2CFC-ATTACH ANGLE FS 477 (I0004A)	12 YEARS	DUE 2023/01/21		
AIACC-FUSELAGE PLUG MOUNTS(I0004B)	12 YEARS	DUE 2023/01/21		
AIACC-WHEEL WELL STRUCTURE(I0004C)	12 YEARS	DUE 2023/01/21		
AIACC-BULKHEAD CAP AND WEB(I0004D)	12 YEARS	DUE 2023/01/21		
AIACC-TOP BULKHEAD FRAMES (I0004E)	12 YEARS	DUE 2023/01/21		
AIACC-LONGERON SPLICE FITT(I0004F)	12 YEARS	DUE 2023/01/21		
AIACC-TROOP DOOR NEGATOR (I0005A)	12 YEARS	DUE 2023/01/21		
NDIS -AUX RAMP HOOKS (I0005B)	12 YEARS	DUE 2023/01/21		
NDIS -RAMP LOCK ACTUATOR (I0005C)	12 YEARS	DUE 2023/01/21		
AIACC-NLG FWD DOOR HINGE (I0005D)	12 YEARS	DUE 2023/01/21		
AIACC-NLG DOOR HINGE BRKTS(I0005E)	12 YEARS	DUE 2023/01/21		
AIACC-AFT NLG DOOR AFT ARM(I0005F)	12 YEARS	DUE 2023/01/21		
AIACC-NLG REINFORCE STRAP (I0005G)	12 YEARS	DUE 2023/01/21		
AIACC-NDI TROOP DOOR OPENI(I0005H)	12 YEARS	DUE 2023/01/21		
AIACC-NDI VERT MAIN FRAMES(I0005I)	12 YEARS	DUE 2023/01/21		
AIACC-NDI RING SEGMENTS (I0005J)	12 YEARS	DUE 2023/01/21		
AIACC-NDI TIE DOWN FITTING(I0005K)	12 YEARS	DUE 2023/01/21		
AIACC-INSP TENSION TIE FTG(I0005L)	12 YEARS	DUE 2023/01/21		
AIACC-NDI DIAPHRAGM ANGLE (I0005M)	12 YEARS	DUE 2023/01/21		
AIACC-NDI HORIZONTAL BEAM (I0005N)	12 YEARS	DUE 2023/01/21		
AIACC-NDI LOWER CHINE (I0005O)	12 YEARS	DUE 2023/01/21		
AIACC-INSP GUSSET FITTINGS(I0005P)	12 YEARS	DUE 2023/01/21		
AIACC-VERTICAL MAIN FRAMES(I0005Q)	12 YEARS	DUE 2023/01/21		
AIACC-CARGO DOOR SIDE BEAM(I0005R)	12 YEARS	DUE 2023/01/21		
AIACC-NDI SLOPING LONGERON(I0005S)	12 YEARS	DUE 2023/01/21		
AIACC-CENTER WING FWD BEAM(I0005T)	12 YEARS	DUE 2023/01/21		
AIACC-OUTER WG FRNT BEAM (I0005U)	12 YEARS	DUE 2023/01/21		
AIACC-LH & RH HOR STAB LEA(I0005V)	12 YEARS	DUE 2023/01/21		
AIACC-LH & RH HOR STAB TIP(I0005W)	12 YEARS	DUE 2023/01/21		
AIACC-VERTICAL STAB L/E (I0005X)	12 YEARS	DUE 2023/01/21		
AIACC-VERTICAL STAB TIP (I0005Y)	12 YEARS	DUE 2023/01/21		
AIACC-LH & RH WING TIPS (I0005Z)	12 YEARS	DUE 2023/01/21		

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INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
ALACC-CARGO FLOOR INSP (I00051)	12 YEARS	DUE 2023/01/21				
ALACC-FAIRING ASSY INSP (I00052)	12 YEARS	DUE 2023/01/21				
NDIS -NDI OF OUTER WING (I00053)	12 YEARS	DUE 2023/01/21				
ALACC-INSP WING BLADDER (I00054)	12 YEARS	DUE 2023/01/21				
ALACC-INSP AILERON TRIM TB(I00055)	12 YEARS	DUE 2023/01/21				
ALACC-NDI WING JOINT BOLT (I00056)	12 YEARS	DUE 2023/01/21				
ALACC-NDI FRAMES AT FS2126(I00057)	12 YEARS	DUE 2023/01/21				
NDIS -NDI OWS 72 & OWS 90 (I00058)	0 N/A	DUE 2023/01/21				
NDIS -NDI MLG VERT BEAMS (I00059)	12 YEARS	DUE 2023/01/21				
NDIS -NDI PRESSURIZED FAIR(I0006A)	12600 HOURS	DUE IN 10049 HRS @ 12600				
NDIS -NDI OF LWR BEAM CAP (I00061)	0 N/A	DUE 2023/01/21				
NDIS -NDI OF LWR SURFACE (I00062)	0 N/A	DUE 2023/01/21				
NDIS -NDI LFT RT CW UPPER (I00063)	12 YEARS	DUE 2023/01/21				
NDIS -NDI LFT RT CW LOWER (I00064)	12 YEARS	DUE 2023/01/21				
NDIS -NDI UPPER WING JOINT(I00065)	12 YEARS	DUE 2023/01/21				
NDIS -OW FRONT BEAM WEB (I00066)	12 YEARS	DUE 2023/01/21				
NDIS -OW FUEL TANK INTERIO(I00068)	12 YEARS	DUE 2023/01/21				
ALACC-NDI FLAP TRACK STIFF(I0007A)	18 MONTHS	DUE 2016/03/25				
NDIS -NDI FRAMES FS 132 (I0010A)	24000 HOURS	DUE IN 21449 HRS @ 24000				
NDIS -NDI RAINBOW FITTINGS(I0011B)	25200 HOURS	DUE IN 22649 HRS @ 25200				
NDIS -NDI RAINBOW FITTINGS(I0011C)	25200 HOURS	DUE IN 22649 HRS @ 25200				
NDIS -NDI FWD BEAM CAP (I0013A)	32000 HOURS	DUE IN 29449 HRS @ 32000				
NDIS -NDI UPPER FWD BEAM (I0014A)	34000 HOURS	DUE IN 31449 HRS @ 34000				
NDIS -NDI UPPER OW SURFACE(I0015A)	35000 HOURS	DUE IN 32449 HRS @ 35000				
ALACC-VIS INPS OF FASTENER(I0018A)	5000 HOURS	DUE IN 2449 HRS @ 5000				
NDIS -OW SURF PNL PARA 3A (I0103A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR S PNL PA13A (I0113A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR S REAR P14A (I0114A)	NON EVENT	EVENT OCCURRENCE				
NDIS -ENG TRUS RIB PAR 16A(I0116A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR PNL 2 PAR 17A(I0117A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR REAR PARA 19A(I0119A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR RIB PARA 21A (I0121A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR BEAM PARA 22A(I0122A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR BEAM PARA 23A(I0123A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR S PNL PAR 24A(I0124A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR FWD PARA 26A (I0126A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR SURF PARA 28A(I0128A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW LWR SKIN PARA 30A(I0130A)	NON EVENT	EVENT OCCURRENCE				
NDIS -4 FUEL B PUMP PA 31A(I0131A)	NON EVENT	EVENT OCCURRENCE				
NDIS -OW AET B CAP PAR 39A(I0139A)	NON EVENT	EVENT OCCURRENCE				
NDIS -CENTER WING LWR SKIN(I0201A)	NON EVENT	EVENT OCCURRENCE				

				PAGE	4 OF 11	PAGES
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
NDIS -CW LWR SURF PANEL (I0204A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW LWR SURF SPANWISE (I0205A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CENTER WING SKIN (I0208A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW LWR PANEL ENG DRA (I0209A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CENTER WING BEAM (I0210A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW LWR SURF PANEL DR (I0211A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW LWR FWD BEAM CAP (I0212A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW ENG TRUSS (I0215A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CENTER WG CORNER (I0218A)	MON EVENT	EVENT OCCURRENCE				
NDIS -CW FWD BEAM (I0220A)	MON EVENT	EVENT OCCURRENCE				
-CW UPPER SURF JOINT (I0233A)	MON EVENT	EVENT OCCURRENCE				
-CW LOWER SURF JOINT (I0234A)	MON EVENT	EVENT OCCURRENCE				
-CW LWR FWD CMS 69-72 (I0236A)	MON EVENT	EVENT OCCURRENCE				
-CW REAR BEAM PA41 (I0241A)	MON EVENT	EVENT OCCURRENCE				
-SURFACE STRINGER 42 (I0242A)	MON EVENT	EVENT OCCURRENCE				
-SURFACE STRINGER 43 (I0243A)	MON EVENT	EVENT OCCURRENCE				
-SURFACE STRINGER 44 (I0244A)	MON EVENT	EVENT OCCURRENCE				
-CW REAR BEAM WEB (I0246A)	MON EVENT	EVENT OCCURRENCE				
NDIS -EXT SPLICE FITTING (I0302A)	9100 HOURS	DUE IN 6549 HRS @ 9100				
NDIS -VERTICAL STRUT (I0306A)	18515 HOURS	DUE IN 15964 HRS @ 18515				
NDIS -SLOPING LONGERON (I0325A)	18515 HOURS	DUE IN 15964 HRS @ 18515				
NDIS -WINDSHIELD UPPER (I0327A)	41444 HOURS	DUE IN 38893 HRS @ 41444				
NDIS -WINDSHIELD UPPER SILL (I0327B)	41456 HOURS	DUE IN 38905 HRS @ 41456				
AIACC-CREW DOOR CUTOUT (I0329A)	30000 HOURS	DUE IN 27449 HRS @ 30000				
-ENG TRUS LUGS PA 32A (I0332A)	18000 HOURS	DUE IN 15449 HRS @ 18000				
NDIS -CW ENG TRUS PAR 35A (I0335A)	4000 HOURS	DUE IN 1449 HRS @ 4000				
-CW UPPER BEAM CAP (I0337A)	29118 HOURS	DUE IN 26567 HRS @ 29118				
-CW UPPER WING (I0338A)	15460 HOURS	DUE IN 12909 HRS @ 15460				
-ENG TRUSS MNT PA40A (I0440A)	12000 HOURS	DUE IN 9449 HRS @ 12000				
-CW UPPER SURF WING (I0445A)	20795 HOURS	DUE IN 18244 HRS @ 20795				
AIACC-EVAL ACFT EXT (I1101A)	6 YEARS	DUE 2017/01/21				
AIACC-VIS INSP CARGO COMP (I1102A)	6 YEARS	DUE 2016/11/20				
-DESERT NLG LUBE (I1301A)	90 DAYS	DUE 2015/12/07				
-DESERT NLG LUBE (I1301B)	90 DAYS	DUE 2015/12/07				
HYDR -NLG TOW FITTING (I1301A)	110 MONTHS	DUE 2019/09/27				
HYDR -NLG ACTUATOR INSP (I1301B)	110 MONTHS	DUE 2019/09/27				
HYDR -NLG STEERING ACTUATO (I1301C)	110 MONTHS	DUE 2019/09/27				
HYDR -NLG TORQUE STRUT (I1301DLH)	110 MONTHS	DUE 2019/08/26				
HYDR -NLG TORQUE STRUT (I1301DRH)	110 MONTHS	DUE 2019/08/26				
AERO -NLG SHELF BRKT BOLTS (I1301E)	36 MONTHS	DUE 2017/10/01				
NDIS -AILERON OB BELLCRANK (I1401A)	12 YEARS	DUE 2023/01/21				

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INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
-SALT INSP LAST FLT (I2201A)	ON EVENT	EVENT OCCURRENCE			
-DESERT STARTER CNTRL(I2202B)	30 DAYS	DUE 2015/10/27			
NDIS -NDI TAIL PIPE EJECT (I2203A01)	30 MONTHS	DUE 2016/07/17			
NDIS -NDI TAIL PIPE EJECT (I2203A02)	30 MONTHS	DUE 2017/08/01			
NDIS -NDI TAIL PIPE EJECT (I2203A03)	30 MONTHS	DUE 2016/07/17			
NDIS -NDI TAIL PIPE EJECT (I2203A04)	30 MONTHS	DUE 2016/07/17			
ALASP-300 HOUR ENG CHECK (I2204A01)	300 HOURS	DUE IN 214 HRS @ 2765			
ALASP-300 HOUR ENG CHECK (I2204A02)	300 HOURS	DUE IN 214 HRS @ 2765			
ALASP-300 HOUR ENG CHECK (I2204A03)	300 HOURS	DUE IN 214 HRS @ 2765			
ALASP-300 HOUR ENG CHECK (I2204A04)	300 HOURS	DUE IN 214 HRS @ 2765			
ALASP-DRAIN ENG STARTER (I2205A01)	1000 HOURS	DUE IN 324 HRS @ 2875			
ALASP-DRAIN ENG STARTER (I2205A02)	1000 HOURS	DUE IN 473 HRS @ 3254			
ALASP-DRAIN ENG STARTER (I2205A03)	1000 HOURS	DUE IN 324 HRS @ 2875			
ALASP-DRAIN ENG STARTER (I2205A04)	1000 HOURS	DUE IN 324 HRS @ 2875			
ALASP-COMBUSTION LINER (I2206A01)	1500 HOURS	DUE IN 384 HRS @ 2935			
ALASP-COMBUSTION LINER (I2206A02)	1500 HOURS	DUE IN 500 HRS @ 3754			
ALASP-COMBUSTION LINER (I2206A03)	1500 HOURS	DUE IN 384 HRS @ 2935			
ALASP-COMBUSTION LINER (I2206A04)	1500 HOURS	DUE IN 384 HRS @ 2935			
ALASP-INLET GUIDE VANES (I2208A01)	0 HOURS	DUE IN 1903 HOURS			
ALASP-INLET GUIDE VANES (I2208A02)	0 HOURS	DUE IN 788 HOURS			
ALASP-INLET GUIDE VANES (I2208A03)	0 HOURS	DUE IN 448 HOURS			
ALASP-INLET GUIDE VANES (I2208A04)	0 HOURS	DUE IN 448 HOURS			
ALASP-TURBINE SECTION (I2208B01)	0 HOURS	DUE IN 1903 HOURS			
ALASP-TURBINE SECTION (I2208B02)	0 HOURS	DUE IN 788 HOURS			
ALASP-TURBINE SECTION (I2208B03)	0 HOURS	DUE IN 448 HOURS			
ALASP-TURBINE SECTION (I2208B04)	0 HOURS	DUE IN 448 HOURS			
-DESERT FLAP JACKSCRE(I2401B)	15 DAYS	DUE 2015/10/02	JCN-152651650	2015/10/02	
-CHMBR LN & CMBST CAP(I2401A)	600 HOURS	DUE IN 341 HRS @ 1707			
-REPLACE FUEL ATOMIZR(I2401B)	600 HOURS	DUE IN 354 HRS @ 1720			
-THERMOCOUPLE (I2401C)	600 HOURS	DUE IN 354 HRS @ 1720			
-REPLACE FUEL FILTER (I2401D)	600 HOURS	DUE IN 354 HRS @ 1720			
-REPLACE OIL FILTER (I2401E)	600 HOURS	DUE IN 354 HRS @ 1720			
-DRAIN/FILL OIL SYS (I2401F)	600 HOURS	DUE IN 367 HRS @ 1733			
ALASP-100HR OVSPD GOV TEST(I3201A01)	100 HOURS	DUE IN 44 HRS @ 2595			
ALASP-100HR OVSPD GOV TEST(I3201A02)	100 HOURS	DUE IN 44 HRS @ 2595			
ALASP-100HR OVSPD GOV TEST(I3201A03)	100 HOURS	DUE IN 44 HRS @ 2595			
ALASP-100HR OVSPD GOV TEST(I3201A04)	100 HOURS	DUE IN 44 HRS @ 2595			
ALASP-TIMED PROP UNFTHR (I3202A01)	400 HOURS	DUE IN 391 HRS @ 2942			
ALASP-TIMED PROP UNFTHR (I3202A02)	400 HOURS	DUE IN 391 HRS @ 2942			
ALASP-TIMED PROP UNFTHR (I3202A03)	400 HOURS	DUE IN 391 HRS @ 2942			
ALASP-TIMED PROP UNFTHR (I3202A04)	400 HOURS	DUE IN 391 HRS @ 2942			

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INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
ALASP-SPINNER BACKPLATE (I3202B01)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-SPINNER BACKPLATE (I3202B02)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-SPINNER BACKPLATE (I3202B03)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-SPINNER BACKPLATE (I3202B04)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP INSP (I3202C01)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP INSP (I3202C02)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP INSP (I3202C03)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP INSP (I3202C04)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP SLIP RING INSP (I3202D01)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP SLIP RING INSP (I3202D02)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP SLIP RING INSP (I3202D03)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-PROP SLIP RING INSP (I3202D04)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-STATIC PROP UNFTHR (I3202E01)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-STATIC PROP UNFTHR (I3202E02)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-STATIC PROP UNFTHR (I3202E03)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-STATIC PROP UNFTHR (I3202E04)	400 HOURS	DUE IN 391 HRS @ 2942				
ALASP-BRUSH BLOCK (I3203A01)	1100 HOURS	DUE IN 711 HRS @ 3262				
ALASP-BRUSH BLOCK (I3203A02)	1100 HOURS	DUE IN 194 HRS @ 3556				
ALASP-BRUSH BLOCK (I3203A03)	1100 HOURS	DUE IN 712 HRS @ 3355				
ALASP-BRUSH BLOCK (I3203A04)	1100 HOURS	DUE IN 429 HRS @ 3245				
-90DDDESERT CABIN PRES(I41D1A)	90 DAYS	DUE 2015/12/07				
-90D DESERT AUGMENTER(I41D1E)	90 DAYS	DUE 2015/12/07				
-DESERT 90DAY CAB VAL(I41D2A)	90 DAYS	DUE 2015/12/07				
-DESERT 90DAY CAB FIL(I41D2B)	90 DAYS	DUE 2015/12/07				
-DESERT 90DAY CLN VAL(I41D2C)	90 DAYS	DUE 2015/12/07				
MXGQA-WEIGHT AND BALANCE (I4101A)	6 YEARS	DUE 2017/01/21				
-AUGMENTER VALVE (I4101F)	90 DAYS	DUE 2015/12/07				
AIASE-AIRCRAFT BATTERY (I4201A)	365 DAYS	DUE 2016/06/04				
AIASE-AVIONICS BATTERY (I4201B)	365 DAYS	DUE 2016/06/04				
AIASC-POTABLE WATER CONT (I4901A)	30 DAYS	DUE 2015/10/18				
AIBSG-RVSM SYS INSP (I5101A)	2 YEARS	DUE 2016/10/27				
AIASC-DADS SYS INSP (I5101B)	2 YEARS	DUE 2016/10/27				
AIBSG-STBY AS/ALT SYS INSP(I5101C)	2 YEARS	DUE 2016/10/27				
AIASC-IFF MODE 4 CHECK (I6501A)	60 DAYS	DUE 2015/10/20				
AIASC-IFF CHECK (I6502A)	2 YEARS	DUE 2016/10/27				
AIASC-365D ELT CHECKS (I6601A)	365 DAYS	DUE 2016/05/28				
AIACC-365D ELT G-SWITCH (I6601B)	365 DAYS	DUE 2016/05/28				
AIACC-365D ELT SYS (I6601C)	365 DAYS	DUE 2016/05/28				
AIASC-OPS CK CVR UWL (I6601D)	365 DAYS	DUE 2015/06/07				
AIASC-OPS CK DEFDR UWL (I6601E)	365 DAYS	DUE 2015/06/07				
AVENS-OPS CK AN/ALE-47 (I7601A)	180 DAYS	DUE 2016/02/22				

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INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
ALDEP-OPS CK AN/AAR-47 (I7601C)	180 DAYS	DUE 2016/02/21					
AVERS-OPS CK AN/ALR-56M (I7601D)	180 DAYS	DUE 2016/02/21					
-ALR-56M CABLE TEST (I7607F)	365 DAYS	DUE 2016/04/12					
-REPLACE CENTER WING (R1101A)	20000 HOURS	DUE IN 17449 HRS @ 20000					
-REPLACE LOWER FWD (R1101B)	20000 HOURS	DUE IN 17449 HRS @ 20000					
AERO -MLG STRUT (R1301A)	110 MONTHS	DUE 2019/09/27					
AERO -RH FWD MLG STRUT (R1301B)	110 MONTHS	DUE 2019/08/30					
AERO -RH AFT MLG STRUT (R1301C)	110 MONTHS	DUE 2019/08/30					
AERO -LH FWD MLG STRUT (R1301D)	110 MONTHS	DUE 2019/08/30					
AERO -LH AFT MLG STRUT (R1301E)	110 MONTHS	DUE 2019/08/30					
-REPLC AILERON PUSH (R1401A)	20 YEARS	DUE 2031/01/21					
-REPLC AILERON LINK (R1401B)	20 YEARS	DUE 2031/01/21					
ALASP-FUEL NOZZLES ASSMBLY (R2202B01)	0 HOURS	DUE IN 2503 HOURS					
ALASP-FUEL NOZZLES ASSMBLY (R2202B02)	0 HOURS	DUE IN 1388 HOURS					
ALASP-FUEL NOZZLES ASSMBLY (R2202B03)	0 HOURS	DUE IN 1057 HOURS					
ALASP-FUEL NOZZLES ASSMBLY (R2202B04)	0 HOURS	DUE IN 1057 HOURS					
ALASP-ADAPTER SHAFT (R2202D01)	0 HOURS	DUE IN 624 HOURS					
ALASP-ADAPTER SHAFT (R2202D02)	5400 HOURS	DUE IN 1438 HRS @ 5400					
ALASP-ADAPTER SHAFT (R2202D03)	0 HOURS	DUE IN 2848 HOURS					
ALASP-ADAPTER SHAFT (R2202D04)	0 HOURS	DUE IN 1437 HOURS					
ALASP-1ST STG COMP WHEEL (R2202E01)	0 CYCLES	DUE IN 17913 CYCLES					
ALASP-1ST STG COMP WHEEL (R2202E02)	0 CYCLES	DUE IN 18278 CYCLES					
ALASP-1ST STG COMP WHEEL (R2202E03)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-1ST STG COMP WHEEL (R2202E04)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-2ND STG COMP WHEEL (R2202F01)	0 CYCLES	DUE IN 17913 CYCLES					
ALASP-2ND STG COMP WHEEL (R2202F02)	0 CYCLES	DUE IN 18278 CYCLES					
ALASP-2ND STG COMP WHEEL (R2202F03)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-2ND STG COMP WHEEL (R2202F04)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-3RD STG COMP WHEEL (R2202G01)	0 CYCLES	DUE IN 17913 CYCLES					
ALASP-3RD STG COMP WHEEL (R2202G02)	0 CYCLES	DUE IN 18278 CYCLES					
ALASP-3RD STG COMP WHEEL (R2202G03)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-3RD STG COMP WHEEL (R2202G04)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-4TH STG COMP WHEEL (R2202H01)	0 CYCLES	DUE IN 17913 CYCLES					
ALASP-4TH STG COMP WHEEL (R2202H02)	0 CYCLES	DUE IN 18278 CYCLES					
ALASP-4TH STG COMP WHEEL (R2202H03)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-4TH STG COMP WHEEL (R2202H04)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-5TH STG COMP WHEEL (R2202I01)	0 CYCLES	DUE IN 17913 CYCLES					
ALASP-5TH STG COMP WHEEL (R2202I02)	0 CYCLES	DUE IN 18278 CYCLES					
ALASP-5TH STG COMP WHEEL (R2202I03)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-5TH STG COMP WHEEL (R2202I04)	0 CYCLES	DUE IN 18355 CYCLES					
ALASP-5TH STG COMP WHEEL (R2202J01)	0 CYCLES	DUE IN 17913 CYCLES					

				PAGE	8 OF	11	PAGES
INSPECTION	FREQUENCY	NEXT DUE		NEXT DUE	NEXT DUE	NEXT DUE	
AIASP-6TH STG COMP WHEEL (R2202J02)	0 CYCLES	DUE IN 18278 CYCLES					
AIASP-6TH STG COMP WHEEL (R2202J03)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-6TH STG COMP WHEEL (R2202J04)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-7TH STG COMP WHEEL (R2202K01)	0 CYCLES	DUE IN 17913 CYCLES					
AIASP-7TH STG COMP WHEEL (R2202K02)	0 CYCLES	DUE IN 18278 CYCLES					
AIASP-7TH STG COMP WHEEL (R2202K03)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-7TH STG COMP WHEEL (R2202K04)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-8TH STG COMP WHEEL (R2202L01)	0 CYCLES	DUE IN 13713 CYCLES					
AIASP-8TH STG COMP WHEEL (R2202L02)	0 CYCLES	DUE IN 14078 CYCLES					
AIASP-8TH STG COMP WHEEL (R2202L03)	0 CYCLES	DUE IN 14155 CYCLES					
AIASP-8TH STG COMP WHEEL (R2202L04)	0 CYCLES	DUE IN 14155 CYCLES					
AIASP-9TH STG COMP WHEEL (R2202M01)	0 CYCLES	DUE IN 6313 CYCLES					
AIASP-9TH STG COMP WHEEL (R2202M02)	0 CYCLES	DUE IN 6678 CYCLES					
AIASP-9TH STG COMP WHEEL (R2202M03)	0 CYCLES	DUE IN 6755 CYCLES					
AIASP-9TH STG COMP WHEEL (R2202M04)	0 CYCLES	DUE IN 6755 CYCLES					
AIASP-10TH STG COMP WHEEL (R2202N01)	0 CYCLES	DUE IN 11713 CYCLES					
AIASP-10TH STG COMP WHEEL (R2202N02)	0 CYCLES	DUE IN 12078 CYCLES					
AIASP-10TH STG COMP WHEEL (R2202N03)	0 CYCLES	DUE IN 12155 CYCLES					
AIASP-10TH STG COMP WHEEL (R2202N04)	0 CYCLES	DUE IN 12155 CYCLES					
AIASP-11TH STG COMP WHEEL (R2202O01)	0 CYCLES	DUE IN 8813 CYCLES					
AIASP-11TH STG COMP WHEEL (R2202O02)	0 CYCLES	DUE IN 9178 CYCLES					
AIASP-11TH STG COMP WHEEL (R2202O03)	0 CYCLES	DUE IN 9255 CYCLES					
AIASP-11TH STG COMP WHEEL (R2202O04)	0 CYCLES	DUE IN 9255 CYCLES					
AIASP-12TH STG COMP WHEEL (R2202P01)	0 CYCLES	DUE IN 17913 CYCLES					
AIASP-12TH STG COMP WHEEL (R2202P02)	0 CYCLES	DUE IN 18278 CYCLES					
AIASP-12TH STG COMP WHEEL (R2202P03)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-12TH STG COMP WHEEL (R2202P04)	0 CYCLES	DUE IN 18355 CYCLES					
AIASP-13TH STG COMP WHEEL (R2202Q01)	0 CYCLES	DUE IN 4613 CYCLES					
AIASP-13TH STG COMP WHEEL (R2202Q02)	0 CYCLES	DUE IN 4978 CYCLES					
AIASP-13TH STG COMP WHEEL (R2202Q03)	0 CYCLES	DUE IN 5055 CYCLES					
AIASP-13TH STG COMP WHEEL (R2202Q04)	0 CYCLES	DUE IN 5055 CYCLES					
AIASP-14TH STG COMP WHEEL (R2202R01)	0 CYCLES	DUE IN 2713 CYCLES					
AIASP-14TH STG COMP WHEEL (R2202R02)	0 CYCLES	DUE IN 3078 CYCLES					
AIASP-14TH STG COMP WHEEL (R2202R03)	0 CYCLES	DUE IN 3155 CYCLES					
AIASP-14TH STG COMP WHEEL (R2202R04)	0 CYCLES	DUE IN 3155 CYCLES					
AIASP-COMPRESSOR CONE SHFT (R2202S01)	0 CYCLES	DUE IN 2913 CYCLES					
AIASP-COMPRESSOR CONE SHFT (R2202S02)	0 CYCLES	DUE IN 3278 CYCLES					
AIASP-COMPRESSOR CONE SHFT (R2202S03)	0 CYCLES	DUE IN 3355 CYCLES					
AIASP-COMPRESSOR CONE SHFT (R2202S04)	0 CYCLES	DUE IN 3355 CYCLES					
AIASP-1ST STG TURBINE WHEEL (R2202T01)	0 CYCLES	DUE IN 17913 CYCLES					
AIASP-1ST STG TURBINE WHEEL (R2202T02)	0 CYCLES	DUE IN 18278 CYCLES					

				PAGE	9 OF	11	PAGES
INSPECTION	FREQUENCY	NEXT DUE		NEXT DUE	NEXT DUE	NEXT DUE	NEXT DUE
A1ASP-1ST STG TURBINE WHEE(R2202T03)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-1ST STG TURBINE WHEE(R2202T04)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-2ND STG TURBINE WHEE(R2202U01)	0 CYCLES	DUE IN	17913 CYCLES				
A1ASP-2ND STG TURBINE WHEE(R2202U02)	0 CYCLES	DUE IN	18278 CYCLES				
A1ASP-2ND STG TURBINE WHEE(R2202U03)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-2ND STG TURBINE WHEE(R2202U04)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-TURBINE SPACER (R2202V01)	0 CYCLES	DUE IN	7213 CYCLES				
A1ASP-TURBINE SPACER (R2202V02)	0 CYCLES	DUE IN	7578 CYCLES				
A1ASP-TURBINE SPACER (R2202V03)	0 CYCLES	DUE IN	7655 CYCLES				
A1ASP-TURBINE SPACER (R2202V04)	0 CYCLES	DUE IN	7655 CYCLES				
A1ASP-3RD STG TURB WHEEL (R2202W01)	0 CYCLES	DUE IN	10613 CYCLES				
A1ASP-3RD STG TURB WHEEL (R2202W02)	0 CYCLES	DUE IN	10978 CYCLES				
A1ASP-3RD STG TURB WHEEL (R2202W03)	0 CYCLES	DUE IN	11055 CYCLES				
A1ASP-3RD STG TURB WHEEL (R2202W04)	0 CYCLES	DUE IN	11055 CYCLES				
A1ASP-4TH STAGE TURB WHEEL(R2202X01)	0 CYCLES	DUE IN	17913 CYCLES				
A1ASP-4TH STAGE TURB WHEEL(R2202X02)	0 CYCLES	DUE IN	18278 CYCLES				
A1ASP-4TH STAGE TURB WHEEL(R2202X03)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-4TH STAGE TURB WHEEL(R2202X04)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-TURBINE SPACER (R2202Y01)	0 CYCLES	DUE IN	17913 CYCLES				
A1ASP-TURBINE SPACER (R2202Y02)	0 CYCLES	DUE IN	18278 CYCLES				
A1ASP-TURBINE SPACER (R2202Y03)	0 CYCLES	DUE IN	18355 CYCLES				
A1ASP-TURBINE SPACER (R2202Y04)	0 CYCLES	DUE IN	18355 CYCLES				
-AUXILIARY POWER UNIT(R2403A)	3000 HOURS	HOURS REMAINING	1633				
A1ASP-PROPELLER ASSEMBLY (R3204A01)	5 YEARS	DUE	2016/05/24				
A1ASP-PROPELLER ASSEMBLY (R3204A02)	5 YEARS	DUE	2017/08/22				
A1ASP-PROPELLER ASSEMBLY (R3204A03)	5 YEARS	DUE	2016/05/17				
A1ASP-PROPELLER ASSEMBLY (R3204A04)	5 YEARS	DUE	2017/09/13				
A1ASP-PROP OVERSPEED GOV (R3204D01)	0 HOURS	DUE IN	6404 HOURS				
A1ASP-PROP OVERSPEED GOV (R3204D02)	0 HOURS	DUE IN	7404 HOURS				
A1ASP-PROP OVERSPEED GOV (R3204D03)	0 HOURS	DUE IN	6404 HOURS				
A1ASP-PROP OVERSPEED GOV (R3204D04)	0 HOURS	DUE IN	6404 HOURS				
A1ASP-PROPELLER ASSEMBLY (R3204E01)	0 HOURS	DUE IN	5182 HOURS				
A1ASP-PROPELLER ASSEMBLY (R3204E02)	0 HOURS	DUE IN	5655 HOURS				
A1ASP-PROPELLER ASSEMBLY (R3204E03)	0 HOURS	DUE IN	4609 HOURS				
A1ASP-PROPELLER ASSEMBLY (R3204E04)	0 HOURS	DUE IN	5770 HOURS				
A1ASP-BLADE ASSEMBLY (R3204J01)	0 HOURS	DUE IN	27682 HOURS				
A1ASP-BLADE ASSEMBLY (R3204J02)	0 HOURS	DUE IN	29904 HOURS				
A1ASP-BLADE ASSEMBLY (R3204J03)	0 HOURS	DUE IN	29906 HOURS				
A1ASP-BLADE ASSEMBLY (R3204J04)	0 HOURS	DUE IN	27448 HOURS				
A1ASP-BEARING ASSY INBOARD(R3204K01)	0 HOURS	DUE IN	12682 HOURS				
A1ASP-BEARING ASSY INBOARD(R3204K02)	0 HOURS	DUE IN	13155 HOURS				

			PAGE 10 OF 11 PAGES
INSPECTION	FREQUENCY	NEXT DUE	NEXT DUE NEXT DUE NEXT DUE
ALASP-BEARING ASSY INBOARD(R3204K03)	0 HOURS	DUE IN 12109 HOURS	
ALASP-BEARING ASSY INBOARD(R3204K04)	0 HOURS	DUE IN 13270 HOURS	
ALASP-BEARING ASSY OUTBOARD(R3204L01)	0 HOURS	DUE IN 12682 HOURS	
ALASP-BEARING ASSY OUTBOARD(R3204L02)	0 HOURS	DUE IN 13155 HOURS	
ALASP-BEARING ASSY OUTBOARD(R3204L03)	0 HOURS	DUE IN 12109 HOURS	
ALASP-BEARING ASSY OUTBOARD(R3204L04)	0 HOURS	DUE IN 13270 HOURS	
ALASP-COUNTERWEIGHT ARM (R3204M01)	0 HOURS	DUE IN 12682 HOURS	
ALASP-COUNTERWEIGHT ARM (R3204M02)	0 HOURS	DUE IN 13155 HOURS	
ALASP-COUNTERWEIGHT ARM (R3204M03)	0 HOURS	DUE IN 12109 HOURS	
ALASP-COUNTERWEIGHT ARM (R3204M04)	0 HOURS	DUE IN 13270 HOURS	
ALBSE-AIRCRAFT BATTERY (R4205A)	48 MONTHS	DUE 2019/06/05	
ALBSE-AVIONICS BATTERY (R4205B)	48 MONTHS	DUE 2019/06/05	
-RPLC FUEL TANK (R4606C)	18 YEARS	DUE 2029/01/21	
ALASE-FIRE BOTTLES (R4904AM)	6 YEARS	DUE 2021/06/10	
ALASE-FIRE BOTTLES (R4904ARE)	6 YEARS	DUE 2021/06/10	
ALASE-ELT BATTERY (R6607A)	5 YEARS	DUE 2020/05/29	
ALASE-DFDR ULB BATTERY (R6607B)	6 YEARS	DUE 2021/06/08	
ALASE-CVR ULB BATTERY (R6607C)	6 YEARS	DUE 2016/08/03	
ALASE-CVR U/W BEACON (R6607D)	18 YEARS	DUE 2028/08/03	
ALASE-DFDR U/W BEACON (R6607E)	18 YEARS	DUE 2028/08/03	
-REPLACE IFF BATTERY (R6608A)	24 MONTHS	DUE 2016/10/27	
ALACC-LH LIFE RAFT (R9108A01)	3 YEARS	DUE 2016/09/12	
SURV -LH LIFE RAFT (R9108A02)	3 YEARS	DUE 2016/09/12	
SURV -RH LIFE RAFT (R9108B01)	3 YEARS	DUE 2016/09/12	
ALASE-FIRE EXT SQUIBS (R9707AM)	60 MTH INSTAL	DUE 2020/02/28 FROM DOM	
ALBSE-FIRE EXT SQUIBS (R9707ARE)	60 MTH INSTAL	DUE 2020/02/28 FROM DOM	
-270 DAY HSC/A CHECK (SHS01A)	270 DAYS	DUE 2016/01/19	
-540D ISO/B C1 C2 CK (SIS01A)	540 DAYS	DUE 2016/10/18	
ISO1 -1200 HR ISO/B CHECK (SIS01B)	1200 HOURS	DUE IN 903 HRS @ 3454	
-PDM (SPD01A)	144 MONTHS	DUE 2023/01/21	

AFTO FORM 781K

MAINTENANCE DISCREPANCY AND WORK DOCUMENT

DATE FROM: 2015/10/01		TO: 2015/10/01		MDS: C130J		SERIAL NUMBER: 08003174		PAGE 11 OF 11 PAGES	
JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION		TCTO DATA CODE	WUC/REFDES		TRNSFR BY EMPLOYEE NUMBER		
		DOC NUM	UJC QTY STA	GROUND DATE					
D. DELAYED DISCREPANCIES, URGENT ACTION, AND OUTSTANDING ROUTINE TCTO'S									
JOB CONTROL NUMBER	TCTO NUMBER AND PUBLICATION DATE	SUPPLY INFORMATION		TCTO DATA CODE	WUC/REFDES		TRNSFR BY EMPLOYEE NUMBER		
		DOC NUM	UJC QTY STA	GROUND DATE					
00001	TCTO IC-130-2046 RELDT 2014/10/29 STATUS 16 INSP CENTER WING LOWER FORWARD SKIN PANE			0120337					
				2015/06/05					
0268700	AIASC-#1 RADAR ALIMETER KNURL KNOB BROKEN/REMOVED FOR REPLACEMENT	J531CN41394946	BQ 1 B/O	72230					
1195462	AIACC-2EA BROKEN NUTPLATES ON LEFT WING UPPER A/D LOWER #4 LEADING EDGE 2EA SCREWS NOT INSTALLED		AWT LEADING EDGE REMOVAL	11547					
1715483	SMCO -1EA BRK NUTPLATE ON LH WING LOWER #1 LEADING EDGE SCREW NOT INSTALLED		AWT LEADING EDGE REMOVAL	11522					
302C007	SMCO -2 EA BROKEN NUT PLATE ON LEFT WING LOWER 2 LEADING EDGE 2 EA SCREWS NOT INSTALLED		AWT LEADING EDGE REMOVAL	11525					
302C015	SMCO -1 EA BROKEN NUT PLATE ON RIGHT WING LOWER #4 LEADING EDGE SCREW NOT INSTALLED		AWT LEADING EDGE REMOVAL	11525					
3195442	SMCO -1 EA BROKEN NUT PLATE ON RIGHT WING #1 LEADING EDGE SCREW NOT INSTALLED		AWT LEADING EDGE REMOVAL	11512					
151001234	AIACC-RIGHT SIDE D RING CUP AT FS 472 HAS HOLE IN IT	J516CN51034003	BQ 1 B/O	1141F					
15107B005	SMCO -CARGO RAMP PEDESTAL TRAILING EDGE ASSY MOUNTED UNDER SKID PLATES, AWAIT PARTS/DOWNTIME	J521CC51074007	BQ 1 B/O	11240					
15113B003	SMCO -1EA BROKEN NUT PLATE ON LH AFT CARGO COMPARTMENT FLOOR PANEL (REQUIRES R2 OF NUTPLATE CHANGE)		AWT NEXT FLOOR PANEL REMOVAL	12310					
OPEN ITEMS CARRIED FORWARD TO NEW AFTO FORM 781K. SIGNATURE AND EMPLOYEE NUMBER									
AFTO FORM 781K					MAINTENANCE DISCREPANCY AND WORK DOCUMENT				

D3. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS

No data available.

D4. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT

No data available.

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TAB E

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TAB F

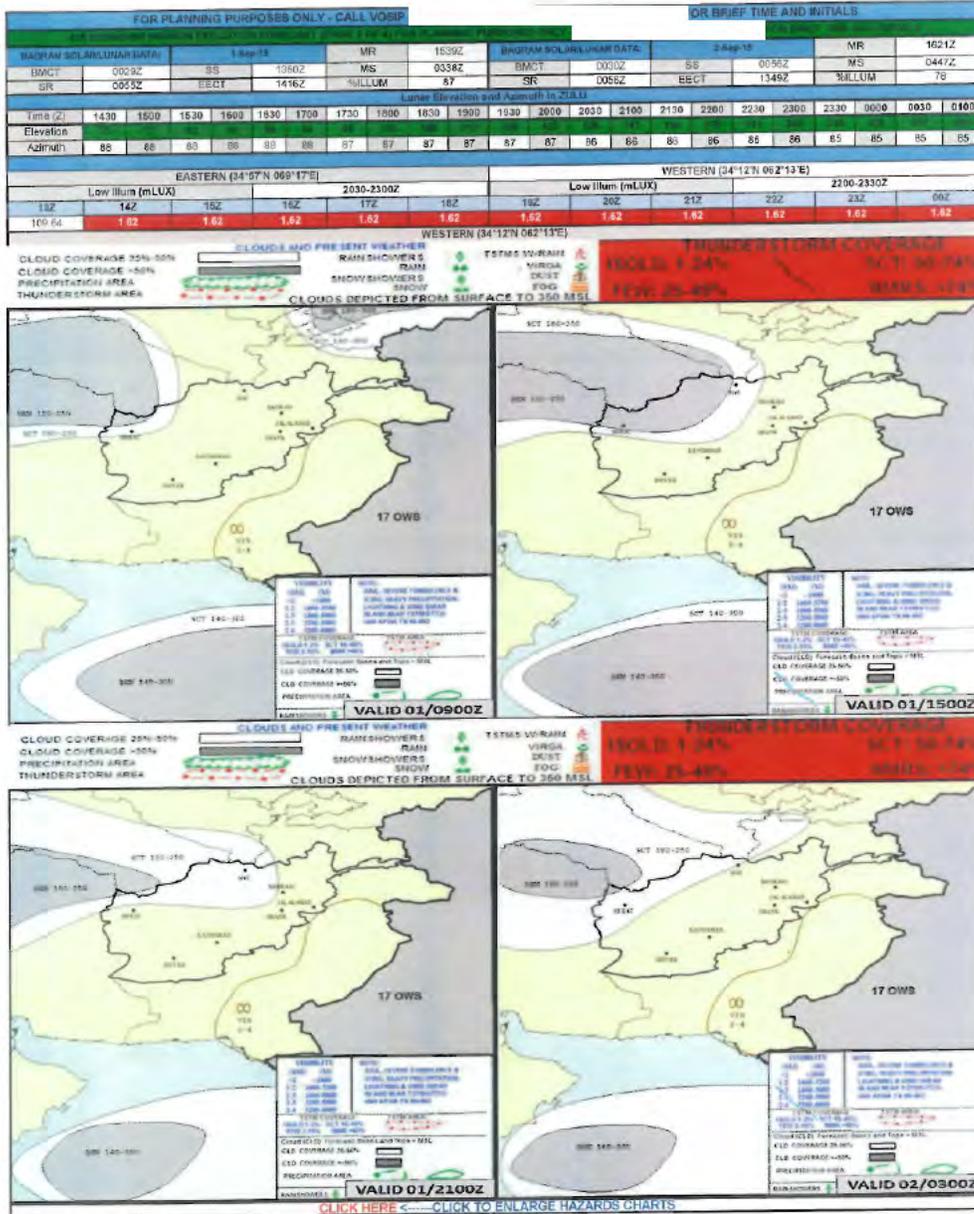
WEATHER AND ENVIRONMENTAL RECORDS AND DATA

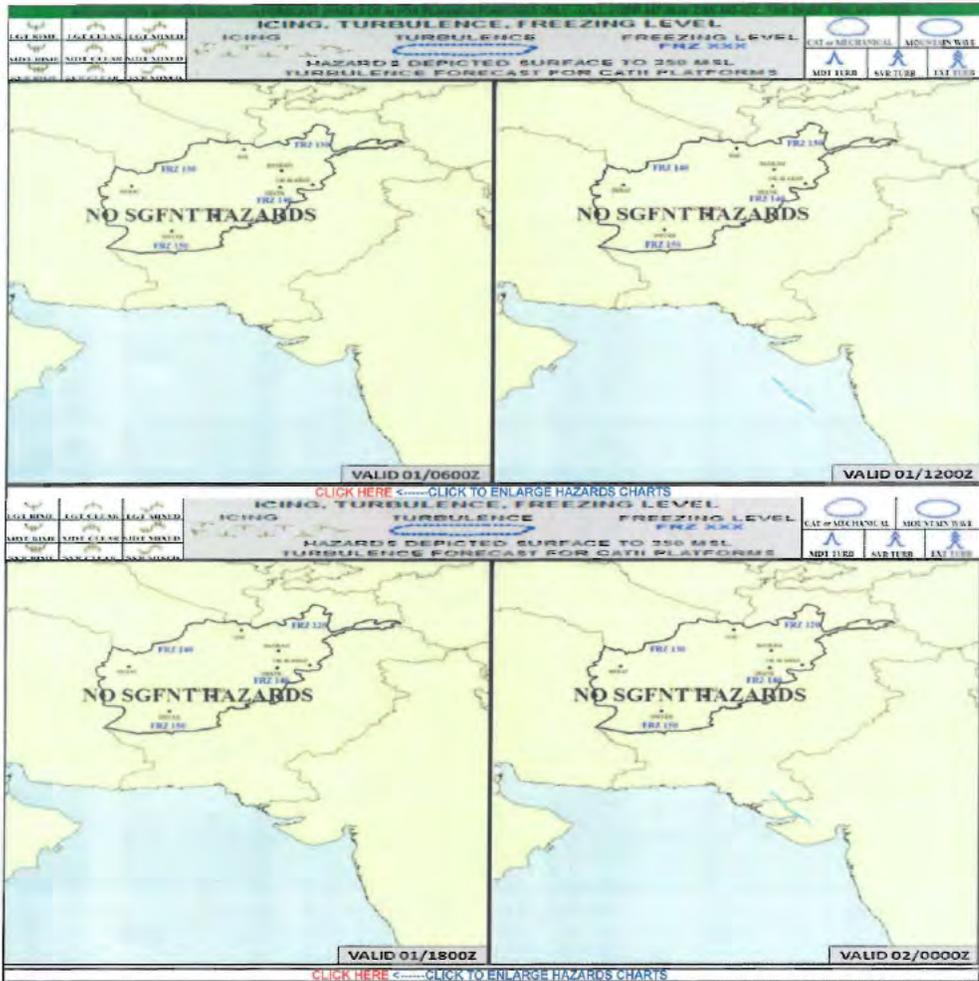
F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS..... 2
F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT..... 8

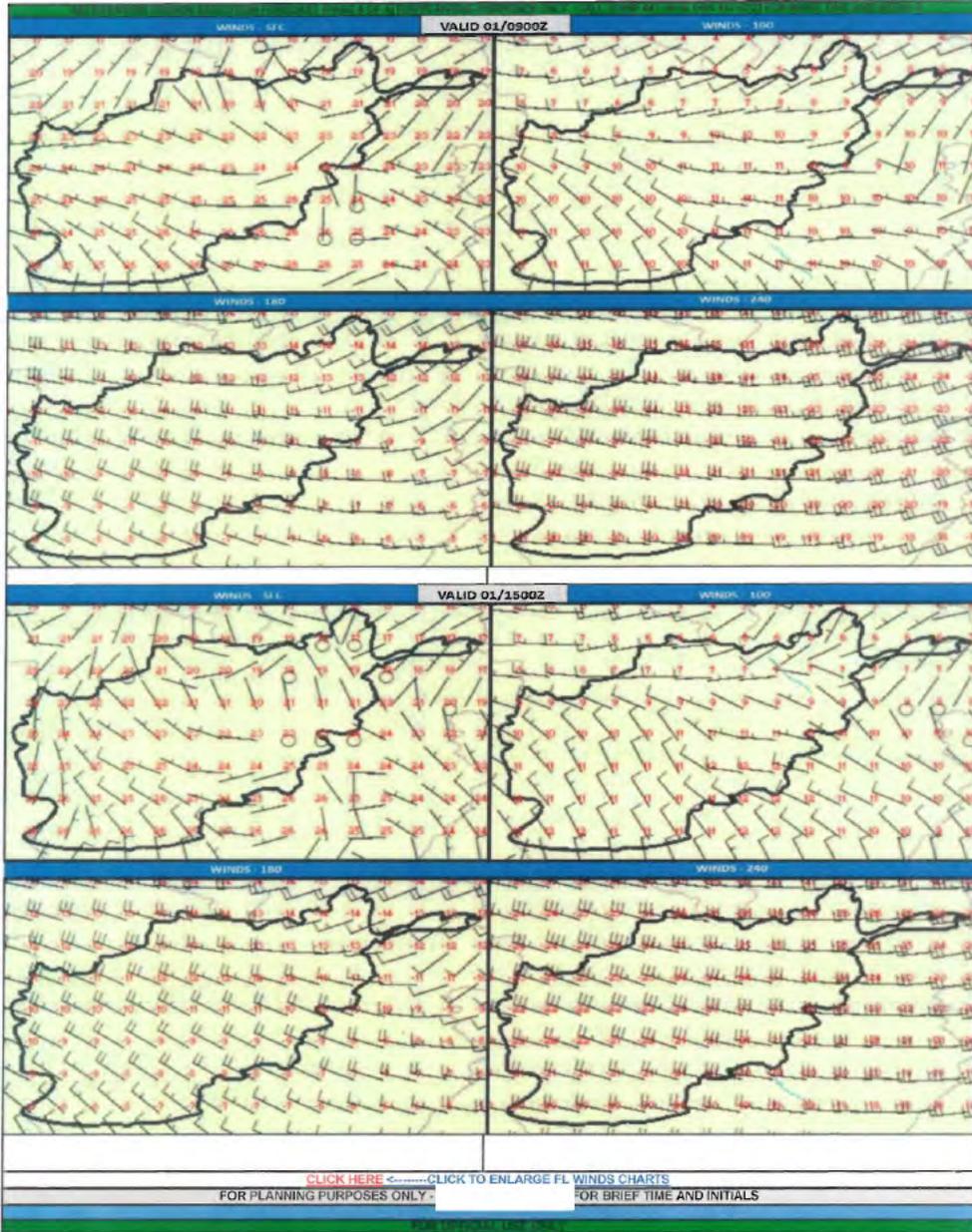
F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS

C-130 Mission Weather		DEPARTURE STATION / ETD OAIX / 00:00 z		DATE (DD MMM YY) 01 Oct 15	TYPE AIRCRAFT / CALL SIGN C130 / TORQE62			
<p align="center">BAGRAM TAKE OFF AND LANDING DATA, HAZARDS AND FLIGHT LEVEL WEATHER DATA IS LOCATED ON THE ATTACHED FIX WING MISSION EXECUTION FORECAST</p> <p align="center"><small>Feedback please visit the 455 AEW SharePoint and find our Feedback Form under the Weather Tab</small></p>								
MOA FORECAST								
MOA	ALT	CLOUDS / VISIBILITY / WEATHER			WIND / TEMPERATURE °C	ALSTG	VALID TIME	
MOA 1							- Z	
MOA 2							- Z	
MOA 3							- Z	
MOA 4							- Z	
HAZARDS / REMARKS								
***OAKB TEMPO 22-04 4000 HZ								
RECOVERY / ALTERNATE FORECAST								
STATION	(WIND (K/T))	UIS	WEATHER	TEMP	SKY CONDITION	PA	ALSTG	VALID TIME
OAJL	VRB06 T	9000	HZ	+20	FEW100	+1741 FT	3005	1625 - 1825 Z
OAIX	VRB06 T	9999	NSW	+15	FEW100	+4629 FT	3021	1735 - 1935 Z
OAJL	VRB06 T	9000	HZ	+19	FEW100	+1750 FT	3004	1900 - 2100 Z
OAIX	VRB06 T	9999	NSW	+12	FEW100	+4638 FT	3020	2010 - 2210 Z
OAKB	VRB06 T	8000***	HZ	+12	FEW120	+5555 FT	3027	2205 - 0005 Z
OAKN	VRB06 T	9999	NSW	+16	SKC	+3102 FT	3015	0025 - 0225 Z
OAIX	VRB06 T	9999	NSW	+18	FEW100	+4574 FT	3027	0245 - 0445 Z
	T							- Z
REMARKS (FSTMS (MPX Y LLWS)) PLEASE CALL FOR UPDATE PRIOR TO DEPARTURE					PMSV LOCATION OAIX	FREQUENCY 135.6	PILOT	ATTACHMENT YES
					BRIEFING DATA			
BRIEFED TIME (ZULU) E 1430					INITIALS	REBRIEFED TIME (ZULU)	INITIALS	

455 EOSS/OSW MISSION WEATHER PRODUCT																				
DATE:		1 Oct 15		MYP #: 01-02		FOR PLANNING PURPOSES ONLY - CALL FOR BRIEF TIME AND INITIALS														
VALID:		010000-020000Z		DSN		VOSIP		/ PMSV 135.6 mHz												
ISSUED:		010002Z		FOR WEATHER FEEDBACK PLEASE GO TO THE 455 AEW STATION 15-0701 under the Weather Tab. Weather Feedback Form																
BAHAMAM LAUNCH / RECOVERY WEATHER (RWY 02/21) ALL HEIGHTS AGL																				
TIME (ZULU)	CRG	VIS	WX	DIR	SPD	GUSTS	XWIND	MAX TEMP			DEWPOINT			RH	ALSTG	PA				
00 00 to 10 00	NONE	9999	NSW	VRB	5	G	KT	5	79	F	25	C	37	F	3	C	25	3017	4698	
RMK: FEW120																				
11 00 to 12 00	NONE	9999	NSW	VRB	10	G	15	KT	10	77	F	25	C	37	F	3	C	24	3018	4667
RMK: FEW100 SCT160																				
13 00 to 14 00	NONE	9999	NSW	VRB	340	G	15	KT	11	77	F	25	C	37	F	3	C	24	3018	4697
RMK: FEW100 SCT160																				
15 00 to 16 00	NONE	9999	NSW	VRB	10	G	15	KT	10	79	F	21	C	41	F	5	C	35	3018	4046
RMK: FEW100 SCT190																				
17 00 to 18 00	NONE	9999	NSW	VRB	10	G	15	KT	10	68	F	15	C	41	F	5	C	42	3018	4538
RMK: FEW100 SCT150																				
19 00 to 20 00	NONE	9999	NSW	VRB	360	G	15	KT	5	59	F	15	C	39	F	4	C	48	3018	4548
RMK: FEW120																				
21 00 to 00 00	NONE	9999	NSW	VRB	6	G	KT	0	55	F	13	C	39	F	4	C	54	3018	4867	
01 00 to 04 00	NONE	9999	NSW	VRB	6	G	KT	0	63	F	17	C	32	F	0	C	32	3018	4693	
05 00 to 08 00	NONE	9999	NSW	VRB	6	G	KT	6	72	F	22	C	36	F	2	C	27	3020	4929	
RMKS: WVA																				
TEMP DEVI: +05°C																				
SIG WXRemarks: 13-14Z LST COUN MOD TYPE SFC-600																				
FLIGHT LEVEL WINDS (MSL)																				
FL050-060	FL080-120	FL120-150	FL150-200	FL200-250	FL250-300	FL300-350														
0100KFT	1401KFT	2100KFT	2202KFT	2502KFT	2503KFT	2504KFT														
OVERT / ARSA FORECASTS ALL HEIGHTS AGL																				
Kandahar - RWY 05/23 - Alt 3538 FT					Mazar i Sharif - RWY 06/24 - Alt 1284 FT															
TAF 010702Z 010702Z 010702Z 010702Z 010702Z BECMG 01090109 20014315KT 9999 SKC QNH0300INS WND 27009KT AFT 0115 BECMG 01150115 VRB06KT 9999 SKC QNH0300INS WND 26009KT AFT 0206 T310110Z T130201Z					TAF 010505Z 01080206 02009KT 9999 NSW SKC BECMG 01140116 17008KT 9999 NSW FEW120 SCT150=															
Kabul - RWY 11/29 - Alt 5875 FT					JALALABAD - RWY 31/13 - Alt 1860 FT															
TAF 010505Z 01060506 25009KT CAVOK BECMG 01070509 3000 FEW120 TEMPO 01100113 34012KT BECMG 01170114 CAVOK PROB40 TEMPO 01180122 8000 HZ TEMPO 03020204 4000 HZ NSC=					TAF 01080214 VRB09KT 8000 HZ FEW100 QNH02800INS T3401505Z T170201Z															
Herat - RWY 18/36 - Alt 3206 FT					Shenk - RWY 34/16 - Alt 6508 FT															
TAF 010502Z 01060204 VRB04KT CAVOK=					TAF 010100Z 01010207 VRB06KT 9999 SKC QNH03250INS BECMG 01110112 03008KT 9999 SKC QNH0324INS BECMG 01140115 VRB06KT 9999 SKC QNH0326INS 03240114Z TN110101Z=															
OVERT/ARSA OBS/TAFS																				
OVERT/ARSA OBS/TAFS			TACD EAST OBS/TAFS			TAAC EAST OBS/TAFS			TANKER OBS/TAFS			TANKER OBS/TAFS								
TANKER BASE FORECAST																				
TAF 010706Z 01070213 15010G15KT 9999 SKC QNH2980INS BECMG 01120113 36012KT 9999 SKC QNH2984INS BECMG 01180117 03009KT 9999 SKC QNH2990INS BECMG 02100121 01012KT 9999 SKC QNH2995INS TX 0111Z TN260203Z=					TAF 010706Z 01070213 17009KT 9000 HZ SKC QNH2980INS BECMG 01090110 14015G20KT 9000 HZ SKC QNH2980INS BECMG 01110112 09012KT 9000 HZ SKC QNH2985INS WND 07006KT AFT 0115 BECMG 01200123 08006KT 8000 HZ SKC QNH2985INS BECMG 02060127 27012KT 9000 HZ SKC QNH2984INS TX 0111Z TN260203Z=															
30°C HEIGHT / CONTRAILS (ALL HEIGHTS MSL) / FZ LV																				
TAAC NORTH (OAMS)	TAAC SOUTH (KQHN)	TAAC EAST (KQSA)	TAAC WEST (QARH)																	
-20°C	250	-20°C	340	-20°C	340	-20°C	400													
CONTRAILS	450-600	CONTRAILS	450-600	CONTRAILS	450-600	CONTRAILS	450-600													
FREEZING LVL	130	FREEZING LVL	140	FREEZING LVL	140	FREEZING LVL	140													







ISSUED: Tuesday, September 29, 2015 @1800Z



BAGRAM AIRFIELD 5-DAY FORECAST

For Planning Purposes Only



ISSUED: Tuesday, Sep 29, 2015 @1800Z

	Wednesday, September 30, 2015		Thursday, October 1, 2015		Friday, October 2, 2015		Saturday, October 3, 2015		Sunday, October 4, 2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
										
	Partly Cloudy	Partly Cloudy	Sunny	Partly Cloudy	Sunny	Mostly Cloudy	Sunny	Partly Cloudy	Partly Cloudy	Partly Cloudy
TEMPS	HI: 26°C/79°F	LO: 12°C/54°F	HI: 28°C/82°F	LO: 14°C/57°F	HI: 29°C/84°F	LO: 15°C/59°F	HI: 29°C/84°F	LO: 15°C/59°F	HI: 28°C/82°F	LO: 15°C/59°F
WND DIR	W	NE	NW	N	NW	NW	W	NW	NW	N
WND SPD (KTS)	09KT	12KT	09KT	12G20KT	12KT	15G25KT	09KT	15G25KT	06KT	12KT
SKY CON/MIN CIG	SCT150	SCT150	FEW180	SCT180	FEW180	BKN180	FEW150	SCT150	SCT150	BKN150
MIN VIS (METERS)	9999	9999	9999	9999	9999	9999	9999	9999	9999	9999
All Times are in Zulu.	Sunrise:	0116Z	Sunrise:	0117Z	Sunrise:	0118Z	Sunrise:	0119Z	Sunrise:	0119Z
	Sunset:	1309Z	Sunset:	1308Z	Sunset:	1307Z	Sunset:	1305Z	Sunset:	1304Z
	Moonrise:	1457Z	Moonrise:	1544Z	Moonrise:	1634Z	Moonrise:	1727Z	Moonrise:	1821Z
	Moonset:	0334Z	Moonset:	0442Z	Moonset:	0547Z	Moonset:	0647Z	Moonset:	0742Z
	% Illumination:	95%	% Illumination:	88%	% Illumination:	79%	% Illumination:	70%	% Illumination:	59%

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT

Per the tower transcript (see Tab N), landing weather was provided at 1834Z as altimeter setting 30.01, temperature +22 C, winds 290/3. At 1948Z the crew was cleared for takeoff and given winds 220/3 with no other weather updates. The Staff Weather Officer (SWO) at OAJL uses the TMQ-53 Tactical Meteorological Observing System. The controllers in the tower access the weather information on the Joint Environmental Toolkit (JET) website.

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G1.1.2. FLYING HISTORY REPORT

PREPARED 01 OCT 2015 20:32 FLYING HISTORY REPORT (FA) AS OF 01 OCT 2015 PCN
 INQUIRY
 NAME: **MP** SSAN: GRADE: CPT API: 1 FAC: 1 OPOA: 55 ASC: 1A ASC DATE: 12 FEB 13
 CMD: AMC WING: 000788BW PRI CRW POS: P PRI ACFT: C130J UNIT: 0039ALFSO BASE: DYESS AFB

AIRCRAFT TOTALS		CAREER TOTALS	
AIRCRAFT MDS	C130J(5)	SMC130J(0)	CREW POSITION
PLI DTY CERT CODE	MP C	MP C	PRIMARY TIME
DATE FIRST FLOWN	07 JAN 13	28 AUG 12	SECONDARY TIME
DATE LAST FLOWN	30 SEP 15	18 AUG 15	INSTRUCTOR TIME
TOTAL TIME	943.0	200.0	EVALUATOR TIME
PRIMARY TIME	472.5	100.7	OTHER TIME
SECONDARY TIME	303.1	98.8	TOTAL TIME
INSTRUCTOR TIME	0.0	0.0	STUDENT TIME
EVALUATOR TIME	0.0	0.0	OTHER US MIL TIME
OTHER TIME	167.4	0.5	FOREIGN MIL TIME
NIGHT	217.7	51.5	CIVILIAN TIME
PRIMARY INST	154.5	37.8	COMBAT TIME
PRIMARY SIM INST	16.7	12.0	COMBAT SUPT TIME
NVG TIME	164.8	77.5	TOTAL SORTIES
COMBAT TIME	235.9	0.0	COMBAT SORTIES
COMBAT SUPPORT TIME	55.4	0.0	COMBAT SUP SORTIES
COMBAT SORTIES	237	0	NVG TIME
COMBAT SUPPORT SORTIES	12	0	DATE FIRST FLOWN
TOTAL SORTIES	528	51	DATE LAST FLOWN
		GRAND TOTAL	1193.3

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G1.1.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 02 OCT 2015 09:47 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 02 OCT 2015 PCN

NAME: **MP** GRADE: CPT SSAN: API: 1 FAC: 1 ASC: 1A DAFSC: 011M3C AGE: .
 CMD: AMC WING: 000788BWG ORGANIZATION: 0039ALFSO CREW POSITION: MP C ASC DATE: 12 FEB 2013
 CURR RATING: PILOT AIRCRAFT TYPE: C130J SERIAL NO: 08-3174 MISHAP DATE: 02 OCT 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
C130J	472.5	303.1	0.0	0.0	167.4	943.0	472.5	217.7	154.5	16.7	528
LAST 30 DAYS	23.0	18.2	0.0	0.0	12.1	53.3	23.0	18.9	9.9	0.0	32
LAST 60 DAYS	23.7	19.2	0.0	0.0	17.9	60.8	23.7	19.1	9.9	0.0	34
LAST 90 DAYS	39.2	33.8	0.0	0.0	17.9	90.9	39.2	29.5	18.8	3.0	44

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
SMC130J	100.7	98.8	0.0	0.0	0.5	200.0	100.7	51.5	37.8	12.0	51
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	2.0	2.0	0.0	0.0	0.0	4.0	2.0	0.5	0.0	0.5	1
LAST 90 DAYS	6.0	6.0	0.0	0.0	0.0	12.0	6.0	2.5	2.6	0.5	4

*** CAREER TOTALS ***

CREW POSITION	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
FIRST FLIGHT											
LAST FLIGHT											
PILOT	472.5	303.1	0.0	0.0	167.4	943.0	472.5	217.7	154.5	16.7	528
07 JAN 2013											
30 SEP 2015											

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G1.1.5. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 02 JAN 2014 08:23

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 JAN 2014 PCN

ANNUAL

NAME: **MP** SSAN: ACFT DPLC: FMWZ GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO

MOS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EWAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	SIM INS	NWG	RES N/S	DATE UPDATED	
C130J	15 MAR 13	08-3171	FPN	1.8	0.2	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	2.0	0.0	0.0	2.0	S 20130318
C130J	19 MAR 13	08-5675	FPN	0.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130320
C130J	21 MAR 13	08-5675	FPN	0.0	0.0	0.0	0.0	4.1	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130324
C130J	27 MAR 13	08-5712	FPN	1.1	1.1	0.0	0.0	0.0	2.2	2	0.0	0	0.0	0	2.2	0.0	0.3	1.9	S 20130327
C130J	23 APR 13	08-5684	FPN	0.0	0.5	0.0	0.0	1.0	2.1	1	0.0	0	0.0	0	1.1	0.0	0.0	1.0	S 20130423
C130J	01 MAY 13	08-5712	FPN	0.4	0.0	0.0	0.0	0.3	0.7	1	0.0	0	0.0	0	0.4	0.0	0.0	0.0	S 20131115
C130J	07 MAY 13	08-5675	FPN	1.3	0.0	0.0	0.0	0.0	2.1	6	0.0	0	0.0	0	1.3	0.5	0.0	1.3	S 20130510
C130J	07 MAY 13	08-5675	FPN	0.0	0.0	0.0	0.0	0.3	0.3	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130509
C130J	08 MAY 13	08-3172	FPN	1.4	0.4	0.0	0.0	1.0	2.8	5	0.0	0	0.0	0	0.0	1.0	0.0	0.0	S 20130509
C130J	12 MAY 13	08-3178	FPN	0.4	0.2	0.0	0.0	1.1	1.7	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0	S 20130517
C130J	22 MAY 13	08-3172	FPN	0.0	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130530
C130J	29 MAY 13	08-5679	FPN	1.5	1.5	0.0	0.0	0.0	3.0	2	0.0	0	0.0	0	0.0	0.0	1.0	0.0	S 20130530
C130J	03 JUN 13	08-5679	FPC	2.0	2.0	0.0	0.0	0.0	4.0	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130504
C130J	07 JUN 13	10-5700	FPC	0.0	0.0	0.0	0.0	2.4	2.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130507
C130J	11 JUN 13	08-5685	FPC	0.0	0.0	0.0	0.0	2.3	2.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130512
C130J	19 JUN 13	08-5715	FPC	3.4	0.4	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	0.5	1.0	0.0	0.0	S 20130519
C130J	20 JUN 13	08-5679	FPC	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130520
C130J	21 JUN 13	08-5715	FPC	1.5	0.4	0.0	0.0	0.0	1.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130522
C130J	21 JUN 13	08-5685	FPC	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	S 20130525
C130J	22 JUN 13	08-5715	FPC	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130523
C130J	24 JUN 13	08-5692	FPC	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	1.4	1.5	0.0	1.4	S 20130525
C130J	25 JUN 13	08-5715	FPC	0.3	0.0	0.0	0.0	0.0	0.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130526
C130J	26 JUN 13	08-5715	FPC	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130526
C130J	26 JUN 13	08-5715	FPC	1.2	0.3	0.0	0.0	0.0	1.5	4	0.0	0	0.0	0	0.0	0.4	0.0	0.0	S 20130527
C130J	27 JUN 13	08-5715	FPC	1.2	0.3	0.0	0.0	0.0	1.5	4	0.0	0	0.0	0	1.5	0.0	0.0	1.5	S 20130527
C130J	28 JUN 13	08-5715	FPC	3.2	0.5	0.0	0.0	0.0	3.7	1	0.0	0	0.0	0	3.1	2.0	0.0	0.0	S 20130528

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DATE 27 Apr 14

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PREPARED 02 JAN 2014 08:23

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 JAN 2014 PCN

ANNUAL

NAME: **MP** SSAN: ACFT DPLC: FMWZ GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO

MOS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EWAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	SIM INS	NWG	RES N/S	DATE UPDATED	
C130J	11 JUL 13	08-5675	FPC	0.3	0.0	0.0	0.0	3.5	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130712
C130J	16 JUL 13	08-5679	FPC	1.1	0.3	0.0	0.0	2.5	3.9	1	0.0	0	0.0	0	1.4	0.5	0.0	1.0	S 20130718
C130J	10 JUL 13	08-5679	FPC	2.8	0.1	0.0	0.0	1.3	4.2	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	S 20130722
C130J	30 JUL 13	08-5693	FPC	1.8	1.1	0.0	0.0	1.2	4.1	1	0.0	0	0.0	0	2.9	0.0	0.0	2.9	S 20130730
C130J	01 AUG 13	08-5675	FPC	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	2.1	0.0	0.0	S 20130802
C130J	07 AUG 13	08-3178	FPO	0.0	0.0	0.0	0.0	4.2	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130813
C130J	08 AUG 13	08-3178	FPO	0.7	0.6	0.0	0.0	1.4	2.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20130813
C130J	21 AUG 13	08-5675	FPO	1.0	1.0	0.0	0.0	2.0	4.0	2	0.0	0	0.0	0	2.0	1.0	0.0	1.5	S 20130821
C130J	22 AUG 13	08-5675	FPO	1.0	1.0	0.0	0.0	1.4	3.4	1	0.0	0	0.0	0	0.0	0.0	0.3	0.0	S 20130823
C130J	05 SEP 13	08-3178	FPO	0.0	0.0	0.0	0.0	0.3	0.3	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20131003
C130J	08 SEP 13	08-5675	FPO	2.8	2.9	0.0	0.0	0.0	5.7	1	0.0	0	5.7	1	3.0	2.0	0.0	0.0	S 20130918
C130J	09 SEP 13	08-5675	FPO	0.0	0.0	0.0	0.0	2.3	2.3	1	0.0	0	2.3	1	0.0	0.0	0.0	0.0	S 20130918
C130J	10 SEP 13	08-5675	FPO	1.7	1.6	0.0	0.0	6.7	10.0	2	0.0	0	10.0	2	0.0	1.5	0.0	0.0	S 20130918
C130J	11 SEP 13	08-5675	FPO	0.0	0.0	0.0	0.0	4.5	4.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	S 20131029
C130J	04 OCT 13	08-5691	FPO	1.0	0.9	0.0	0.0	1.0	2.9	5	2.0	5	0.0	0	0.0	1.0	0.0	0.0	S 20131005
C130J	18 OCT 13	08-5675	FPO	1.3	0.0	0.0	0.0	2.2	3.6	2	0.0	0	0.0	0	1.3	0.2	0.0	1.0	S 20131019
C130J	12 NOV 13	08-3178	FPO	0.6	0.5	0.0	0.0	0.0	1.1	1	1.1	1	0.0	0	1.1	0.0	0.0	1.1	S 20131113
C130J	13 NOV 13	08-3178	FPO	0.0	0.0	0.0	0.0	0.0	1.8	3	1.8	3	0.0	0	0.0	0.0	0.0	0.0	S 20131113
C130J	16 NOV 13	08-5683	FPO	1.3	1.2	0.0	0.0	0.0	2.5	4	2.5	4	0.0	0	2.5	0.0	0.2	2.4	S 20131117
C130J	17 NOV 13	08-5683	FPO	0.6	0.6	0.0	0.0	0.0	1.2	1	1.2	1	0.0	0	0.2	0.0	0.0	0.2	S 20131117
C130J	22 NOV 13	08-5675	FPO	2.1	2.1	0.0	0.0	0.0	4.2	4	4.2	4	0.0	0	4.2	2.0	0.0	4.2	S 20131123
C130J	23 NOV 13	08-5675	FPO	0.9	0.9	0.0	0.0	0.0	1.8	2	1.8	2	0.0	0	0.4	0.0	0.0	0.4	S 20131123
C130J	24 NOV 13	08-5685	FPO	2.8	2.7	0.0	0.0	0.0	5.5	2	0.0	0	0.0	0	5.5	1.0	0.5	5.5	S 20131125
C130J	25 NOV 13	08-5685	FPO	0.5	0.6	0.0	0.0	0.0	1.1	1	1.1	1	0.0	0	1.1	0.0	0.0	1.1	S 20131125
C130J	26 NOV 13	08-3178	FPO	2.6	2.5	0.0	0.0	0.0	5.1	5	5.1	5	0.0	0	5.1	0.0	1.0	5.1	S 20131127
C130J	01 DEC 13	08-5675	FPO	1.0	1.0	0.0	0.0	0.0	2.0	2	2.0	2	0.0	0	2.0	0.0	0.0	2.0	S 20131202

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DATE 27 Apr 14

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C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

PREPARED 02 JAN 2014 08:23

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 JAN 2014 PCN

ANNUAL

NAME: **MP**
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSD SSAN: ACFT DPLDC: FNWZ GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: C130J

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB SRT	C/S SRT	NITE	INS	SIM	INS	WVG	RES	R/S	DATE UPDATED
C130J	01 DEC 13	08-5681	FPO	0.4	0.3	0.0	0.0	0.0	0.7	1	0.7	1	0.0	0	0.7	0.0	0.2	0.7		S 20131202
C130J	02 DEC 13	08-5681	FPO	0.7	0.7	0.0	0.0	0.0	1.4	3	1.4	3	0.0	0	0.0	0.0	0.2	0.6		S 20131202
C130J	03 DEC 13	08-5683	FPO	0.6	0.6	0.0	0.0	0.0	1.2	1	1.2	1	0.0	0	1.2	0.2	0.0	1.2		S 20131204
C130J	04 DEC 13	08-5683	FPO	1.5	1.4	0.0	0.0	0.0	2.9	3	2.9	3	0.0	0	0.0	0.0	0.0	0.0		S 20131204
C130J	05 DEC 13	08-3178	FPO	3.8	3.8	0.0	0.0	0.0	7.6	4	7.6	4	0.0	0	1.6	3.0	0.0	1.6		S 20131205
C130J	07 DEC 13	08-5683	FPO	2.8	2.8	0.0	0.0	0.0	5.6	5	5.6	5	0.0	0	0.0	2.0	0.0	0.0		S 20131207
C130J	09 DEC 13	08-3178	FPO	2.4	2.3	0.0	0.0	0.0	4.7	6	4.7	6	0.0	0	0.7	1.0	0.0	0.7		S 20131209
C130J	11 DEC 13	08-5683	FPO	2.1	2.1	0.0	0.0	0.0	4.2	5	4.2	5	0.0	0	0.0	1.0	0.0	0.0		S 20131211
C130J	13 DEC 13	08-5683	FPO	4.5	4.5	0.0	0.0	0.0	9.0	5	9.0	5	0.0	0	2.2	1.5	0.0	2.2		S 20131213
C130J	15 DEC 13	08-3178	FPO	2.5	2.5	0.0	0.0	0.0	5.0	4	5.0	4	0.0	0	0.9	0.5	0.0	0.5		S 20131215
C130J	17 DEC 13	08-5685	FPO	2.6	2.6	0.0	0.0	0.0	5.2	5	5.2	5	0.0	0	3.3	0.0	0.2	3.3		S 20131217
C130J	19 DEC 13	10-5700	FPO	1.1	1.1	0.0	0.0	0.0	2.2	2	2.2	2	0.0	0	0.0	0.0	0.0	0.0		S 20131219
C130J	23 DEC 13	08-5684	FPO	2.7	2.6	0.0	0.0	0.0	5.3	6	5.3	6	0.0	0	1.8	0.0	0.0	1.8		S 20131223
C130J	25 DEC 13	08-5684	FPO	1.8	1.7	0.0	0.0	0.0	3.5	3	3.5	3	0.0	0	2.8	0.0	0.0	2.8		S 20131225
C130J	27 DEC 13	10-5700	FPO	2.5	2.5	0.0	0.0	0.0	5.0	5	5.0	5	0.0	0	2.9	0.0	0.0	2.9		S 20131227

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	SRT	NITE	INS	SIM	INS	WVG
AIRCRAFT:	95.4	83.8	0.0	0.0	60.7	219.9	157	100.8	91	26.3	6	65.7	28.9	4.5	56.4	
ULATOR:	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0	0.0	0.0	0.0	0.0	
RPA:	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0	0.0	0.0	0.0	0.0	

AMC PAGE 39

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____

DATE 29 Apr 14

G1.1.6. ADDITIONAL FLIGHT RECORDS

Note: Highlights and handwriting were on original documents prior to collection by the ISB.

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Currencies reflect data from Oracle Discover 11g

TASK NAME KEY:

RED: NMR Crewmember is grounded.
YELLOW: NMR (Flying Events) - Supervision required on all missions.
ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/CONUS non-contingency missions if event not accomplished. Exceptions: P112. Restricted to local training day missions (AW Table 4.7, Note 1)
GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A. May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.
PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.
WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.
***Fit Surgeons:** G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.
DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS <=90 DAYS <=90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: MP	Last Four:	PG: 03	Clearance:	CP: MP C	SQ: 0039	ASC: 1A
AQ Term Date: 13-MAR-2023		Avail Code: A	Phy Due: 19-OCT-2016	Chamber Due: 31-MAR-2016		

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
943	31-Jul-15			2	5	0	EQUIP AIRDROP	AD03		
	18-Aug-15			2	2	0	GDS AIRDROP	AD04		
	30-Jul-15			2	5	0	PERS DROP	AD05		
	18-Aug-15			1	3	0	JPADS M/H ALAD	AD09		
	11-Jun-15			2	1	1	PADS OPERATOR	AD11		
	11-Jun-15	31-Dec-16		0	0	0	PADS GUIDED A/D	AD12		
	15-Sep-15			10	9	1	ASLTL TAKEOFF	AS09		
	15-Sep-15			12	12	0	ASLTL LANDING	AS11		
	18-Aug-15			4	3	1	HVY ASLTL LAND	AS21		
	04-Sep-15	31-Dec-16		0	2	0	CAT I NAV SORT	B014		
	30-Jul-15			2	7	0	OPTICAL THREAT	FE09		
	29-Sep-15			2	8	0	IR THREAT EVENT	FE19		
	22-Jul-15			2	6	0	RADAR THREAT	FE29		
	30-Jul-15			3	5	0	FORM VIS RECVRY	FR16		
	30-Jul-15			3	5	0	SKE DEPARTURE	FR26		
	30-Jul-15			3	4	0	SKE RECOVERY	FR36		
	29-Jan-15	31-Dec-16		0	0	0	CRM SIMULATOR	G240		
	29-Jan-15	31-Dec-16		0	0	0	REFRESHER SIM	G250		
	18-Aug-15			1	2	0	PROF SORTIE	M010		
	31-Jul-15			3	9	0	VLL NVG EVENT	NV00		
	30-Jul-15			2	9	0	VLL NVG FORM	NV08		
	29-Sep-15			6	21	0	NVG TAKEOFF	NV47		
	29-Sep-15	31-Dec-15		6	23	0	NVG LANDING	NV48		
	29-Sep-15	31-Dec-15		4	9	0	NVG ASLTL LAND	NV49		
	15-Sep-15			2	6	0	NVG ASLTL T/O	NV50		
	15-Sep-15			2	11	0	NVG INSTM APPCH	NV80		
	30-Sep-15	31-Dec-15		12	41	0	TAKEOFF	P020		
	15-Sep-15	31-Dec-15		12	20	0	INST APPROACH	P070		
	18-Aug-15			3	4	0	HEAD-DOWN APRCH	P071		
	31-Jul-15			1	3	0	COUPLED APPR	P080		
	15-Sep-15			6	14	0	PRECISION APPRO	P100		
	18-Aug-15			6	9	0	NON-PREC APPROA	P110		
	18-Aug-15			1	3	0	NDB/VOR	P116		
	05-Sep-15			2	7	0	CAT 2 ILS APPR	P120		
	30-Jul-15			1	5	0	MSN COMPTR APPR	P123		

PAGE 1

Date Input _____ Input By _____

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Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 103

TASK NAME KEY:

RED: NMR Crewmember is grounded.

PE: LTW/ NMR (Flying Events) - Supervision required on all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/DCONUS non-contingency missions if event not accomplished. Exception: P192 (Restrict) to local training day missions (AW Table 4.3, Note 1)

GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility Item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE <30 DAYS <60 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: MP	Last Four:	PG: 03	Clearance:	CP: MP C	SQ: 0039	ASC: 1A	
AO Term Date: 13-MAR-2023	Avail Code: A	Phy Due: 19-OCT-2016	Chamber Due: 31-MAR-2016				

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
943	29-Jul-15			2	2	0	CIRCLING	P130		
	30-Sep-15	31-Oct-15		12	42	0	LANDING	P190		
	15-Sep-15	31-Dec-15		2	5	0	UNAIDED NT LDG	P192		
	30-Jul-15			2	7	0	HAVE QUICK	P260		
	29-Sep-15			2	8	0	SECURE VOICE	P270		
	17-Jul-15	31-Dec-16		0	1	0	ACDTQT	P280		
	30-Sep-15			1	19	0	HIGH ALT ARVL	RS06		
	31-Jul-15			3	10	0	LO ALT ARVL	RS16		
	30-Sep-15			1	19	0	HI ALT DEP	RS26		
	11-Sep-15			3	14	0	LO ALT DEP	RS36		
	30-Sep-15			1	26	0	PEN/RAPID DSCNT	RS46		
	22-Jul-15			4	5	0	SKE FORM WG EVEN	SK07		
	14-Aug-15			2	10	0	SKE LEAD EVENT	SK17		
	14-Aug-15			2	5	0	VLL DAY EVENT	VL01		
	14-Aug-15			1	5	0	VLL FORM DAY	VL11		
	14-Aug-15			1	8	0	VLL FORM LEAD	VL21		
	28-May-15	31-Dec-16		0	0	0	HI-LO ALT TRANS	VL30		
	31-Jul-15	30-Jun-16		1	2	0	LCLA CERT	XLCLA		
	31-Jul-15	30-Jun-16		1	3	0	EXTRACTION/CDS	XXCDS		
	13-Jul-15	31-Dec-16		0	0	0			1522	R CODE
	15-Mar-13	15-Mar-18		0	0	0		E030		
	05-Mar-15	31-Mar-17		0	0	0		G010		
	19-Aug-15			0	0	0		G120		
	18-Mar-15	31-Mar-17		0	0	0		G280		
	03-Mar-15	31-Dec-17		0	0	0		LL04A		
	06-May-15	31-May-18		0	0	0		SS03A		
	30-Jan-15	31-Dec-16		0	0	0		VT03		
	17-Jul-15	30-Jun-16		0	0	0	FACTICE	G060	1522	I CODE
	12-Jan-15	31-Dec-16		0	0	0	INTL TRNG	G070		
	30-Mar-15	29-Mar-16		0	0	0	COMM PROCEDURES	G080		
	22-Dec-14	31-Dec-16		0	0	0	INTL TRNG	G090		
	15-Jul-15	30-Sep-16		0	0	0	IRC	G130		
	31-Jul-15	31-Dec-18		0	0	0	HAZ CARGO	G182		
	29-Jan-15	31-Dec-16		0	0	0	CRM REFRESHER	G230		
	26-Feb-13	29-Feb-16		0	0	0	ALSE TRNG	LL06A		

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Curriculum reflect data from Oracle Database 11g

RED: NMR Crewmember is grounded.
YELLOW: NMR (Flying Events) - Supervision required on all missions.
ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on COMUS/OCCHHS non-contingency missions if event not accomplished. Exception: P192: Restricted to local training day missions (AWY Table 4.7, Note 1).
GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval, G182/A: May fly unsupervised on local training missions if not required, NV03: May fly unsupervised on any mission if NVG's are not required.
PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.
WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.
 *Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.
DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS < 60 DAYS < 90 DAYS < 120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: MP	Last Four:	PG: 03	Clearance:	CP: MPC	SQ: 0039	ASC: 1A
AO Term Dats: 13-MAR-2023	Avail Code: A	Phy Due: 19-OCT-2016	Chamber Due: 31-MAR-2018			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
943	03-Apr-14	30-Apr-16		0	0	0	NVG REF TRNG	NV03	1522	ICODE
	06-May-15	31-May-18		0	0	0	EMBT GERE TRNG	SS02A		
	19-Mar-15	31-Mar-18		0	0	0	WATER SURVIVAL	SS05A		
	06-Apr-15	30-Apr-18		0	0	0	ER CHUT REF TRNG	SS06A		
	06-Aug-12			0	0	0	GAPOSTCOM	G002	1522	GROUNDING
	26-Feb-13			0	0	0	AFE RM TRNG-6	LL01		
	04-Aug-15	31-Dec-18		0	0	0	BORERS MIE-S	LL03		
	27-Jan-15			0	0	0	AFE FT CHECK PROC	LL07		
	26-Feb-13			0	0	0	UCLARSA SURV-03	SS01		
	29-Jul-15	31-Dec-18		0	0	0	CDAL CROSS	AA01	1522	
	29-Jul-15	31-Dec-16		0	0	0	SYSTEM CHECK	AA11		
	29-Jul-15	31-Dec-16		0	0	0	MSN EVALUATION	Q003		
	05-Feb-13			0	0	0	ENAF	G055	1522	
	06-Jun-14	06-Jun-16		0	0	0	LOAC TRNG	G100		
	05-Feb-13			0	0	0	INITIAL CRM TRNG	G231		
	04-Mar-15	31-Mar-17		0	0	0	SABC	G281		
	03-Dec-14	03-Dec-17		0	0	0	AIR CARD TRNG	G400		
				0	0	0	IP&EP CALIBRATION P	G401		
	01-May-13			0	0	0	EGRESS W/ACDE	LL06		
	05-Feb-13			0	0	0	INT NVG TRNG	NV01		
	29-Jul-15	31-Dec-16		0	0	0	FLT PUBS CHECK	Q090		
	08-Apr-15	30-Apr-16		0	0	0	FEF REVIEW	Q170		
				0	0	0	CSI SOUTHCOM	SS07S		
	22-Jun-12			0	0	0	BASIC CST SV80A	SS20		
	19-Apr-12			0	0	0	BASIC WST SV86A	SS31		
	01-Jun-12			0	0	0	ER CHUT INT TRNG	SS35		
	08-Jul-13			0	0	0	MPD PHASE I	V280		
	24-Aug-14			0	0	0	MPD PHASE II	V281		
	08-Oct-14			0	0	0	AMC TOUR GRACC	V282		
	27-Nov-12			0	0	0	VTRAT INITIAL	VT01		
				0	0	0	FORM LEAD CERT	Q011	4324	
	27-Feb-13			0	0	0	ILS/PRM	Q017		
	09-Oct-14			0	0	0	AC TCH/GO CERT	Q062		
	27-Feb-13			0	0	0	JPADS/ICDS CERT	Q502		
	09-Oct-14			0	0	0	AC CERT	Q510		

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Date Input _____ Input By _____

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Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

TASK NAME KEY:

RED: NMR Crewmember is grounded.
YELLOW: NMR (Flying Events) - Supervision required on all missions.
ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on COMUS/OCOMUS non-contingency missions if event not accomplished. Exception: F132. Restricted to local training day missions (AW Table 4.7, Note 1).
GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.
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WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.
 *Flt Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE <30 DAYS <60 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWD BY _____

Name: MP	Last Four:	PG: 03	Clearance:	CP: MPC	SQ: 0039	ASC: 1A
AO Term Date: 13-MAR-2023	Avail Code: A	Phy Due: 19-OCT-2016	Chamber Due: 31-MAR-2016			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
943				0	0	0	FLT INST CERT	Q511	4324	
				0	0	0	FLT EVAL CERT	Q512		
	26-Aug-13			0	0	0	LCLA CERT	Q517		
	21-Mar-13			0	0	0	JPADS PHS II	Q522		
	14-Mar-13			0	0	0	DIRT LAND CERT	Q542		
				0	0	0	FCF CERT	Q543		
	05-Jun-14			0	0	0	BANNER CERT	Q544		
	14-Mar-13			0	0	0	EXTRACTION/CDS	XCDS		
	13-Aug-13			0	0	0	WIRELESS GATE REL	XWGRS		

G1.2.2. FLYING HISTORY REPORT

PREPARED 01 OCT 2015 20:37 FLYING HISTORY REPORT (PA) AS OF 01 OCT 2015 PCN

INQUIRY

NAME: MCP SSAN: GRADE: CPT API: 1 FAC: 1 DFDA: 08 ASC: 1A ASC DATE: 29 MAR 14
 CMD: AMC WING: 0007BRBW PRI CRM POS: P PRI ACFT: C130J UNIT: 0039ALFSQ BASE: DYESS AFB

AIRCRAFT TOTALS			CAREER TOTALS			
AIRCRAFT MOS	C130J(5)	SMC130J(0)	E080C(5)	CREW POSITION	PILOT	ABMS5
FLI DTY CERT CODE	FPOC	FPOC	IV44	PRIMARY TIME	176.9	1955.6
DATE FIRST FLOWN	26 FEB 14	07 OCT 13	06 NOV 03	SECONDARY TIME	90.1	0.0
DATE LAST FLOWN	30 SEP 15	31 JUL 15	29 AUG 10	INSTRUCTOR TIME	0.0	142.0
TOTAL TIME	338.4	286.5	2164.2	EVALUATOR TIME	0.0	0.0
PRIMARY TIME	176.9	99.5	1955.6	OTHER TIME	71.4	66.6
SECONDARY TIME	90.1	99.0	0.0	TOTAL TIME	338.4	2164.2
INSTRUCTOR TIME	0.0	0.0	142.0	STUDENT TIME	247.5	0.0
EVALUATOR TIME	0.0	0.0	0.0	OTHER US MIL TIME	0.0	0.0
OTHER TIME	71.4	0.0	66.6	FOREIGN MIL TIME	0.0	0.0
NIGHT	78.3	45.0	0.0	CIVILIAN TIME	0.0	0.0
PRIMARY INST	56.3	35.7	0.0	COMBAT TIME	31.5	1356.9
PRIMARY SIR INST	12.9	6.5	0.0	COMBAT SUPT TIME	21.8	0.0
NVG TIME	47.6	26.5	0.0	TOTAL SORTIES	118	262
COMBAT TIME	31.5	0.0	1556.9	COMBAT SORTIES	28	145
CMBT SUPPORT TIME	21.8	0.0	0.0	COMBAT SUP SORTIES	4	0
COMBAT SORTIES	28	0	145	NVG TIME	47.6	0.0
CMBT SUPPORT SORTIES	4	0	0	DATE FIRST FLOWN	26 FEB 14	06 NOV 03
TOTAL SORTIES	118	52	262	DATE LAST FLOWN	30 SEP 15	29 AUG 10
GRAND TOTAL			2750.1	2750.1		

G1.2.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 02 OCT 2015 10:01 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 02 OCT 2015 PLN

NAME: MCP SSAN: GRADE: CPT API: 1 FAC: 1 ASC: 1A DAFSC: 011M2C AGE:
 CMD: AMC WING: 0007BMBWG ORGANIZATION: 0039ALFSQ CREW POSITION: FPOC ASC DATE: 29 MAR 2014
 CURR RATING: PILOT AIRCRAFT TYPE: C130J SERIAL NO: 08-3174 MISHAP DATE: 02 OCT 2015

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
C130J	176.9	90.1	0.0	0.0	71.4	338.4	176.9	78.3	56.3	12.9	118
LAST 30 DAYS	18.9	11.7	0.0	0.0	22.7	53.3	18.9	11.3	4.0	0.0	32
LAST 60 DAYS	22.0	14.8	0.0	0.0	23.4	60.8	22.6	14.1	6.1	0.3	35
LAST 90 DAYS	28.0	17.8	0.0	0.0	23.4	69.2	28.0	22.2	7.1	1.3	37

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
SMC130J	99.5	99.0	0.0	0.0	0.0	206.5	99.5	45.0	35.7	6.5	52
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	3.0	1.0	0.0	0.0	2.0	6.0	3.0	1.0	1.0	1.0	2

*** CAREER TOTALS ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
CREW POSITION											
FIRST FLIGHT											
LAST FLIGHT											
PILOT											
26 FEB 2014	176.9	90.1	0.0	0.0	71.4	338.4	176.9	247.5	31.5	21.8	118
30 SEP 2015											

G1.2.4. INDIVIDUAL DATA SUMMARY

PREPARED 03 AUG 2015 10:29 INDIVIDUAL DATA SUMMARY (PA) AS OF 03 AUG 2015 PCN
ANNUAL

NAME: **MCP** SSAN: GRADE: CPT CMD: AMC WING: 00070MBWG UNIT: 0039ALFSO
BASE: DYESS AFB

PERSONAL DATA

DUTY PHONE: OFFICE SYMBOL: **TACTICS** SECURITY CLEARANCE: RESTRICTED AREA BADGE NO: PROFESSIONAL QUAL INDEX (PQI):
MRR SVC CAT: **USAF** SECURITY CLEARANCE DATE: PROFESSIONAL QUAL INDEX DATE:
LAST PHYS DATE: **10 JUL 15**
PHYS CODE: **A**
PHYS DUE DATE: **06 OCT 16**
PHYS AVAIL CODE: **A**
PHYS AVAIL DATE: **10 JUL 15**
PHYSIOLOGICAL TRNG DATE: **03 NOV 11**
PHYSIOLOGICAL DUE DATE: **04 NOV 14**

DATE OF BIRTH: **011M20** JUMP STATUS: DATE ASSIGNED JUMP STATUS:
DUTY AFSC: **31 MAR 14**
EFFECTIVE DATE OF DUTY: **DW1LFD9F** SYSTEM MANAGEMENT: HARM CODE: **FMW2**
PAS CODE: **N** DEPLOYED HARM CODE: DEPLOYED DATE: REDEPLOYED DATE:
SHORT TOUR INDICATOR: **N** SPECIAL CAT ID:
DATE RETURN FROM OVERSEAS: **N** RECORDS REVIEW ACC DATE: **27 MAY 15**
DATE OF RANK: **18 FEB 15** RECORDS REVIEW DUE DATE: **30 NOV 15**
DATE OF SEP/OBLIGATION: **28 MAR 14** RECORDS REVIEW STATUS CODE: **N**
DATE DEP LAST DUTY STA: **29 MAR 14**
DATE ARR THIS STATION: **19**
PERSONNEL RECORD STATUS:
PROJECTED DAFSC:
PROJECTED PAS CODE:
PROJECTED DUTY LOCATION:
PROJ DEPARTURE DATE:
PROJ REPORTING DATE:
EFFECTIVE DATE: **08**
LOCAL USE CODE: **DYESS AFB, TX**

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE 3 Aug 15
PAGE 59 AMC PAGE 17

PREPARED 03 AUG 2015 10:29 INDIVIDUAL DATA SUMMARY (PA) AS OF 03 AUG 2015 PCN
ANNUAL

NAME: **MCP** SSAN: GRADE: CPT CMD: AMC WING: 00070MBWG UNIT: 0039ALFSO
BASE: DYESS AFB

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT DPLUC: **FMW2** AERONAUTICAL RATING/AVIATION BADGE: PILOT
CMD OF AIRCRAFT: **1L** EFFECTIVE DATE: **05 APR 13**
ACFT SVC CAT: **USAF** AVIATION BADGE: **SENIOR AIRMAN AIRCREWMEMBER**
PRIMARY ACFT: **C130J** EFFECTIVE DATE: **11 AUG 10**
FLT DUTY CERT CODE: **FPDC** AVIATION BADGE: **(BASIC) AIRMAN AIRCREWMEMBER**
CATEGORICAL FLYING WAIVER: **N** EFFECTIVE DATE: **18 DEC 03**

INCENTIVE PAY DATA

LAST MPO DATE: **08 AUG 11**
MPO REASON: **A**
IAD: **NONE**
PAY STOP DATE: **07 AUG 23**
LAST PRODUCTIVE FLIGHT DATE: **31 JUL 15**
PREVIOUS PRODUCTIVE FLIGHT DATE: **29 JUL 15**

AVIATION SERVICE DATA

AVIATION SERVICE CODE: **1A**
EFFECTIVE DATE: **29 MAR 14**
PRIOR ASC: **1X**
EFFECTIVE DATE: **05 APR 13**
AERO ORDER TERM DATE: **07 AUG 23**
OFFICER SERVICE DATE: **18 FEB 11**
AVIATION SERVICE DATE: **08 AUG 11**
TRANSITION STATUS CODE: **A**
AVIATION POSITION INDICATOR: **1**
EFFECTIVE DATE: **31 MAR 14**
FLYING ACTIVITY CATEGORY: **1**
ACIA-OPDA: **0**
OPDA GATE 10/12: **48**
OPDA GATE 15/15: **0**
OPDA GATE 20/18: **0**
OPDA TO DATE: **48**

YOUR current OPDA is 48 month(s). You need 48 additional month(s) OPDA to meet your 12 Year gate requirement to receive continuous ACIF through 18 years of aviation service and you must maintain a valid flight physical.

TRAINING/QUAL STATUS

FORMAL COURSE: DATE
REF PHYSIO HYPDIXIA TRNG-ALL TRACKS: **03 NOV 11**
REF PHYSIO HYPOXIA TRNG-ALL TRACKS: **16 JAN 06**
INITIAL PHYSIOLOGICAL HYPOXIA TRAINING: **26 MAR 03**

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE 3 Aug 15
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G1.2.5. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 03 AUG 2015 10:31 INDIVIDUAL FLIGHT RECORD REPORT (FA) AS OF 03 AUG 2015 PCN

ANNUAL

NAME: MCP WING: 00078MBWG UNIT: 0039ALF50 SSAN: ACFT OPLOC: FNMZ GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: C130J
 CMD: AMC

MOS	DATE	TATL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	INS	WVG	RES	N/S	DATE UPDATED
C130J	27 JUL 14	08-5683	FPC	2.0	1.2	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.2	1.0	0.0	0.0			5 20140806
C130J	31 JUL 14	08-5683	FPC	8.0	2.3	0.0	0.0	0.0	10.3	2	0.0	0	0.0	0	10.3	3.0	0.0	0.0			5 20140806
C130J	02 AUG 14	08-5683	FPC	6.3	3.0	0.0	0.0	0.0	9.3	2	0.0	0	0.0	0	6.7	4.0	0.0	0.0			5 20140806
C130J	15 AUG 14	12-1084	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	2.5	0.5	0.0	2.5			0 20140819
C130J	28 AUG 14	08-5715	FPC	0.7	0.8	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20140903
SMC130J	03 SEP 14	12-1084	FPC	2.1	0.4	0.0	0.0	1.5	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0			0 20140905
C130J	05 SEP 14	08-5724	FPC	2.4	2.4	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0	0.0	2.0	0.4	0.0			5 20140908
SMC130J	14 OCT 14	12-1084	FPC	0.8	0.2	0.0	0.0	3.0	4.0	1	0.0	0	0.0	0	0.0	0.7	0.0	0.0			0 20141015
C130J	22 OCT 14	08-3174	FPC	1.4	0.0	0.0	0.0	1.4	2.8	1	0.0	0	0.0	0	1.4	0.0	0.0	1.4			5 20141022
SMC130J	31 OCT 14	12-1084	FPC	0.8	4.0	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			0 20141103
SMC130J	03 NOV 14	12-1084	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			0 20141113
SMC130J	04 NOV 14	12-1084	FPC	2.3	2.2	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	2.3	0.0	0.0			0 20141113
SMC130J	05 NOV 14	12-1084	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.2	0.0	0.0	0.0			0 20141113
SMC130J	06 NOV 14	12-1084	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			0 20141113
C130J	25 NOV 14	08-3173	FPC	1.0	1.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0			5 20141126
C130J	10 DEC 14	08-5678	FPC	1.5	1.5	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.5	0.0			5 20141211
C130J	17 DEC 14	08-5678	FPC	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0			5 20141218
C130J	18 DEC 14	08-5724	FPC	1.6	1.6	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0			5 20141219
C130J	08 JAN 15	08-5675	FPO	1.8	1.8	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0			5 20150113
C130J	09 JAN 15	08-5675	FPO	3.2	3.1	0.0	0.0	0.0	6.3	5	0.0	0	0.0	0	0.0	1.5	0.0	0.0			5 20150113
C130J	12 JAN 15	08-5675	FPO	2.5	2.6	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0	0.0	2.0	0.0	0.0			5 20150113
C130J	23 JAN 15	08-5712	FPO	1.4	1.3	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0			5 20150123
C130J	26 JAN 15	08-3175	FPO	1.9	2.0	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150127
C130J	04 FEB 15	08-5724	FPO	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0			5 20150205
C130J	12 FEB 15	08-3172	FPC	1.9	2.0	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0	3.9	0.5	0.0	3.4			5 20150212
C130J	17 FEB 15	08-5691	FPC	2.1	2.2	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	0.0	1.5	0.0	0.0			5 20150218

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I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE

DATE 3 Aug 15

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PREPARED 03 AUG 2015 10:31 INDIVIDUAL FLIGHT RECORD REPORT (FA) AS OF 03 AUG 2015 PCN

ANNUAL

NAME: MCP WING: 00078MBWG UNIT: 0039ALF50 SSAN: ACFT OPLOC: FNMZ GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: C130J
 CMD: AMC

MOS	DATE	TATL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	INS	WVG	RES	N/S	DATE UPDATED
C130J	26 FEB 15	08-5686	FPC	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	1.3	0.0	0.0			5 20150302
C130J	03 MAR 15	07-3170	FPC	1.6	1.5	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0			5 20150306
C130J	04 MAR 15	07-3170	FPC	4.0	4.5	0.0	0.0	0.0	9.1	2	0.0	0	0.0	0	0.5	0.5	0.0	0.0			5 20150306
C130J	05 MAR 15	07-3170	FPC	2.3	2.3	0.0	0.0	0.0	4.6	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0			5 20150306
C130J	18 MAR 15	08-3173	FPC	3.0	0.3	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0	3.3	2.5	0.0	1.9			5 20150310
SMC130J	20 MAR 15	12-1084	FPO	1.3	1.2	0.0	0.0	1.5	4.0	1	0.0	0	0.0	0	1.0	0.0	0.5	1.0			0 20150323
C130J	24 MAR 15	06-3171	FPC	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0			5 20150326
C130J	03 APR 15	08-5726	FPO	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	4.0	0.0	1.0	2.0			5 20150403
C130J	10 APR 15	08-3172	FPO	0.0	0.0	0.0	0.0	3.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150411
C130J	11 APR 15	08-5692	FPO	1.0	1.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	1.0	0.0	0.0	0.5			5 20150412
C130J	14 APR 15	08-5670	FPO	1.2	1.3	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	1.0	0.0	0.0			5 20150421
C130J	04 MAY 15	10-5701	FPO	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	0.0	2.1	0.0	0.0			5 20150407
C130J	05 MAY 15	10-5701	FPO	4.1	4.0	0.0	0.0	0.0	8.1	2	0.0	0	0.0	0	0.0	4.1	0.0	0.0			5 20150507
C130J	06 MAY 15	10-5701	FPO	0.0	0.0	0.0	0.0	10.5	10.5	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150507
C130J	12 MAY 15	08-3179	FPO	1.0	1.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0			5 20150515
C130J	13 MAY 15	08-3179	FPO	0.0	0.0	0.0	0.0	9.5	9.5	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150515
C130J	14 MAY 15	08-3179	FPO	1.8	1.8	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	1.8	0.0	0.0			5 20150515
C130J	03 JUN 15	07-3170	FPO	1.0	0.3	0.0	0.0	2.2	4.4	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150609
C130J	08 JUN 15	05-3178	FPO	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			5 20150609
C130J	15 JUN 15	12-1084	FPO	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.3	2.0	0.0	0.0			0 20150619
C130J	16 JUN 15	12-1084	FPO	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0			0 20150619
SMC130J	17 JUN 15	12-1084	FPO	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	2.0	0.0			0 20150619
SMC130J	18 JUN 15	12-1084	FPO	2.0	2.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	2.0	0.0			0 20150619
SMC130J	09 JUL 15	12-1084	FPO	2.0	0.0	0.0	0.0	2.0	4.0	1	0.0	0	0.0	0	0.0	0.0	1.0	0.0			0 20150710
C130J	29 JUL 15	07-3170	FPO	3.3	1.0	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0	4.2	1.0	0.0	2.0			5 20150729
C130J	31 JUL 15	07-3170	FPO	2.1	2.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0	3.0	0.0	1.0	3.0			5 20150731

AMC PAGE 26

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE

DATE 3 Aug 15

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C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

PREPARED 03 AUG 2015 10:31

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 03 AUG 2015 PCN

ANNUAL

NAME: MCP
 CMD: AWC WING: 0007BMBWG UNIT: 0039ALFSQ SSAN: ACFT OPLOC: FNMZ GRADE: CPT PRI CREW POS: P PRI AIRCRAFT: C130J

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	OMB	SRT	C/S	C/S	NITE	INS	SIM	INS	INVT
AIRCRAFT:	86.9	59.8	0.0	0.0	28.5	175.2	52	0.0	0	0.0	0	42.1	38.7	4.7	14.7	
SIMULATOR:	24.5	24.0	0.0	0.0	8.0	56.5	14	N/A	N/A	N/A	N/A	4.0	8.5	5.5	3.5	
RPA:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	
													AME	PAGE 27		

I CERTIFY THAT I HAVE REVIEWED MY RFR AND IT IS COMPLETE AND ACCURATE. SIGNATURE

DATE 3 Aug 15

PAGE 00

G1.2.6. ADDITIONAL FLIGHT RECORDS

Note: Highlights and handwriting were on original documents prior to collection by the ISB.

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Currencies reflect data from Oracle Discover 11g

TASK NAME KEY:

RED: NMR Crewmember is grounded.
YELLOW: NMR (Flying Events) - Supervision required on all missions.
ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/OCN/US non-emergency missions if event not accomplished. Exemption: P192. Restricted to local training day missions (AW Table 4.7, Note 1).
GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.
PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.
WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.
***Fit Surgeons:** G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.
DUE DATE CELL COLOR KEY: **RED= OVERDUE** <30 DAYS <60 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEW BY _____

Name: MCP	Last Four:	PG: 03	Clearance:	CP: FPQC	SQ: 0039	ASC: 1A
AO Term Date: 07-AUG-2023	Avail Code: A	Phy Due: 06-OCT-2016	Chamber Due: 30-NOV-2016			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
338.4	11-Aug-15			2	4	0	EQUIP AIRDROP	AD03		
	11-Aug-15			2	3	0	CDS AIRDROP	AD04		
	11-Aug-15			2	2	0	PERS DROP	AD05		
	31-Jul-15			1	1	0	JPADS M/H AL AD	AD09		
	05-Aug-15			4	6	0	ASSLT TAKEOFF	AS09		
	05-Aug-15			4	6	0	ASSLT LANDING	AS11		
	05-Aug-15			4	4	0	HVY ASSLT LAND	AS21		
	04-Sep-15	31-Dec-16		0	1	0	CAT I NAV SORT	B014		
	30-Jul-15			2	3	0	OPTICAL THREAT	FE09		
	29-Sep-15			2	6	0	IR THREAT EVENT	FE19		
	29-Jul-15			2	2	0	RADAR THREAT	FE29		
	11-Aug-15			3	3	0	FORM VIS RECVRY	FR16		
	11-Aug-15			3	5	0	SKE DEPARTURE	FR26		
	11-Aug-15			3	3	0	SKE RECOVERY	FR36		
	18-Jun-15	31-Dec-16		0	0	0	CRM SIMULATOR	G240		
	18-Jun-15	31-Dec-16		0	0	0	REFRESHER SIM	G250		
	09-Jul-15			2	1	1	PROF SORTIE	M010		
	05-Aug-15			3	3	0	VLL NVG EVENT	NV00		
	30-Jul-15			2	2	0	VLL NVG FORM	NV08		
	29-Sep-15			2	7	0	NVG TAKEOFF	NV47		
	29-Sep-15	31-Dec-15		2	7	0	NVG LANDING	NV48		
	29-Jul-15			2	2	0	NVG ASSLT LAND	NV49		
	29-Jul-15			2	2	0	NVG ASSLT T/O	NV50		
	30-Jul-15			2	3	0	NVG INSTM APPCH	NV80		
	29-Sep-15	31-Dec-15		12	23	0	TAKEOFF	P020		
	29-Sep-15	31-Dec-15		3	13	0	RIGHT-SEAT T/O	P028		
	05-Aug-15	31-Dec-15		3	10	0	LEFT-SEAT T/O	P029		
	17-Sep-15	31-Oct-15		12	14	0	INST APPROACH	P070		
	11-Aug-15			4	4	0	HEAD-DOWN APRCH	P071		
	15-Sep-15			1	6	0	COUPLED APPR	P080		
	15-Sep-15			6	6	0	PRECISION APPRO	P100		
	17-Sep-15			6	5	1	NON-PREC APPROA	P110		
	30-Jul-15			1	2	0	NDB/VOR	P116		
	31-Jul-15			2	2	0	CAT 2 ILS APPR	P120		
	30-Jul-15			2	1	1	MSN COMPTR APPR	P123		

PAGE 1

Date Input _____ Input By _____

COMPUTER GENERATED FORM 3526 02-OCT-16 at 01:29:12AM

Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Generate report date from: 08/29/2015 11:00

TASK NAME KEY:

RED: NMR Crewmember is grounded.

YELLOW: NMR (Flying Events) - Supervisor required on all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/OCOMUS non-contingency missions if event not accomplished. Exception: P190: Restricted to local training day missions MW Table 4.7, Note 1.

GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS < 60 DAYS < 90 DAYS < 120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWD BY _____

Name: MCP	Last Four:	PG: 03	Clearance:	CP: FPQC	SQ: 0039	ASC: 1A
AO Term Date: 07-AUG-2023	Avail Code: A	Phy Due: 06-OCT-2016	Chamber Due: 30-NOV-2016			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
338.4	30-Jul-15			2	2	0	CIRCLING	P130		
	29-Sep-15	31-Dec-15		12	25	0	LANDING	P190		
	05-Aug-15	31-Dec-15		2	3	0	UNAIDED NT LDG	P192		
	29-Sep-15	31-Dec-15		3	12	0	RIGHT-SEAT LNDG	P198		
	11-Aug-15	31-Dec-15		3	13	0	LEFT-SEAT LNDG	P199		
	11-Aug-15			2	3	0	HAVE QUICK	P280		
	29-Sep-15			2	8	0	SECURE VOICE	P270		
	31-Jul-15	31-Dec-16		0	1	0	ACDTQT	P280		
	29-Sep-15			1	11	0	HIGH ALT ARVL	RS06		
	11-Aug-15			3	5	0	LO ALT ARVL	RS16		
	29-Sep-15			1	11	0	HI ALT DEP	RS26		
	11-Aug-15			3	4	0	LO ALT DEP	RS36		
	29-Sep-15			1	11	0	PEN/RAPID DSCNT	RS46		
	11-Aug-15			5	7	0	SKE FORM WG EVEN	SK07		
	30-Jul-15			1	7	0	SKE LEAD EVENT	SK17		
	11-Aug-15			2	2	0	VLL DAY EVENT	VL01		
	11-Aug-15			1	2	0	VLL FORM DAY	VL11		
	31-Jul-15			1	2	0	VLL FORM LEAD	VL21		
	24-Mar-15	31-Dec-16		0	0	0	HI-LO ALT TRANS	VL30		
	31-Jul-15	30-Jun-16		1	1	0	LCLA CERT	XLCLA		
	31-Jul-15	30-Jun-16		1	1	0	EXTRACTION/CDS	XXCDS		
	09-Jul-15	31-Dec-16		0	0	0		C040	1522	R CODE
	12-Jun-14	12-Jun-19		0	0	0		E030		
	05-Jun-14	30-Jun-16		0	0	0		G010		
	07-Aug-15			0	0	0		G120		
	27-May-15	31-May-17		0	0	0		G280		
	06-May-14	31-Dec-16		0	0	0		LL04A		
	10-Jun-14	30-Jun-17		0	0	0		SS03A		
	31-Jul-15	31-Dec-16		0	0	0		VT03		
	10-Aug-15	30-Jun-16		0	0	0	TACTICS	G080	1522	I CODE
	27-Apr-15	31-Dec-16		0	0	0	INTEL TRNG	G070		
	27-Apr-15	26-Apr-16		0	0	0	DDMM PROCEDURES	G080		
	31-Jul-15	31-Dec-17		0	0	0	MMR FLUX	G090		
	26-Jun-15	30-Jun-16		0	0	0	IPC	G130		
	18-Nov-13	31-Dec-16		0	0	0	NW CARSO	G182		

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Date Input _____ Input By _____

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Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Curricula reflect data from Oracle Business 11a

TASK NAME KEY:

RED: NMR Crewmember is grounded.
YELLOW: NMR (Flying Events) - Supervision required on all missions.
ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on COMBAT/SSRS non-contingency missions if work not accomplished. Exception: P192. Restricted to local training day missions MW Table 4.7, Note 1.
GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required, NV03; May fly unsupervised on any mission if NVG's are not required.
PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.
WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.
***Fit Surgeons:** G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.
DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS < 90 DAYS < 90 DAYS < 120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: MCP	Last Four:	PG: 03	Clearance:	CP: FPQC	SQ: 0039	ASC: 1A
AO Term Date: 07-AUG-2023	Avail Code: A	Phy Due: 06-OCT-2015	Chamber Due: 30-NOV-2015			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
338.4	18-Jun-15	31-Dec-16		0	0	0	CRM REPRSENER	G230	1522	I CODE
	19-Nov-13	30-Nov-15		0	0	0	ALBE TRNG	LL06A		
	05-May-14	31-May-16		0	0	0	NAVIG TRNG	NV03		
	10-Jun-14	30-Jun-17		0	0	0	COMBAT SSRS TRNG	SS02A		
	13-Jun-13	30-Jun-16		0	0	0	WATER SURVIVAL	SS05A		
	10-Jun-14	30-Jun-17		0	0	0	ER CHUT REPR TNG	SS06A		
	13-Sep-13			0	0	0	WASH EXAM	G002	1522	GROUNDING
	21-Apr-14			0	0	0	ARE HAM TRNG LG	LL01		
	04-Aug-15	31-Dec-18		0	0	0	EGRESS W/E-G	LL03		
	21-Apr-14			0	0	0	FFE KIT CHECK PROC	LL07		
	14-Apr-14			0	0	0	COL AREA SURVING	SS01		
	03-Apr-15	30-Sep-16		0	0	0	QUAL CARD	AA01	1522	-
	03-Apr-15	30-Sep-16		0	0	0	IRITM CHECK	AA11		
	03-Apr-15	30-Sep-16		0	0	0	MSN EVALUATION	Q003		
	25-Mar-14			0	0	0	ENAF	G055	1522	
	04-Jun-15	04-Jun-17		0	0	0	LOAC TRNG	G100		
	16-Nov-13			0	0	0	INITIAL CRM TNG	G231		
	30-Jun-14	30-Jun-16		0	0	0	SABC	G281		
	12-Nov-14	12-Nov-17		0	0	0	AIR CARD TNG	G400		
				0	0	0	IP&EP CALIBRATION F	G401		
	15-May-14			0	0	0	EGRESS W/ACDE	LL05		
	25-Mar-14			0	0	0	INT NVG TRNG	NV01		
	03-Apr-15	31-Dec-16		0	0	0	FLT PUBS CHECK	Q090		
	14-Nov-14	30-Nov-15		0	0	0	FEF REVIEW	Q170		
	28-Nov-14			0	0	0	CSI SOUTHCOM	SS07S		
	30-Apr-03			0	0	0	BASIC CST SV80A	SS20		
	02-May-03			0	0	0	BASIC WST SV86A	SS31		
	30-Apr-03			0	0	0	ER CHUT INT TNG	SS35		
	11-Dec-14			0	0	0	MPD PHASE I	V280		
				0	0	0	MPD PHASE II	V281		
				0	0	0	AMC TOUR GRACC	V282		
	06-Jan-14			0	0	0	VTRAT INITIAL	VT01		
				0	0	0	FORM LEAD CERT	Q011	4324	
	27-Oct-14			0	0	0	ILS/PRM	Q017		
				0	0	0	AC TCH/GO CERT	Q052		

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Date Input _____ Input By _____
 Date Audit _____ Audit By _____

COMPUTER GENERATED FORM 3526 02-OCT-15 at 01:29:13 AM

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-3

Curriculus reflect data from Oredo Discover 11a

TASK NAME KEY:

RED: NMR Crewmember is grounded.

PULL UP: NMR-Flying Events - Supervision required on all missions.

ORANGE: NMR-Flying Events - Supervision required on all missions. May fly unsupervised on CONUS/DCORUS non-emergency missions if event not accomplished. Exceptions: P192. Restricted to local training day missions (AW Table 4.7, Note 1).

GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility Item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

**Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS <90 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWD BY _____

Name: MCP	Last Four:	PG: 03	Clearance:	CP: FPQC	SQ: 0039	ASC: 1A
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AO Term Date: 07-AUG-2023	Avail Code: A	Phy Due: 06-OCT-2016	Chamber Due: 30-NOV-2016
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C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
338.4	08-May-14			0	0	0	JPADS/ICDS CERT	Q502	4324	
				0	0	0	AC CERT	Q510		
				0	0	0	FLT INST CERT	Q511		
				0	0	0	FLT EVAL CERT	Q512		
	15-May-14			0	0	0	LCLA CERT	Q517		
				0	0	0	JPADS PHS II	Q522		
	15-May-14			0	0	0	DIRT LAND CERT	Q542		
				0	0	0	FCF CERT	Q543		
	05-Jun-14			0	0	0	BANNER CERT	Q544		
	28-Apr-14			0	0	0	EXTRACTION/CDS	XCDS		
	18-Jun-14			0	0	0	WIRELESS GATE REL	XWGRS		

G1.3.2. FLYING HISTORY REPORT

PREPARED 01 OCT 2015 20:49 FLYING HISTORY REPORT (PA) AS OF 01 OCT 2015 PCN
 INQUIRY
 NAME: **ML1** SSAN: GRADE: SSG API: A FAC: A OFDA: 26 ASC: AA ASC DATE: 30 MAR 14
 CMD: AMC WING: 0007BMBW PRI CRW POS: L PRI ACFT: C130J UNIT: 0039ALF50 BASE: DYESS AFH

AIRCRAFT TOTALS		CAREER TOTALS		
AIRCRAFT MDS	C130J(5)	SMC130J(0)	CREW POSITION	LOADMASTER
FLT DTY CERT CODE	ML C	ML C	PRIMARY TIME	479.1
DATE FIRST FLOWN	11 DEC 13	23 AUG 13	SECONDARY TIME	2.2
DATE LAST FLOWN	30 SEP 15	22 JAN 15	INSTRUCTOR TIME	0.0
TOTAL TIME	524.5	44.0	EVALUATOR TIME	0.0
PRIMARY TIME	470.1	26.0	OTHER TIME	52.2
SECONDARY TIME	2.2	0.0	TOTAL TIME	524.5
INSTRUCTOR TIME	0.0	0.0	STUDENT TIME	0.0
EVALUATOR TIME	0.0	0.0	OTHER US MIL TIME	0.0
OTHER TIME	52.2	18.0	FOREIGN MIL TIME	0.0
NIGHT	117.4	2.0	CIVILIAN TIME	0.0
PRIMARY INST	0.0	0.0	COMBAT TIME	31.5
PRIMARY SIM INST	0.0	0.0	COMBAT SUPT TIME	21.8
NVG TIME	32.5	0.0	TOTAL SORTIES	207
COMBAT TIME	31.5	0.0	COMBAT SORTIES	28
COMBAT SUPPORT TIME	21.8	0.0	COMBAT SUP SORTIES	4
COMBAT SORTIES	28	0	NVG TIME	32.5
COMBAT SUPPORT SORTIES	4	0	DATE FIRST FLOWN	11 DEC 13
TOTAL SORTIES	207	13	DATE LAST FLOWN	30 SEP 15
		GRAND TOTAL		524.5

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G1.3.3. 30/60/90 FLYING HISTORY REPORT

PREPARED 02 OCT 0115 09:46 AIRCRAFT MISHAP INVESTIGATION (PA) AS OF 02 OCT 0115 PCN

NAME: **ML1** GRADE: SSGT SSAN: ORGANIZATION: 0039ALF50 CREW POSITION: ML C ASC DATE: 30 MAR 2014 AGE:
 CMD: AMC WING: 0007BMBW AIRCRAFT TYPE: C130J SERIAL NO: 08-3174 MISHAP DATE: 02 OCT 2015

CURR RATING:

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM	INS	SORT
C130J	470.1	2.2	0.0	0.0	52.2	524.5	470.1	117.4	0.0	0.0	0.0	207
LAST 30 DAYS	48.9	0.0	0.0	0.0	4.4	53.3	48.9	19.9	0.0	0.0	0.0	32
LAST 60 DAYS	60.0	0.0	0.0	0.0	6.0	66.0	60.0	23.7	0.0	0.0	0.0	39
LAST 90 DAYS	80.9	0.0	0.0	0.0	6.0	86.9	80.9	29.7	0.0	0.0	0.0	45

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM	INS	SORT
SMC130J	26.0	0.0	0.0	0.0	18.0	44.0	26.0	2.0	0.0	0.0	0.0	13
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** CAREER TOTALS ***

CREW POSITION	FIRST FLIGHT	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	STUDENT	COMBAT	COMBAT	SORT
LOADMASTER/DROPMASTER	LAST FLIGHT	TIME			SUPPORT							
	11 DEC 2013	476.1	2.2	0.0	0.0	52.2	524.5	470.1	0.0	31.5	21.8	207
	30 SEP 2015											

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G1.3.4. INDIVIDUAL DATA SUMMARY

PREPARED 02 OCT 2015 14:50 INDIVIDUAL DATA SUMMARY (PA) AS OF 02 OCT 2015 PCN 5A836-A78

INQUIRY

NAME: **ML1** SSAN: GRADE: SSG CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSQ
 BASE: DYESS AFB

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	
OFFICE SYMBOL:		SECURITY CLEARANCE DATE:	
MBR SVC CAT:	USAF	RESTRICTED AREA BADGE NO:	
LAST PHYS DATE:	16 JUL 15	PROFESSIONAL QUAL INDEX (POI):	
PHYS CODE:	A	PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:	12 OCT 16		
PHYS AVAIL CODE:	A		
F 15 AVAIL DATE:	16 JUL 15		
PHYSIOLOGICAL TRG DATE:	20 FEB 13		
PHYSIOLOGICAL DUE DATE:	28 FEB 18		
DATE OF BIRTH:			
DUTY AFSC:	1A251		
EFFECTIVE DATE OF DUTY:	31 MAR 14		
PAS CODE:	DW1FD9F		
SHORT TOUR INDICATOR:	N		
DATE RETURN FROM OVERSEAS:			
DATE OF RANK:	01 MAR 12		
DATE OF SEP/OBLIGATION:	30 AUG 17		
DATE DEP LAST DUTY STA:	17 MAR 14		
DATE ARR THIS STATION:	30 MAR 14		
PERSONNEL RECORD STATUS:	10		
PROJECTED DAFSC:			
PROJECTED PAS CODE:			
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
PROJ REPORTING DATE:			
PAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:	DYESS AFB, TX		

I CERTIFY THAT I HAVE REVIEWED MY PRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1 AMC PAGE 1

PREPARED 02 OCT 2015 14:50 INDIVIDUAL DATA SUMMARY (PA) AS OF 02 OCT 2015 PCN

INQUIRY

NAME: **ML1** SSAN: GRADE: SSG CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSQ
 BASE: DYESS AFB

<p style="text-align: center;">AIRCRAFT ASSIGNMENT DATA</p> <p>AIRCRAFT OPLOC: FHWZ</p> <p>CMD OF AIRCRAFT: JL</p> <p>ACFT SVC CAT: USAF</p> <p>PRIMARY ACFT: C130J</p> <p>FLT DUTY CERT CODE: ML C</p> <p>CATEGORICAL FLYING WAIVER: N</p> <p style="text-align: center;">INCENTIVE PAY DATA</p> <p>LAST MPO DATE: 01 AUG 13</p> <p>LAST MPO REASON: C</p> <p>AD/IAD: NONE</p> <p>PAT STOP DATE: 31 JUL 23</p> <p>LAST PRODUCTIVE FLIGHT DATE: 30 SEP 15</p> <p>PREVIOUS PRODUCTIVE FLIGHT DATE: 29 SEP 15</p> <p style="text-align: center;">AVIATION SERVICE DATA</p> <p>AVIATION SERVICE CODE: AA</p> <p>EFFECTIVE DATE: 30 MAR 14</p> <p>PRIOR ASC: AX</p> <p>EFFECTIVE DATE: 24 JAN 14</p> <p>AERO ORDER TERM DATE: 31 JUL 23</p> <p>OFFICER SERVICE DATE:</p> <p>AVIATION SERVICE DATE: 01 AUG 13</p> <p>TRANSITION STATUS CODE: 0</p> <p>AVIATION POSITION INDICATOR: A</p> <p>EFFECTIVE DATE: 31 MAR 14</p> <p>FLYING ACTIVITY CATEGORY: A</p> <p>PRE-ACIA-OFDA: 0</p> <p>OFDA GATE 10/12: 26</p> <p>OFDA GATE 15/15: 0</p> <p>OFDA GATE 20/18: 0</p> <p>OFDA TO DATE: 26</p> <p>Your current OFDA is 26 month(s). You need 46 additional month(s) OFDA to meet your 10 Year gate requirement to receive continuous CEFIP through 15 years of aviation service and you must maintain a valid flight physical.</p>	<p style="text-align: center;">AERONAUTICAL RATING/AVIATION BADGE</p> <p>AVIATION BADGE: (BASIC) AIRMAN AIRCREWMEMBER</p> <p>EFFECTIVE DATE: 13 SEP 15</p> <p style="text-align: center;">TRAINING/QUAL STATUS</p> <p>FORMAL COURSE: DATE</p> <p>L/M INITIAL OUAL (MISSION): 11 JAN 14</p> <p>L/M INITIAL OUAL (BASIC): 07 OCT 13</p> <p>INITIAL PHYSIOLOGICAL HYPOXIA TRAINING: 29 FEB 13</p>
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I CERTIFY THAT I HAVE REVIEWED MY PRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2 AMC PAGE 2

G1.3.5. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 02 OCT 2015 14:04 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 02 OCT 2015 PCN

INQUIRY

NAME: **ML1** SSAN: GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO ACFT OPLOC: FMWZ

MOS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	WNG	RES	N/S	DATE UPDATED
C130J	29 SEP 14	08-5678	ML	10.6	0.0	0.0	0.0	0.0	16.6	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141001
C130J	30 SEP 14	08-5678	ML	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141001
C130J	15 OCT 14	08-3179	ML	3.6	0.0	0.0	0.0	0.0	3.6	2	0.0	0	0.0	0.0	3.6	0.0	0.0	3.6	S 20141015
C130J	17 OCT 14	08-5675	ML	7.2	0.0	0.0	0.0	0.0	7.2	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141020
C130J	20 OCT 14	08-3178	ML	3.9	0.0	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141021
C130J	30 OCT 14	08-3174	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141031
C130J	03 NOV 14	08-3174	ML	2.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141104
C130J	05 NOV 14	08-3171	ML	6.4	0.0	0.0	0.0	0.0	6.4	4	0.0	0	0.0	1.5	0.0	0.0	0.0	0.0	S 20141106
C130J	21 NOV 14	08-5679	ML	4.1	0.0	0.0	0.0	0.0	4.1	3	0.0	0	0.0	4.1	0.0	0.0	0.0	0.0	S 20141121
C130J	03 DEC 14	08-3173	ML	4.1	0.0	0.0	0.0	0.0	4.1	2	0.0	0	0.0	4.1	0.0	0.0	0.0	0.0	S 20141203
C130J	04 DEC 14	08-5686	ML	4.8	0.0	0.0	0.0	0.0	4.8	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141205
C130J	06 DEC 14	08-5678	ML	4.8	0.0	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141209
C130J	07 DEC 14	08-5678	ML	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	2.8	0.0	0.0	0.0	0.0	S 20141209
C130J	08 DEC 14	08-5678	ML	5.2	0.0	0.0	0.0	0.0	5.2	1	0.0	0	0.0	1.5	0.0	0.0	0.0	0.0	S 20141209
C130J	11 DEC 14	08-5692	ML	4.1	0.0	0.0	0.0	0.0	4.1	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141212
C130J	12 DEC 14	10-5781	ML	3.4	0.0	0.0	0.0	0.0	3.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20141215
C130J	07 JAN 15	08-5692	ML	2.7	0.0	0.0	0.0	0.0	2.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150109
C130J	08 JAN 15	08-5692	ML	0.7	0.0	0.0	0.0	0.0	0.7	2	0.0	0	0.0	0.4	0.0	0.0	0.4	0.0	S 20150109
C130J	09 JAN 15	08-5692	ML	3.9	0.0	0.0	0.0	0.0	3.9	3	0.0	0	0.0	3.9	0.0	0.0	1.9	0.0	S 20150109
C130J	13 JAN 15	10-5781	ML	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150115
C130J	14 JAN 15	10-5781	ML	6.1	0.0	0.0	0.0	0.0	6.1	5	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150115
SMC130J	20 JAN 15	12-1884	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	Q 20150126
SMC130J	22 JAN 15	12-1884	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	Q 20150126
C130J	26 JAN 15	08-3173	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150127
C130J	29 JAN 15	08-3172	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150203
C130J	36 JAN 15	08-3172	ML	3.6	0.0	0.0	0.0	0.0	3.6	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150203

AMC PAGE 1

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 1

PREPARED 02 OCT 2015 14:04 INDIVIDUAL FLIGHT RECORD REPORT (PA) AS OF 02 OCT 2015 PCN

INQUIRY

NAME: **ML1** SSAN: GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO ACFT OPLOC: FMWZ

MOS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	NITE	INS	SIM	WNG	RES	N/S	DATE UPDATED
C130J	02 FEB 15	08-3172	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	1.0	0.0	0.0	0.0	0.0	S 20150203
C130J	05 FEB 15	08-3174	ML	5.0	0.0	0.0	0.0	0.0	5.0	5	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150206
C130J	18 FEB 15	08-3172	ML	6.9	0.0	0.0	0.0	0.0	6.9	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150219
C130J	19 FEB 15	08-3172	ML	2.6	0.0	0.0	0.0	0.0	2.6	1	0.0	0	0.0	2.0	0.0	0.0	0.0	0.0	S 20150219
C130J	26 FEB 15	08-5686	ML	0.1	0.0	0.0	0.0	1.2	1.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150302
C130J	03 MAR 15	08-5685	ML	4.4	0.0	0.0	0.0	0.0	4.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150305
C130J	17 MAR 15	08-3175	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	4.2	0.0	0.0	2.0	0.0	S 20150317
C130J	18 MAR 15	08-3173	ML	3.9	0.0	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0.0	3.5	0.0	0.0	0.3	S 20150318
C130J	19 MAR 15	07-3170	ML	2.1	0.0	0.0	0.0	0.9	2.1	1	0.0	0	0.0	1.1	0.0	0.0	0.5	0.0	S 20150319
C130J	03 APR 15	08-3177	ML	0.7	0.0	0.0	0.0	2.1	2.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150406
C130J	10 APR 15	08-3172	ML	0.0	0.0	0.0	0.0	3.8	3.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150411
C130J	11 APR 15	08-5692	ML	3.2	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0.0	1.0	0.0	0.0	0.0	0.0	S 20150412
C130J	14 APR 15	08-5678	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150421
C130J	15 MAY 15	07-3170	ML	2.1	2.2	0.0	0.0	0.0	4.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	18 MAY 15	08-3172	ML	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150519
C130J	20 MAY 15	08-3174	ML	4.9	0.0	0.0	0.0	0.0	4.9	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150526
C130J	21 MAY 15	08-3174	ML	6.3	0.0	0.0	0.0	0.0	6.3	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150526
C130J	26 MAY 15	08-5679	ML	4.0	0.0	0.0	0.0	0.0	4.0	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150528
C130J	28 MAY 15	10-5781	ML	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150529
C130J	02 JUN 15	08-3175	ML	1.1	0.0	0.0	0.0	3.1	4.2	2	0.0	0	0.0	1.1	0.0	0.0	0.0	0.0	S 20150600
C130J	12 JUN 15	08-5712	ML	4.8	0.0	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150615
C130J	26 JUN 15	08-5712	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	28 JUN 15	08-5712	ML	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	29 JUN 15	08-5712	ML	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	30 JUN 15	08-5712	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	01 JUL 15	08-5712	ML	8.3	0.0	0.0	0.0	0.0	8.3	2	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708

AMC PAGE 2

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

PREPARED 02 OCT 2015 14:04

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

INQUIRY

NAME: **ML1** SSAN: GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 00078MBWG UNIT: 0039ALFSO ACFT OPLOC: FMWZ

MDS	DATE	TAIL NMBR	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	INS	NVA	RES	N/S	DATE UPDATED
C130J	02 JUL 15	08-5712	ML	7.9	0.0	0.0	0.0	0.0	7.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	03 JUL 15	08-5712	ML	9.3	0.0	0.0	0.0	0.0	9.3	2	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	04 JUL 15	08-5712	ML	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	05 JUL 15	08-5712	ML	6.3	0.0	0.0	0.0	0.0	6.3	3	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	0.0	S 20150713
C130J	06 JUL 15	08-5712	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	07 JUL 15	08-5712	ML	10.4	0.0	0.0	0.0	0.0	10.4	2	0.0	0	0.0	0	5.0	0.0	0.0	0.0	0.0	0.0	S 20150713
C130J	10 AUG 15	08-3172	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150811
C130J	12 AUG 15	08-5678	ML	3.8	0.0	0.0	0.0	0.0	3.8	1	0.0	0	0.0	0	3.8	0.0	0.0	0.0	0.3	0.0	S 20150812
C130J	17 AUG 15	08-3178	ML	3.3	0.0	0.0	0.0	1.6	4.9	5	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150818
C130J	03 SEP 15	08-5675	ML	7.7	0.0	0.0	0.0	0.0	7.7	1	0.0	0	7.7	1	1.0	0.0	0.0	0.0	0.0	0.0	S 20150911
C130J	04 SEP 15	08-5675	ML	6.4	0.0	0.0	0.0	0.0	6.4	1	0.0	0	6.4	1	5.9	0.0	0.0	0.0	0.0	0.0	S 20150913
C130J	05 SEP 15	08-5675	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	2.1	1	0.5	0.0	0.0	0.0	0.0	0.0	S 20150912
C130J	06 SEP 15	08-5675	ML	10.4	0.0	0.0	0.0	0.0	10.4	2	4.8	1	5.6	1	2.8	0.0	0.0	0.0	0.0	0.0	S 20150916
C130J	09 SEP 15	08-3171	ML	3.4	0.0	0.0	0.0	4.1	7.5	5	7.5	5	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150909
C130J	11 SEP 15	08-3172	ML	0.2	0.0	0.0	0.0	0.0	0.2	1	0.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150916
C130J	11 SEP 15	16-5761	ML	0.0	0.0	0.0	0.0	0.3	0.3	1	0.3	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150911
C130J	13 SEP 15	08-3174	ML	5.2	0.0	0.0	0.0	0.0	5.2	4	5.2	4	0.0	0	2.5	0.0	0.0	1.0	0.0	0.0	S 20150913
C130J	15 SEP 15	08-3172	ML	0.2	0.0	0.0	0.0	0.0	0.2	0	0.2	0	0.0	0	3.7	0.0	0.0	2.7	0.0	0.0	S 20150916
C130J	17 SEP 15	08-3174	ML	2.7	0.0	0.0	0.0	0.0	2.7	3	2.7	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150917
C130J	29 SEP 15	08-5675	ML	3.0	0.0	0.0	0.0	0.0	3.0	5	3.0	5	0.0	0	3.0	0.0	0.0	1.5	0.0	0.0	S 20151001
C130J	30 SEP 15	08-5675	ML	1.6	0.0	0.0	0.0	0.0	1.6	2	1.6	2	0.0	0	0.5	0.0	0.0	0.0	0.0	0.0	S 20151001

AMC PAGE 3

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 3

PREPARED 02 OCT 2015 14:04

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

INQUIRY

NAME: **ML1** SSAN: GRADE: SSGT PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 00078MBWG UNIT: 0039ALFSO ACFT OPLOC: FMWZ

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	INS	NVA	RES	N/S	DATE
AIRCRAFT:	206.3	2.2	0.0	0.0	16.2	314.7	130	31.5	28	21.8	4	66.5	0.0	0.0	0.0	0.0	0.0	13.1
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	2	N/A	N/A	N/A	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I I	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AMC PAGE 4

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 4

G1.3.6. ADDITIONAL FLIGHT RECORDS

Note: Highlights and handwriting were on original documents prior to collection by the ISB.

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

USA NAME RET:

RED: NMR Crewmember is grounded.

YELLOW: NMR (Flying Events) - Supervision required on all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on COMUSMCDONALD non-contingency missions if event not accomplished. Exception: P192: Restricted to hold training day missions. (AVY Table 4.7, Note 1).

GREEN: NMR (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE <30 DAYS <60 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: ML1	Last Four:	PG: 35	Clearance:	CP: ML C	SQ: 0039	ASC: AA
AO Term Date: 31-JUL-2023	Avail Code: A	Phy Due: 12-OCT-2016	Chamber Due: 28-FEB-2018			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
524.5	17-Aug-15			5	9	0	BASIC AID EVENT	AD01		
	12-Aug-15			2	1	1	EQUIP AIRDROP	AD03		
	10-Aug-15			2	6	0	CDS AIRDROP	AD04		
	17-Aug-15			1	2	0	ACT PERS (N_L)	AD05A		
	30-Oct-14	31-Dec-15		0	0	0	JPADS M/H AL AD	AD09		
	03-Apr-15	31-Dec-16		0	0	0	OPTICAL THREAT	FE09		
	03-Apr-15	31-Dec-16		0	0	0	IR THREAT EVENT	FE19		
	22-Jan-15	31-Dec-16		0	0	0	CRM SIMULATOR	G240		
	29-Sep-15	30-Nov-15		6	20	0	PROF SORTIE	M010		
	30-Sep-15			5	27	0	TAC MISSION	M050		
	29-Sep-15			2	4	0	NVG SORTIE	NV02		
	15-Sep-15	31-Dec-16		0	1	0	NVG AL EVENT	NV05		
	19-Mar-15	31-Dec-16		0	0	0	ACDTQT	P280		
	10-Aug-15	30-Jun-16		1	2	0	LCLA CERT	XLCLA		
	10-Aug-15	30-Jun-16		1	4	0	EXTRACTION/CDS	XXCDS		
	18-Aug-15	31-Dec-16		0	0	0		C040	1522	R CODE
	19-May-14	19-May-19		0	0	0		E030		
	24-Apr-14	30-Apr-16		0	0	0		G010		
	19-Aug-15			0	0	0		G120		
	27-May-15	31-May-17		0	0	0		G280		
	08-Apr-14	31-Dec-16		0	0	0		LL04A		
	26-Apr-13	30-Apr-16		0	0	0		SS03A		
	06-Feb-15	31-Dec-16		0	0	0		VT03		
	21-Aug-15	30-Jun-16		0	0	0	TALTRCS	G060	1522	I CODE
	12-Jan-15	31-Dec-16		0	0	0	INTEL TRNG	G070		
	24-Apr-14	31-Dec-16		0	0	0	ANTI RISK	G090		
	23-Jan-15	31-Jan-17		0	0	0	PRO CARGO UJ	G182A		
	23-Jan-15	31-Dec-16		0	0	0	CRM REFRESHER	G230		
	23-Jan-15	31-Dec-16		0	0	0	AERIAL DELVRY	G602		
	12-Aug-13	31-Aug-16		0	0	0	WBE TRNG	LL06A		
	21-Aug-15	31-Aug-17		0	0	0	NVG REF TRNG	NV03		
	26-Apr-13	30-Apr-16		0	0	0	CHOT SEPR TRNG	SS02A		
	02-May-13	31-May-16		0	0	0	WATER SURVIVAL	SS05A		
	26-Apr-13	30-Apr-16		0	0	0	EP CHUT REF TRNG	SS06A		
	23-Aug-13			0	0	0	MARSH EXAM	G002	1522	GROUNDING

PAGE 1

MPUTER GENERATED FORM 3526 02-OCT-15 at 01.29.24 AM

Date input _____ Input By _____
Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Currencies reflect data from Oracle Discover 11g

TASK NAME KEY:

RED: NMR Crewmember is grounded.

YELLOW: NMR (Flying Events) - Supervision required for all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/CONRUS non-contingency missions if event not accomplished. Exception: 1*12: Restricted to local training day missions JMW Table 4.7, Note 3.

GREEN: NMR - (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility Item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Fit Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS YELLOW < 60 DAYS GREEN < 90 DAYS BLUE < 120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: ML1	Last Four:	PG: 35	Clearance:	CP: ML C	SQ: 0039	ASC: AA
AO Term Date: 31-JUL-2023	Avail Code: A	Phy Due: 12-OCT-2018	Chamber Due: 28-FEB-2018			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
524.5	11-Apr-14			0	0	0	AFE FAM TRNG G	LL01	1522	GROUNDING
	04-Jan-14	31-Dec-17		0	0	0	EGRESS WACDE	LL03		
	07-Apr-14			0	0	0	AFE FLT CHECK PROC	LL07		
	09-Apr-14			0	0	0	LCL AREA SVWA	SS01		
	18-May-15	31-Oct-16		0	0	0	GURE CDPO	AA01	1522	-
	18-May-15	31-Oct-16		0	0	0	MSN EVALUATION	Q003		
	24-Jan-14			0	0	0	ENAF	G055	1522	
	06-Aug-15	06-Aug-17		0	0	0	LOAC TRNG	G100		
	24-Jan-14			0	0	0	INTIAL CRM TNG	G231		
	23-Apr-14	30-Apr-16		0	0	0	SABC	G281		
	06-May-14			0	0	0	EGRESS WACDE	LL05		
	24-Jan-14			0	0	0	INT NVG TRNG	NV01		
	18-May-15	31-Dec-16		0	0	0	FLT PUBS CHECK	Q090		
	08-Apr-15	30-Apr-16		0	0	0	FEF REVIEW	Q170		
	26-Nov-14			0	0	0	CSI SOUTHCOM	SS07S		
	26-Apr-13			0	0	0	BASIC CST SV80A	SS20		
	02-May-13			0	0	0	BASIC WST SV86A	SS31		
	05-Apr-13			0	0	0	ER CHUT INT TNG	SS35		
	24-Jan-14			0	0	0	VTRAT INITIAL	VT01		
				0	0	0	FLT INST CERT	Q511	4324	
				0	0	0	FLT EVAL CERT	Q512		
	17-Nov-14			0	0	0	LCLA CERT	Q517		
	29-May-14			0	0	0	JPADS PHS I	Q521		
				0	0	0	JPADS PHS II	Q522		
				0	0	0	FCF CERT	Q543		
	12-Sep-14			0	0	0	BANNER CERT	Q544		
	19-Aug-14			0	0	0	EXTRACTION/CDS	XCDS		
	19-Mar-15			0	0	0	WIRELESS GATE REL	XWGRS		

G1.4.5. INDIVIDUAL FLIGHT RECORD REPORT

PREPARED 02 OCT 2015 08:30

INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

ANNUAL

NAME: **ML2** SSAN: GRADE: SRA PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO ACFT OPLOC: FWWZ

POS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NETE	INS	SIM	INS	WVG	RES	N/S	DATE UPDATED	
C130J	18 AUG 14	08-5692	FL	3.0	0.0	0.0	0.0	0.0	3.0	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150615
1 JJ	25 SEP 14	08-3174	ML	0.0	0.0	0.0	0.0	2.1	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141014
C130J	01 OCT 14	08-5686	ML	2.5	0.0	0.0	0.0	1.6	4.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141002
C130J	29 OCT 14	08-3172	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	4.0	0.0	0.0	0.0	0.5	0.0	5	20141029
C130J	30 OCT 14	08-5692	ML	3.9	0.0	0.0	0.0	0.0	3.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141031
C130J	06 NOV 14	08-5724	ML	1.4	0.0	0.0	0.0	0.0	1.4	1	0.0	0	0.0	0	1.4	0.0	0.0	1.4	0.0	0.0	5	20141106
C130J	06 NOV 14	08-5726	ML	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	1.8	0.0	0.0	1.8	0.0	0.0	5	20141106
C130J	20 NOV 14	08-5679	ML	5.4	0.0	0.0	0.0	0.0	5.4	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141121
C130J	25 NOV 14	08-3173	ML	3.6	0.0	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141126
C130J	02 DEC 14	08-3173	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141203
C130J	03 DEC 14	08-3173	ML	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141204
C130J	06 DEC 14	08-5686	ML	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141209
C130J	07 DEC 14	08-5686	ML	3.6	0.0	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	1.8	0.0	0.0	0.0	0.0	0.0	5	20141209
C130J	08 DEC 14	08-5686	ML	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	0.0	0.0	5	20141209
C130J	10 DEC 14	08-5678	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141211
C130J	11 DEC 14	08-5693	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141211
C130J	16 DEC 14	08-5675	ML	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141218
C130J	17 DEC 14	08-5075	ML	6.9	0.0	0.0	0.0	0.0	6.9	4	0.0	0	0.0	0	2.0	0.0	0.0	0.0	0.0	0.0	5	20141218
10J	19 DEC 14	08-5675	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20141223
C130J	29 DEC 14	08-3173	ML	5.0	0.0	0.0	0.0	0.0	5.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150107
C130J	30 DEC 14	08-3173	ML	7.5	0.0	0.0	0.0	0.0	7.5	3	0.0	0	0.0	0	2.0	0.0	0.0	0.0	0.0	0.0	5	20150107
C130J	08 JAN 15	08-5675	ML	3.6	0.0	0.0	0.0	0.0	3.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150113
C130J	09 JAN 15	08-5675	ML	6.3	0.0	0.0	0.0	0.0	6.3	5	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150113
C130J	12 JAN 15	08-5675	ML	5.1	0.0	0.0	0.0	0.0	5.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150113
C130J	15 JAN 15	08-5675	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150126
C130J	17 JAN 15	08-5675	ML	4.6	0.0	0.0	0.0	0.0	4.6	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150126

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INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

ANNUAL

NAME: **ML2** SSAN: GRADE: SRA PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSO ACFT OPLOC: FWWZ

POS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NETE	INS	SIM	INS	WVG	RES	N/S	DATE UPDATED	
C130J	18 JAN 15	08-5675	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150126
1 JJ	19 JAN 15	08-5675	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150126
C130J	21 JAN 15	08-5675	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	2.5	0.0	0.0	1.5	0.0	0.0	5	20150126
SMC130J	26 JAN 15	12-1084	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	20150202
SMC130J	28 JAN 15	12-1084	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	20150202
C130J	05 FEB 15	08-3174	ML	5.9	0.0	0.0	0.0	0.0	5.9	5	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150206
C130J	12 FEB 15	08-3172	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150213
C130J	17 FEB 15	08-3172	ML	4.0	0.0	0.0	0.0	0.0	4.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150219
C130J	18 FEB 15	08-5691	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150219
C130J	19 FEB 15	08-3175	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150220
C130J	20 FEB 15	08-3174	ML	5.2	0.0	0.0	0.0	0.0	5.2	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150226
C130J	26 FEB 15	08-5692	ML	2.2	0.0	0.0	0.0	0.0	2.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150303
C130J	28 FEB 15	08-5692	ML	5.5	0.0	0.0	0.0	0.0	5.5	1	0.0	0	5.5	1	0.0	0.0	0.0	0.0	0.0	0.0	5	20150306
C130J	01 MAR 15	08-5692	ML	6.6	0.0	0.0	0.0	0.0	6.6	2	0.0	0	0.0	0	0.5	0.0	0.0	0.0	0.0	0.0	5	20150303
C130J	02 MAR 15	08-5692	ML	7.2	0.0	0.0	0.0	0.0	7.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150303
C130J	13 MAR 15	08-3173	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	4.5	0.0	0.0	3.5	0.0	0.0	5	20150313
C130J	16 MAR 15	08-5691	ML	4.5	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0.0	0	3.5	0.0	0.0	0.0	0.0	0.0	5	20150323
C130J	18 MAR 15	08-5691	ML	3.5	0.0	0.0	0.0	0.0	3.5	1	0.0	0	0.0	0	2.0	0.0	0.0	0.0	0.0	0.0	5	20150323
10J	20 MAR 15	08-5691	ML	8.0	0.0	0.0	0.0	0.0	8.0	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150323
C130J	03 APR 15	08-3177	ML	4.7	0.0	0.0	0.0	0.0	4.7	1	0.0	0	0.0	0	4.0	0.0	0.0	1.0	0.0	0.0	5	20150407
C130J	10 APR 15	08-3172	ML	6.0	0.0	0.0	0.0	3.8	3.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150411
C130J	11 APR 15	08-3171	ML	3.3	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0.0	0	1.0	0.0	0.0	0.5	0.0	0.0	5	20150413
C130J	13 APR 15	08-3176	ML	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	2.0	0.0	0.0	1.0	0.0	0.0	5	20150414
C130J	14 APR 15	08-3176	ML	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	2.0	0.0	0.0	1.0	0.0	0.0	5	20150414
C130J	14 APR 15	08-3175	ML	3.7	0.0	0.0	0.0	0.0	3.7	1	0.0	0	0.0	0	3.5	0.0	0.0	0.0	0.0	0.0	5	20150416
C130J	16 APR 15	08-5724	ML	6.0	0.0	0.0	0.0	3.1	3.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	5	20150417

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C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

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INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

ANNUAL

NAME: **ML2** SSAN: GRADE: SRA PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALF50 ACFT OPLOC: FWZ

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED
C130J	17 APR 15	08-5724	ML	0.0	0.0	0.0	0.0	1.5	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150417
C130J	22 APR 15	08-5692	ML	4.0	0.0	0.0	0.0	0.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150423
C130J	30 APR 15	08-5678	ML	1.9	0.0	0.0	0.0	0.0	1.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150501
C130J	04 MAY 15	08-5693	ML	2.4	0.0	0.0	0.0	0.0	2.4	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150513
C130J	06 MAY 15	08-5693	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	11 MAY 15	08-5693	ML	5.3	0.0	0.0	0.0	0.0	5.3	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	12 MAY 15	08-5693	ML	1.9	0.0	0.0	0.0	0.0	1.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	13 MAY 15	08-5693	ML	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	14 MAY 15	08-5693	ML	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	15 MAY 15	08-5693	ML	4.8	0.0	0.0	0.0	0.0	4.8	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150518
C130J	03 JUN 15	08-5678	ML	3.9	0.0	0.0	0.0	0.0	3.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150609
C130J	04 JUN 15	08-3177	ML	1.9	0.0	0.0	0.0	0.0	1.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150609
C130J	10 JUN 15	08-5683	ML	2.9	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150611
C130J	24 JUN 15	08-5692	ML	1.2	0.0	0.0	0.0	1.2	2.4	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150625
C130J	24 JUN 15	08-5692	ML	1.2	0.0	0.0	0.0	1.2	2.4	4	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150625
C130J	26 JUN 15	08-5712	ML	2.5	0.0	0.0	0.0	0.0	2.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	28 JUN 15	08-5712	ML	6.3	0.0	0.0	0.0	0.0	6.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	29 JUN 15	08-5712	ML	5.8	0.0	0.0	0.0	0.0	5.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	30 JUN 15	08-5712	ML	3.0	0.0	0.0	0.0	0.0	3.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	01 JUL 15	08-5712	ML	6.3	0.0	0.0	0.0	0.0	6.3	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	02 JUL 15	08-5712	ML	7.9	0.0	0.0	0.0	0.0	7.9	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	03 JUL 15	08-5712	ML	5.3	0.0	0.0	0.0	0.0	5.3	2	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	04 JUL 15	08-5712	ML	3.1	0.0	0.0	0.0	0.0	3.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	05 JUL 15	08-5712	ML	6.3	0.0	0.0	0.0	0.0	6.3	3	0.0	0	0.0	0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150713
C130J	06 JUL 15	08-5712	ML	4.2	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150708
C130J	07 JUL 15	08-5712	ML	10.4	0.0	0.0	0.0	0.0	10.4	2	0.0	0	0.0	0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150713

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INDIVIDUAL FLIGHT RECORD REPORT (PA)

AS OF 02 OCT 2015

PCN

ANNUAL

NAME: **ML2** SSAN: GRADE: SRA PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALF50 ACFT OPLOC: FWZ

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	SRT	C/S	SRT	NITE	INS	SIM	INS	NVG	RES	N/S	DATE UPDATED
C130J	10 JUL 15	08-3174	ML	2.9	0.0	0.0	0.0	4.7	7.6	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	11 JUL 15	08-3174	ML	4.9	0.0	0.0	0.0	0.0	4.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	13 JUL 15	08-3174	ML	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	14 JUL 15	08-3174	ML	2.8	0.0	0.0	0.0	0.0	2.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	16 JUL 15	08-3174	ML	2.8	0.0	0.0	0.0	4.3	7.1	3	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	17 JUL 15	08-3174	ML	4.8	0.0	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150720
C130J	21 JUL 15	08-5678	ML	3.7	0.0	0.0	0.0	0.0	3.7	1	0.0	0	0.0	0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150721
C130J	23 JUL 15	08-5683	ML	2.0	0.0	0.0	0.0	0.0	2.0	1	0.0	0	0.0	0	1.6	0.0	0.0	0.0	0.0	0.0	1.5	S 20150723
C130J	28 JUL 15	08-5679	ML	1.2	0.0	0.0	0.0	2.2	3.4	6	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150729
C130J	28 JUL 15	08-5679	ML	0.3	0.0	0.0	0.0	0.7	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150729
C130J	31 JUL 15	08-5715	ML	3.7	0.0	0.0	0.0	0.0	3.7	2	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150803
C130J	04 AUG 15	08-3177	ML	4.8	0.0	0.0	0.0	0.0	4.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150805
C130J	12 AUG 15	08-3172	ML	1.0	0.0	0.0	0.0	3.0	4.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150813
C130J	03 SEP 15	08-5675	ML	7.7	0.0	0.0	0.0	0.0	7.7	1	0.0	0	7.7	1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150911
C130J	04 SEP 15	08-5675	ML	6.4	0.0	0.0	0.0	0.0	6.4	1	0.0	0	6.4	1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	S 20150913
C130J	05 SEP 15	08-5675	ML	2.1	0.0	0.0	0.0	0.0	2.1	1	0.0	0	2.1	1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	S 20150916
C130J	06 SEP 15	08-5675	ML	10.4	0.0	0.0	0.0	0.0	10.4	2	4.8	1	5.6	1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	S 20150916
C130J	09 SEP 15	08-3171	ML	3.4	0.0	0.0	0.0	4.1	7.5	5	0.0	0	7.5	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150909
C130J	11 SEP 15	08-3172	ML	6.2	0.0	0.0	0.0	0.0	6.2	1	0.2	1	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150912
C130J	11 SEP 15	10-5701	ML	0.6	0.0	0.0	0.0	0.3	0.3	1	0.3	1	0.6	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150911
C130J	13 SEP 15	08-3174	ML	5.2	0.0	0.0	0.0	0.0	5.2	4	5.2	4	0.0	0	2.5	0.0	0.0	0.0	1.0	0.0	0.0	S 20150913
C130J	15 SEP 15	08-3172	ML	6.2	0.0	0.0	0.0	0.0	6.2	0	6.2	0	0.0	0	3.7	0.0	0.0	0.0	0.0	0.0	2.7	S 20150916
C130J	17 SEP 15	08-3174	ML	2.7	0.0	0.0	0.0	0.0	2.7	3	2.7	3	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	S 20150917

APC PAGE 35

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 61

C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

PREPARED 02 OCT 2015 08:30

INDIVIDUAL FLIGHT RECORD REPORT (PA)

A5 OF 02 OCT 2015

PCN

ANNUAL

NAME: **ML2** SSAN: GRADE: SRA PRI CREW POS: L PRI AIRCRAFT: C130J
 CMD: AMC WING: 0007BMBWG UNIT: 0039ALFSQ ACFT OPLOC: FNWZ

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	C/S	C/S	NITE	INS	SIM	NVG	
AIRCRAFT:	389.3	0.0	0.0	0.0	33.8	423.1	166	26.9	21	27.3	5	72.7	0.0	0.0	19.4
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	2	N/A	N/A	N/A	N/A	0.0	0.0	0.0	0.0
)	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0
												AMC	PAGE 36		

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

G1.4.7. ADDITIONAL FLIGHT RECORDS

Note: Highlights and handwriting were on original documents prior to collection by the ISB.

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Currencies reflect data from Oracle Discover 11g

TASK NAME KEY:

RED: NMR Crewmember is grounded.

YELLOW: NMR (Flying Events) - Supervision required on all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on COMBPROCDMUS non-contingency missions if event not accomplished. Exception: P102: Restricted to local training day missions IAW Table A.F. Note 1.

GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Flt Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE < 30 DAYS 30 DAYS < 60 DAYS < 90 DAYS < 120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: ML2	Last Four:	PG: 34	Clearance:	CP: ML C	SQ: 0039	ASC: AA
AO Term Date: 07-NOV-2023	Avail Code: A	Phy Due: 20-NOV-2016	Chamber Due: 30-APR-2018			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
596.7	12-Aug-15			5	10	0	BASIC A/D EVENT	AD01		
	23-Jul-15			2	3	0	EQUIP AIRDROP	AD03		
	12-Aug-15			2	4	0	CDS AIRDROP	AD04		
	16-Jul-15			1	3	0	ACT PERS (N.L)	AD05A		
	18-Apr-14	31-Dec-15		0	0	0	JPADS MH ALAD	AD09		
	12-Aug-15	31-Dec-16		0	1	0	JPADS AIRDROP	AD10		
	03-Jun-15	31-Dec-16		0	0	0	OPTICAL THREAT	FE09		
	03-Jun-15	31-Dec-16		0	0	0	IR THREAT EVENT	FE19		
	28-Jan-15	31-Dec-16		0	0	0	CRM SIMULATOR	G240		
	29-Sep-15	30-Nov-15		6	29	0	PROF SORTIE	M010		
	30-Sep-15			5	31	0	TAC MISSION	M050		
	29-Sep-15			2	6	0	NVG SORTIE	NV02		
	15-Sep-15	31-Dec-16		0	1	0	NVG AL EVENT	NV05		
	15-Jan-15	31-Dec-16		0	0	0	ACDTQT	P280		
	04-Aug-15	30-Jun-16		1	1	0	LCLACERT	XLCLA		
	04-Aug-15	30-Jun-16		1	1	0	EXTRACTION/CDS	XXCDS		
	19-Aug-15	31-Dec-16		0	0	0		C040	1522	R CODE
	08-Aug-14	08-Aug-19		0	0	0		E030		
	11-Jun-15	30-Jun-17		0	0	0		G010		
	07-Aug-15			0	0	0		G120		
	13-Jun-14	30-Jun-16		0	0	0		G280		
	27-May-14	31-Dec-16		0	0	0		LL04A		
	12-Jun-13	30-Jun-16		0	0	0		SS03A		
	30-Jan-15	31-Dec-16		0	0	0		VT03		
	27-Jul-15	30-Jun-16		0	0	0	INTXCLS	G060	1522	I CODE
	27-Jul-15	31-Dec-16		0	0	0	INTEL TRNG	G070		
	28-Jan-14	31-Dec-16		0	0	0	INTXJJK	G090		
	29-Jan-15	31-Jan-17		0	0	0	HAZ CARGO JLI	G182A		
	29-Jan-15	31-Dec-16		0	0	0	CRM REFRESHER	G230		
	29-Jan-15	31-Dec-16		0	0	0	PERSONAL DELIVERY	G602		
	18-Apr-14	30-Apr-17		0	0	0	HAZ TRNG	LL06A		
	16-Jul-14	31-Jul-16		0	0	0	NVG REF TRNG	NV03		
	12-Jul-13	31-Jul-16		0	0	0	DMBT BERC TRNG	SS02A		
	18-Jul-13	31-Jul-16		0	0	0	WATER SUPPLY	SS05A		
	14-Jun-13	30-Jun-16		0	0	0	EN CHUT REF TRNG	SS06A		

PAGE 1

Date Input _____ Input By _____

COMPUTER GENERATED FORM 3526 02-OCT-15 at 01.29.35 AM

Date Audit _____ Audit By _____

C130J Single Day Mission Accomplishment Report (MAR) AND GONOGO

FILE 11-6

Curriculos reflect data from Oracle Discover 11n

TASK NAME KEY:

RED: NMR Crewmember is grounded.

YELLOW: NMR (Flying Events) - Supervision required on all missions.

ORANGE: NMR (Flying Events) - Supervision required for specific events. May fly unsupervised on CONUS/SOUTHCOM non-contingency missions if event not accomplished. Exception: F192: Restricted to local training day missions (AW Table A.7, Note 1)

GREEN: NMR- (Ground Events) - Supervision required on all missions. Exceptions with Sq/CC (or rep) approval. G182/A: May fly unsupervised on local training missions if not required. NV03: May fly unsupervised on any mission if NVG's are not required.

PURPLE: Mobility Item; does not affect MR status, but may restrict crewmember from certain missions.

WHITE: Required prior to initial qualification and/or mission-ready certification. With Sq/CC approval, may fly unsupervised on training missions if event does not affect mission accomplishment.

*Flt Surgeons: G231 grounding, SS05/6 required if on mobility status (Table 4.3). **NMR crewmembers require OG/CC approval for all contingency missions.

DUE DATE CELL COLOR KEY: RED= OVERDUE <30 DAYS <60 DAYS <90 DAYS <120 DAYS

AIRCREW SIGNATURE _____ MONTH AND YEAR _____ FLIGHT AUTH # _____ MSN REVIEWED BY _____

Name: ML2	Last Four:	PG: 34	Clearance	CP: MLC	SQ: 0039	ASC: AA
AO Term Date: 07-NOV-2023	Avail Code: A	Phy Due: 20-NOV-2016	Chamber Due: 30-APR-2018			

C130J Hrs	Last Acc	Due Dt	Waiver Dt	REQ	ACC	REM	Task Name	Task ID	DT	DT
596.7	18-Apr-14			0	0	0	MAKSH EDAM	G002	1522	GROUNDING
	13-May-14			0	0	0	AFE FAM TRNG G	LL01		
	18-Apr-14	31-Dec-17		0	0	0	EGRESS INS-G	LL03		
	08-May-14			0	0	0	AFE FTI OMSO BRD	LL07		
	13-May-14			0	0	0	LCL REBURNING	SS01		
	23-Jul-15	31-Dec-16		0	0	0	INITIAL CPRE	AA01	1522	-
	23-Jul-15	31-Dec-16		0	0	0	MSN EVALUATION	Q003		
	18-Apr-14			0	0	0	ENAF	G055	1522	
	25-Jul-15	25-Jul-17		0	0	0	LOAC TRNG	G100		
	18-Apr-14			0	0	0	INITIAL CRM TNG	G231		
	01-Oct-14	31-Oct-16		0	0	0	SABC	G281		
	18-Jun-14			0	0	0	EGRESS W/ACDE	LL05		
	18-Apr-14			0	0	0	INT NVG TRNG	NV01		
	23-Jul-15	31-Dec-16		0	0	0	FLT PUBS CHECK	Q090		
	15-Jan-15	31-Jan-16		0	0	0	FEF REVIEW	Q170		
				0	0	0	CSI SOUTHCOM	SS07S		
	12-Jul-13			0	0	0	BASIC CST SV80A	SS20		
	18-Jul-13			0	0	0	BASIC WST SV86A	SS31		
	14-Jun-13			0	0	0	ER CHUT INT TNG	SS35		
	18-Apr-14			0	0	0	VTRAT INITIAL	VT01		
				0	0	0	FLT INST CERT	Q511	4324	
				0	0	0	FLT EVAL CERT	Q512		
	10-Sep-14			0	0	0	LCLA CERT	Q517		
	31-Aug-15			0	0	0	JPADS PHS I	Q521		
	31-Aug-15			0	0	0	JPADS PHS II	Q522		
				0	0	0	FCF CERT	Q543		
	12-Sep-14			0	0	0	BANNER CERT	Q544		
	11-Aug-15			0	0	0	EXTRACTION/CDS	XCDS		
	03-Mar-15			0	0	0	WIRELESS GATE REL	XWGRS		

G2.1.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 29 Jul 15			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MP		RANK Capt	SSAN	ELIGIBILITY PERIOD Jun - Nov 15			
ORGANIZATION AND LOCATION 39 AS, Dyess AFB, TX		ACFT/CREW POSITION C-130J/MP					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Instrument	23 Jul 15	98	INSTM/QUAL/MSN	29 Jul 15			
EPE	29 Jul 15	1					
QUAL Closed	23 Jul 15	97					
Boldface	29 Jul 15	0					
QUAL Open	07 Jul 15	96					
MSN Open	22 Jul 15	100					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A				
EXPIRATION DATE OF QUALIFICATION Dec 16	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE			
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>					
III. CERTIFICATION							
TYPED NAME AND RANK	ORGANIZATION	CHECK				SIGNATURE	DATE
		C O N T R O L	D O N O T	R E C O R D	R E B U I L D		
1 FLIGHT EXAMINER Capt	39 AS/CCV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			29 Jul 15
2 REVIEWING OFFICER Capt	39 AS/CCV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			31 Jul 15
3 FINAL APPROVING OFFICER Lt Col	39 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			10 Aug 15
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 11 Aug 15	TYPED NAME AND GRADE OF EXAMINEE MP Capt 39 AS/DOP			SIGNATURE MP			

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This INSTWQUAL/MSN evaluation was administered at night in the local area with instrument approaches and landings at Abilene Regional Airport and Dyess AFB and routes and airdrops to Bronte DZ with recoveries to Dyess AFB. For the MSN portion, the examinee flew in the lead position for a SKE route to a CDS drop followed by an ILS recovery. The next route flown was a NVG visual low-level route in the lead position to a random shallow straight in recovery. NVG maximum effort procedures were evaluated at Tye LZ. For the INSTWQUAL portion, the examinee performed an ITO, VOR procedure turn circling approach, a simulated engine-out ILS approach to a simulated engine-out go around, and a CAT II ILS approach. A VFR pattern was flown. The examinee flew full and partial flap landings to include a simulated engine-out landing. Touch-and-go landing procedures were evaluated. All AMC and 317th AG Site were evaluated on this mission.</p>	
<p>B. Discrepancies. None.</p>	
<p>C. Recommended Additional Training. None.</p>	
<p>D. Additional Comments. Commendable. Area 22. Engine-out Go Around. Engine out go-around was perfectly controlled maintaining ideal -1 and 1-1 parameters throughout the maneuver.</p>	
<p>REVIEWING OFFICER'S REMARKS: None.</p>	
<p>APPROVING OFFICER'S REMARKS: None.</p>	
<p>ADDITIONAL REVIEWS: None.</p>	

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 02 Oct 14
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) MP		RANK Capt	SSAN	ELIGIBILITY PERIOD N/A	
ORGANIZATION AND LOCATION 39 AS, Dyess AFB, TX		ACFT/CREW POSITION C-130J/MP			
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
			SPOT	02 Oct 14	
QUALIFICATION LEVEL		ADDITIONAL TRAINING			
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A	
EXPIRATION DATE OF QUALIFICATION N/A		CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>	
III. CERTIFICATION					
TYPED NAME AND RANK		ORGANIZATION		CHECK	SIGNATURE
				<input type="checkbox"/> COORDINATOR <input type="checkbox"/> DOP <input type="checkbox"/> SUPERVISOR <input type="checkbox"/> COMMANDER	
1	FLIGHT EXAMINER Maj	317 AG/AGV		<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	03 Oct 14
2	REVIEWING OFFICER Capt	39 AS/CCV		<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	07 Oct 14
3	FINAL APPROVING OFFICER Lt Col	39 AS/CC		<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	09 Oct 14
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE 10 Oct 14	TYPED NAME AND GRADE OF EXAMINEE MP Capt 39 AS/DOP			SIGNATURE MP	

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
A. Mission Description. This mission was scheduled for an AMC Channel to Charleston AFB and Soto Cano airfield, Honduras. This evaluation was administered in conjunction with aircraft commander certification. The examinee's ability to operate in command while performing the unit's mission was evaluated. All AMC and 317th AG SIs were evaluated during this mission.	
B. Discrepancies. None.	
C. Recommended Additional Training. None.	
D. Additional Comments. None.	
REVIEWING OFFICER'S REMARKS: None.	
APPROVING OFFICER'S REMARKS: None.	
ADDITIONAL REVIEWS: None.	

AF FORM 8, 20061208 (REVERSE)

CERTIFICATION OF AIRCREW QUALIFICATION				DATE COMPLETED 19 Jun 14		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MP		RANK Capt	SSAN	ELIGIBILITY PERIOD INSTM/QUAL: Oct 13 - Mar 14 MSN: Feb - Jul 14		
ORGANIZATION AND LOCATION 39 AS, Dyess AFB, TX		ACFT/CREW POSITION C-130J/FP				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
EPE	13 Jun 14	1	INSTM/QUAL/MSN	19 Jun 14		
Instrument	16 Jun 14	100				
MSN Open	16 Jun 14	98				
QUAL Closed	18 Jun 14	100				
QUAL Open	08 Jun 14	92				
Boldface	19 Jun 14	Q				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Nov 15	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE	
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		FLIGHT EXAMINER	REVIEWING OFFICER	FINAL APPROVING OFFICER		
1 Maj	317 AG/G	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		19 Jun 14
2 Capt	39 AS/CCV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		20 Jun 14
3 Lt Col	39 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		22 Jun 14
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 30 Jun 14	TYPED NAME AND GRADE OF EXAMINEE MP Capt 39 AS/DOP			SIGNATURE MP		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
A. Mission Description. This INSTMQUAL/MSN evaluation was administered in the local area. For the MSN portion, the examinee flew in the wing position for a SKE route to a SATB-H simulated drop. The next route flown was a visual low-level route in the lead position to a CDS drop followed by a downwind recovery. A tactical abeam approach was flown and maximum effort procedures were evaluated at Tye LZ.	
For the INSTMQUAL portion, the examinee performed an ITO, VOR procedure turn circling approach to a 100 flap touch and go, a simulated engine-out ILS approach to a simulated engine-out go around, a CAT I approach to a go around. A engine-out VFR pattern was flown to a 50 flap landing. Touch-and-go landing procedures were evaluated. NVG operations and limitations were verbally evaluated. All AMC and 317th AG SIs were evaluated on this mission.	
B. Discrepancies. None.	
C. Recommended Additional Training. None.	
D. Additional Comments. The examinee's INSTMQUAL Checkride expiration date was extended 3 months to 30 Jun 14 by 39 AS/CC, due to a real world deployment IAW AFI 11-202V2, para. 5.8.3.2.3.5.	
REVIEWING OFFICER'S REMARKS: None.	
APPROVING OFFICER'S REMARKS: None.	
ADDITIONAL REVIEWS: None.	

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 05 Feb 13	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) MP			RANK 1st Lt	SSAN	ELIGIBILITY PERIOD N/A
ORGANIZATION AND LOCATION 48 AS, Little Rock AFB, AR			ACFT/CREW POSITION C130J/FP		
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	12 Dec 12	100	INIT MSN	05 Feb 13	
Boldface	01 Feb 13	Q			
EPE	01 Feb 13	1			
QUALIFICATION LEVEL		ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED		
1		N/A	N/A		
EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE
Jul 14					
<input type="checkbox"/>	RESTRICTIONS <small>(Explain in Comments on Back)</small>	<input type="checkbox"/>	EXCEPTIONALLY QUALIFIED <small>(Explain in Comments on Back)</small>	<input type="checkbox"/>	COMMANDER-DIRECTED DOWNGRADE <small>(Explain in Comments on Back)</small>
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		SIGNATURE
			<input type="checkbox"/>	<input type="checkbox"/>	
1 FLIGHT EXAMINER Maj		154 TRS/DOP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	//SIGNED//
2 REVIEWING OFFICER Maj		48 AS/DOV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	//SIGNED//
3 FINAL APPROVING OFFICER Lt Col		48 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	//SIGNED//
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE 22 FEB 13	TYPED NAME AND GRADE OF EXAMINEE MP 1st Lt, 48 AS/FTU			SIGNATURE MP	

AF FORM 6, 20100913

PREVIOUS EDITIONS ARE OBSOLETE.



DEPARTMENT OF THE AIRFORCE
39TH AIRLIFT SQUADRON (AMC)
DYESS AIR FORCE BASE TEXAS 79607-1865

14 Jan 15

MEMORANDUM FOR RECORD

SUBJECT: Flight Evaluation Folder (FEF) Discrepancy

The following discrepancy was found on the AF Form 8 dated 11 Oct 12 for Captain MP
MP

Discrepancy/Action:

The C-130J FTU places a landing restriction on students following their INIT SIM INSTM/QUAL checkride due to the evaluation being performed in a WST. The restriction requires the examinee to demonstrate landing proficiency in the aircraft to the satisfaction of a current and qualified C-130J instructor pilot. The 48 AS failed to sign off the examinee's landing restriction while the student was still at the FTU. The student's landing proficiency has been demonstrated and documented due to their successful completion of their INIT MSN checkride in the aircraft.

CAPT, USAF
Deputy Chief 317 AG/AGV

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED			
				11 Oct 12			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MP			RANK 1st Lt	SSAN	ELIGIBILITY PERIOD N/A		
ORGANIZATION AND LOCATION 48 AS, Little Rock AFB, AR			ACFT/CREW POSITION C130J/FP				
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Instrument	18 Sep 12	100	INIT SIM INST/M/QUAL	11 Oct 12			
Open Book	05 Oct 12	100					
Closed Book	05 Oct 12	93					
EPE	09 Oct 12	1					
Boldface	09 Oct 12	Q					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED				
1		N/A	N/A				
EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE		
Mar 14							
<input checked="" type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)			
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION	CHECK		SIGNATURE	DATE	
1 FLIGHT EXAMINER Maj		48 AS/DOV	C	O	X	//SIGNED//	04 Jan 13
2 REVIEWING OFFICER Maj		48 AS/DOV	X			//SIGNED//	04 Jan 13
3 FINAL APPROVING OFFICER Lt Col		48 AS/CC	X			//SIGNED//	04 Jan 13
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE			
31 JAN 13	MP 1st Lt, 48 AS/FTU			MP			

AF FORM 8 CONTINUATION SHEET	
COMMENTS	
<p>RESTRICTIONS: Due to this checkride being accomplished in the WST, the examinee will demonstrate landing proficiency in the aircraft to the satisfaction of a current and qualified C-130J instructor pilot.</p> <p>Date Accomplished: _____</p> <p>Instructor Signature: _____</p> <p>Instructor Name/Grade: _____</p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This formal school evaluation was administered in the WST at Little Rock AFB and Adams Field. The evaluation started with an instrument takeoff followed by a NDB full procedure turn circling approach, to a 100% flap touch and go. The examinee then accomplished an uncoupled 3-engine ILS approach without autothrottles to a 50% flap go-around, followed by a 3-engine VFR pattern to a 50% flap landing. The examination terminated with two CAT II ILS approaches at Adams Field to a 100% flap go-around and landing respectively.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>Reviewing Officer's Remarks: None.</p> <p>Approving Officer's Remarks: None.</p>	
AF FORM 8, 20100913 (REVERSE)	

RECORD OF EVALUATION							
NAME (Last, First Middle Initial) MCP				SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	ACC						
E-8C/IV	N/N QUAL/MSN	06 Dec 07	1				
	Annual Review	14 Dec 07					
E-8C/IV	INIT QUAL/MSN	22 Oct 08	1				
	Annual Review	05 Nov 08					
E-8C/IV	INSTR QUAL/MSN	20 Jan 10	1				
	Annual Review	21 Jan 10					
<i>Last Item</i>				<i>Last Item</i>			

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION							
NAME (Last, First, Middle Initial) MCP					SSN		
TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (COMMAND)
	ACC						
E-8C	INIT QUAL/MSN	18 Dec 2003	1 (330 CTS)				
	Initial Review	26 Jan 2004	(12 ACCS)				
E-8C	QUAL/MSN	28 Mar 2005	1 (12 ACCS)				
	Annual Review	30 Mar 2005	(12 ACCS)				
	Annual Review	11 Apr 2006	(12 ACCS)				
E-8C	QUAL/MSN	18 Aug 2006	1 (12 ACCS)				
	Annual Review	11 Apr 2007	(12 ACCS)				
E-8C	INIT INSTR	30 Apr 2007	1 (330 CTS)				
<i>LAST ITEM</i>				<i>LAST ITEM</i>			

AF FORM 942, 19961201 (EF-V2)

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This INSTWQUAL/MSN evaluation was administered in the local area with instrument approaches and landings at Abilene Regional Airport and Dyess AFB and routes and airdrops to Bronte DZ with recoveries to Dyess AFB. For the MSN portion, the examinee flew in the lead position for a SKE route to a HE drop followed by an ILS recovery. The next route flown was a NVG visual low-level route in the wing position to a simulated CDS drop followed by a downwind recovery. A tactical downwind approach was flown, and NVG maximum effort procedures were evaluated at Tye LZ. For the INSTWQUAL portion, the examinee performed an ITO, VOR holding and/or a VOR procedure turn circling approach, a simulated engine-out ILS approach to a simulated engine-out go around, and a CAT II ILS approach. A VFR pattern was flown. The examinee flew full and partial flap landings to include a simulated engine-out landing. Touch-and-go landing procedures were evaluated. All AMC and 317th AG Sills were evaluated on this mission.</p>	
B. Discrepancies. None.	
C. Recommended Additional Training. None.	
D. Additional Comments. None.	
REVIEWING OFFICER'S REMARKS: None.	
APPROVING OFFICER'S REMARKS: None.	
ADDITIONAL REVIEWS: None.	

AF FORM 8, 20061208 (REVE

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED			
				16 Nov 13			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MCP		RANK 1st Lt	SSAN	ELIGIBILITY PERIOD N/A			
ORGANIZATION AND LOCATION 48 AS, Little Rock AFB, AR		ACFT/CREW POSITION C130J/FP					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Instrument	09 Oct 13	98	INIT SIM INSTM/QUAL	16 Nov 13			
Closed Book	13 Nov 13	100					
Open Book	13 Nov 13	99					
EPE	14 Nov 13	Q					
Boldface	14 Nov 13	1					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED				
1		N/A	N/A				
EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE		
Apr 15		N/A					
<input checked="" type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)			
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION	CHECK		SIGNATURE		
			C	O	R		
			O	N	A		
			N	C	R		
			O	O	K		
			U	D	E		
			R	T	E		
1	FLIGHT EXAMINER Maj	48 AS/ADO			X		CAC PKI
2	REVIEWING OFFICER Maj	48 AS/DOV	X				CAC PKI
3	FINAL APPROVING OFFICER Lt Col	48 AS/CC	X				CAC PKI
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE	TYPED NAME AND GRADE OF EXAMINEE		SIGNATURE				
24 Jun 14 CAC PKI	MCP 1st Lt, 48 AS/FTU		MCP				

AF FORM 8, 20100913

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
<p>RESTRICTIONS: Due to this checkride being accomplished in the WST, the examinee will demonstrate landing proficiency in the aircraft to the satisfaction of a current and qualified C-130J instructor pilot.</p> <p>Instructor Name/Grade: _____</p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This formal school evaluation was administered in the WST at Little Rock AFB and Adams Field. The examinee performed an instrument takeoff followed by a full procedure turn localizer circling approach to a 100% flap touch and go. The examinee then performed an uncoupled 3-engine ILS approach without autothrottles to a 50% flap go-around, followed by a 3-engine VFR pattern to a 50% flap landing. The examination concluded with two CAT II ILS approaches at Adams Field to a 100% flap go around and landing respectively</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>Reviewing Officer's Remarks: None.</p> <p>Approving Officer's Remarks: None.</p>	
AF FORM 8, 20100913 (REVERSE)	

AF FORM 8 CONTINUATION SHEET

COMMENTS

EXAMINER'S REMARKS:

Mission Description. This was an initial instructor qualification mission evaluation in the senior surveillance manager (SSM) position. This mission was a local combat training sortie, flown from Robins AFB in the JSTARS 3A orbit. Surveillance functions were performed to support simulated battle management, intelligence support, and support to other operations. Tracking was performed to detect MTI in 8 NAls. ASOC extension duties were performed with simulated ASOC and two simulated JTACS. There were no active participants in JTIDS. Examinee instructed a M107 SSM upgrade student. Examinee instructed all required syllabus areas IAW the E-8 Senior Surveillance Manager ACC formal training syllabus. Instructed areas included the following: mission planning, checklist usage, safety, operational risk management, security, preflight, database verification, console setup, authentication, surveillance section management, JTIDS operating theory and link architecture, JTIDS monitoring, SAR/FTI/MTI analysis, JTAC coordination, ASOC assumption duties, screen capture procedures, identification and description of emergency equipment, identification of O & C subsystems, identification of radar subsystem components, identification of communication system components, classified and unclassified radar capabilities and limitations, E-8C crew positions and responsibilities, documentation of mission events, and retrograde procedures. Examinee performed simulated emergency procedures drill of fire smoke and fumes in comm. rack 1. Total flight time was 6.9 hours with 2.5 hours on station.

Discrepancies. None.

Recommended Additional Training. None.

Additional Comments. None.

Reviewing Officer's Remarks:

Approving Officer's Remarks:

ADDITIONAL REVIEWS: 116 OG/OGV
12 ACCS/CCV

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 22 Oct 08		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP		RANK SSgt	SSAN	ELIGIBILITY PERIOD N/A		
ORGANIZATION AND LOCATION 330 CTS, Robins AFB, GA		ACFT/CREW POSITION E-BC/IV				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	09 Oct 08	96	INIT QUAL/MSN	22 Oct 08		
Closed Book	09 Oct 08	98				
EPE	22 Oct 08	1				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Mar 10	CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE		
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		1	2	3		
1 FLIGHT EXAMINER MSgt	128 ACCS/DOW	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		23 Oct 08
2 REVIEWING OFFICER Capt	330 CTS/DOD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		27 Oct 08
3 FINAL APPROVING OFFICER Lt Col	330 CTS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		03 Nov 08
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 04 Nov 08	TYPED NAME AND GRADE OF EXAMINEE MCP SSgt			SIGNATURE MCP		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET

IV.

COMMENTS

EXAMINER'S REMARKS:

A. Mission Description. This was an initial qualification mission evaluation in the senior director technician (SDT) position. This mission was a local combat training sortie, flown from Robins AFB in the Polk 2 orbit. Surveillance functions were performed to support Green Flag East exercise with live fighters and ASOC. ASOC extension role assumed by JSTARS. A concurrent sim scenario Operation Talatha Freedom was also used to support internal XINT/XSEAD/XCAS training. Tracking was performed to detect movement near 10 NAIs and 4 change detects. No live link participants active in JTIDS. Examinee demonstrated instruction on export functions of tabular displays for a simulated M106 student. Examinee performed simulated emergency procedures drill of fire/smoke of RASP 2 in data rack 14. Total flight time was 6.4 hours with 3.0 hours on station.

B. Discrepancies. None.

C. Recommended Additional Training. None.

D. Additional Comments. Examinee maintains instructor qualification as an Airborne Operations Technician (AOT) only.

Reviewing Officer's Remarks:

Approving Officer's Remarks:

ADDITIONAL REVIEWS: 116 OG/OGV +
330 CTS/CCV

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 06 Dec 07			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) MCP		RANK SSgt	SSAN	ELIGIBILITY PERIOD Aug 07-Jan 08			
ORGANIZATION AND LOCATION 12 ACCS, Robins AFB, GA		ACFT/CREW POSITION E-8C/IV					
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Open Book	20 Sep 07	98	N/N QUAL/MSN	06 Dec 07			
Closed Book	20 Sep 07	100					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION May 09	CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE			
<input type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)				
III. CERTIFICATION							
TYPED NAME AND GRADE	ORGANIZATION	CHECK				SIGNATURE	DATE
		checked	not checked	not checked	not checked		
1 FLIGHT EXAMINER MSgt	12 ACCS/DOD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			13 Dec 07
2 REVIEWING OFFICER Lt Col	12 ACCS/DO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			14 Dec 07
3 FINAL APPROVING OFFICER Lt Col	12 ACCS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			14 Dec 07
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE 14 Dec 07	TYPED NAME AND GRADE OF EXAMINEE MCP SSgt			SIGNATURE MCP			

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
A. Mission Description. This was a no-notice qualification mission evaluation in the airborne operations technician (AOT) position. L2C06A was a local combat training sortie, flown from Robins AFB in the Truman orbit. Surveillance functions were performed to support live B-2 data link testing and simulated C2ISR for operation CAPRA ROPE. D/T/R was performed to detect 9 NA's, 3 change detects and simulated voice tell with 2 JTACS. Examinee performed demo/perf on ICAN procedures to accomplish instructor portion of evaluation. Examinee also performed simulated emergency procedures drill of FSF from comm rack 1. Total flight time was 5.6 hours with 2.7 hours on station.	
B. Discrepancies. None.	
C. Recommended Additional Training. None.	
D. Additional Comments. ADDITIONAL REVIEWS: 116 OG/OGV 12 ACCS/CCV	
Reviewing Officer's Remarks:	
Approving Officer's Remarks:	

CERTIFICATE OF CREW QUALIFICATION				DATE COMPLETED 30 Apr 07		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP			GRADE SrA		SSAN	
ORGANIZATION AND LOCATION 330 CTS, Robins AFB, GA			ACFT/CREW POSITION E-8C/IV		ELIGIBILITY PERIOD N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
			INIT INSTR	30 Apr 07		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1			N/A			
EXPIRATION DATE OF QUALIFICATION N/A			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		C O N C U R	D C O H N C O U T R	R E M A R K S		
1 FLIGHT EXAMINER SSgt	128 ACCS			X		2 May 07
2 REVIEWING OFFICER Lt Col	330 CTS/DO	X				9 May 07
3 FINAL APPROVING OFFICER Lt Col	330 CTS/CC	X				12 May 07
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 13 Aug 07	TYPED NAME AND GRADE OF EXAMINEE MCP SrA			SIGNATURE MCP		

AF FORM 8
MAY 85

AF FORM 8, MAY 85 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description. This was an initial instructor qualification mission evaluation in the airborne operations technician (AOT) position. D3C30A was a local combat training sortie, flown from Robins AFB in the Meridian orbit. Instruction was preformed on a M102 IQT student. Surveillance functions were performed to support simulated battle management and intelligence support. Tracking was performed to detect 1+ MTI in 12 NAls, 2 change detect targets, dynamic tasks, and voice tell support to 2 simulated TACPs. Examinee instructed simulated emergency procedures drill of fire, smoke, and fumes in the forward lower lobe. Total flight time was 6.3 hours with 3.0 hours on station.

B. Discrepancies. None.

CERTIFICATE OF CREW QUALIFICATION				DATE COMPLETED 18 Aug 06		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP			GRADE SrA		SSAN	
ORGANIZATION AND LOCATION 12 ACCS, Robins AFB, GA			ACFT/CREW POSITION E-8C/MV		ELIGIBILITY PERIOD Mar - Aug 06	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	23 Jun 06	98	QUAL/MSN	16 Aug 06		
Open Book	23 Jun 06	92	QUAL/MSN	18 Aug 06		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
I			N/A			
EXPIRATION DATE OF QUALIFICATION Jan 08			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		C O N C U R	D O N N C O U T R	R E M A R K S		
1 FLIGHT EXAMINER SSgt	16 ACCS/DOM			X		27 Nov 06
2 REVIEWING OFFICER Lt Col	12 ACCS/DO	X				1 Dec 06
3 FINAL APPROVING OFFICER Lt Col	12 ACCS/CC	X				13 Dec 06
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 15 Dec 06	TYPED NAME AND GRADE OF EXAMINEE MCP SrA			SIGNATURE MCP		

AF FORM 8
MAY 85

AF FORM 8, MAY 85 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description.

First Sortie: This was a recurring qualification mission evaluation in the airborne operations technician (AOT) position. H2C16A was a local combat training sortie, flown from Robins AFB in the JSTARS 6 orbit. Surveillance functions were performed to support simulated/live battle management, and intelligence support. Due to non-mission/mission mode malfunction radar was unavailable, not all required areas were evaluated. Total flight time was 2.8 hours.

Second Sortie: This sortie completes the recurring qualification mission evaluation in the airborne operations technician (AOT) position. H2C18A was a local combat training sortie, flown from Robins AFB in the JSTARS 3 orbit. Surveillance functions were performed to support simulated/live battle management, intelligence support, and to support the 342 TRS TACP school house. Tracking was performed to detect mission objectives to include 1+ MTI, maritime support, monitoring 7 NAIs, 1 change detect, dynamic tasks, and voice tell. Examinee performed simulated emergency procedures drill Fire, Smoke, and Fumes in Communications Rack #3. Total flight time was 5.8 hours with 3 hours on station.

B. Discrepancies.

1. Ground. None.

2. Flight. First sortie: Area 9. General/System Knowledge - Q- debriefed. Performance included errors and omissions, or delays that did not jeopardize mission accomplishment of safety. Demonstrated limited knowledge associated with the mission radio warnings.

CERTIFICATE OF CREW QUALIFICATION				DATE COMPLETED		
				28 Mar 05		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP			GRADE A1C		SSAN	
ORGANIZATION AND LOCATION 12 ACCS, Robins AFB, GA			ACFT/CREW POSITION E-8C/MV		ELIGIBILITY PERIOD Dec 04 - May 05	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Closed Book	4 Feb 05	96	QUAL/MSN	28 Mar 05		
Open Book	4 Feb 05	100				
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED			DUE DATES		
1				N/A		
EXPIRATION DATE OF QUALIFICATION Aug 06				DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on reverse)						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		C O N C U R	D C O N H N C O U T R	R E N A R K S		
1 FLIGHT EXAMINER SSgt	12 ACCS/CCV			X		12 Apr 05
2 REVIEWING OFFICER Lt Col	12 ACCS/DO		X			13 Apr 05
3 FINAL APPROVING OFFICER Lt Col	12 ACCS/CC		X			14 Apr 05
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 15 Apr 2005	TYPED NAME AND GRADE OF EXAMINEE MCP A1C			SIGNATURE MCP		

AF FORM 8
MAY 85

AF FORM 8, MAY 85 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description. This was a recurring qualification mission evaluation in the airborne operations technician (AOT) position. C2C28A was a local combat training sortie, flown from Robins AFB in the Capella orbit. Surveillance functions were performed to support the simulated battle management, intelligence support, as well as voice tell scenario. Tracking was performed to detect 2+ MTI around 6 NAI'S. Examinee responded to the simulated emergency procedures drill consisting of smoke in the "Forward Lower Lobe" Total flight time 6.4 hours with 3.1 hours on station.

B. Discrepancies

1. Ground. None.

2. Flight.

Area 4. Crew Coordination - Q- debriefed. Examinee was not proactive in relaying mission essential information, from the simulated ground agencies, to the appropriate leadership on board. These delays did not jeopardize mission accomplishment or safety.

Area 7. Preflight/Ground Operations -Q- debriefed. Examinee omitted step 3A. "Portable Oxygen Assembly" during his preflight inspection. This was a direct result of deviating from the significant order outlined in the T.O. (E-8C-43-1-1CL-3. The omission did not jeopardize mission accomplishment or safety.

Area 9. General/System Knowledge -Q- debriefed. Examinee demonstrated limited knowledge on the radar capabilities/limitations that provide the necessary infrastructure for effective tracking and target development. This demonstration did not jeopardize mission accomplishment or safety.

Area 10. Communications -Q- debriefed. Examinee did not effectively communicate, relay or fulfill tasking in a timely manner to "Vanguard 01". These delays did not jeopardize mission accomplishment or safety.

C. Recommended Additional Training. None.

CERTIFICATE OF AIR CREW QUALIFICATION				DATE COMPLETED		
				18 Dec 03		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) MCP			GRADE A1C		SSAN	
ORGANIZATION AND LOCATION 330 CTS, Robins AFB, GA			ACFT/CREW POSITION E-8C/MV		ELIGIBILITY PERIOD N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
Open Book	3 Dec 03	100	INIT QUAL/MSN		18 Dec 03	
Closed Book	3 Dec 03	100				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
			N/A			
EXPIRATION DATE OF QUALIFICATION May 05			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		C O N C U R	D O N O U T	R E M A R K S		
1 FLIGHT EXAMINER TSgt	16 ACCS/DOD			X		5 Jan 03
2 REVIEWING OFFICER Lt Col	330 CTS/DO	X				11 Jan 04
3 FINAL APPROVING OFFICER Lt Col	330 CTS/CC	X				14 Jan 04
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 16 Jan 04	TYPED NAME AND GRADE OF EXAMINEE MCP A1C			SIGNATURE MCP		

AF FORM 8
MAY 85

AF FORM 8, MAY 85 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description. This was an initial airborne operations technician (AOT) evaluation. L3C18A was a local combat training sortie, flown from Robins AFB in the Capella Orbit. Surveillance functions were performed to support simulated surveillance in the Pamlico region. Tracking was performed to detect 1+ MTI, Track MTI in the Neuse and Pamlico rivers, monitor and report on ten NAIS, two change detects, and provide voice tell to simulated GFACS call sign retail 01/02. Examinee performed simulated emergency procedures fire smoke and fumes in comm. Rack #1. All evaluation requirements were met. Total flight time was 6.1 hours with 2.3 hours on station.

B. Discrepancies. None.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
A. Mission Description. This QUAL/MSN evaluation was administered during a day tactical training mission in the Dyess AFB local area. The load consisted of a HE platform weighing 2910 lbs. The examinee accomplished all required preflight and rigging checklists, supervised cargo upload, and performed primary duties during the HE airdrop. Areas 19 Winching Procedures, 20 Hazardous Material, 22 Passenger Handling, 23 Anti-Hijacking/Aircraft Security, 24 Border Clearance, 27 Engine Running Onload/Offload, 28 Combat Offload, 30 Boldface Emergency Procedures, 31 Other Emergency Procedures, and 32 NVG Usage/Limitations, were verbally evaluated due to non-availability. All AMC and 317 AG SIs were evaluated on this mission.	
B. Discrepancies.	
1. Ground. (QUAL/MSN). Area 12 - Aircraft Preflight Inspection. Q-. Debriefed. Q- Displayed Minor deviations or omissions in the accomplishment of required inspections as outlined in applicable checklists and/or directives. Limited knowledge of proper procedures for checking aircraft systems/components IAW flight manual.	
Area 13 - Emergency Equipment. Q- Debriefed. Q- Demonstrated limited knowledge of emergency equipment. Had difficulty locating, inspecting, and/or demonstrating the proper use of life support and emergency equipment.	
2. Flight. None.	
C. Recommended Additional Training. None.	
D. Additional Comments. None.	
Reviewing Officer's Remarks: None.	
Approving Officer's Remarks: None.	

AF FORM 8, 20100913 (REVERSE)

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 24 Jan 14			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) ML1			RANK SSgt	SSAN	ELIGIBILITY PERIOD N/A		
ORGANIZATION AND LOCATION 48 AS, Little Rock AFB, AR			ACFT/CREW POSITION C130J/ML				
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Open Book	26 Nov 13	100	INIT QUAL/MSN	24 Jan 14			
Closed Book	26 Nov 13	100					
Boldface	23 Jan 14	Q					
EPE	23 Jan 14	1					
QUALIFICATION LEVEL		ADDITIONAL TRAINING					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A		DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Jun 15		CERTIFYING OFFICIAL RANK AND ORGANIZATION N/A		SIGNATURE	DATE		
<input checked="" type="checkbox"/> RESTRICTIONS <small>(Explain in Comments on Back)</small>		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <small>(Explain in Comments on Back)</small>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <small>(Explain in Comments on Back)</small>			
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION		CHECK		SIGNATURE	DATE
				C O N C U R	C O N T R I B		
1	FLIGHT EXAMINER SSgt		48 AS/DOV		X		CAC PKI
2	REVIEWING OFFICER Maj		48 AS/DOV		X		CAC PKI
3	FINAL APPROVING OFFICER Lt Col		48 AS/CC		X		CAC PKI
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE CAC PKI		TYPED NAME AND GRADE OF EXAMINEE ML1 SSgt, 48 AS/FTU			SIGNATURE ML1		

AF FORM 8, 20100913

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
	<p>RESTRICTIONS: SUPERVISED STATUS: For personnel airdrop until an actual static line personnel airdrop is accomplished. Final certification will be accomplished under the supervision of a loadmaster instructor or flight examiner.</p> <p>Actual personnel airdrop accomplished on <u>9 Jun 2014</u></p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This INIT QUAL/MSN evaluation was conducted on a local tactical training mission to Blackjack DZ. The examinee accomplished all required preflight inspections, airdrop preparations, loaded, rigged and performed in-flight duties for the aerial delivery of a heavy equipment platform weighing 2,605 pounds. The examinee was primary for the entire mission.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>Reviewing Officer's Remarks: None.</p> <p>Approving Officer's Remarks: None.</p>

AF FORM 8, 20100913 (REVERSE)

G2.4.2. AF FORM 8s

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 23 Jul 15		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) ML2		RANK SrA	SSAN	ELIGIBILITY PERIOD Apr - Sep 15		
ORGANIZATION AND LOCATION 39 AS, Dyess AFB, TX		ACFT/CREW POSITION C-130J/ML				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
EPE	23 Jul 15	1	QUAL/MSN	23 Jul 15		
QUAL Closed	27 Apr 15	97				
Boldface	23 Jul 15	Q				
QUAL Open	28 Apr 15	97				
MSN Open	29 Apr 15	98				
QUALIFICATION LEVEL			ADDITIONAL TRAINING			
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Dec 16	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE	DATE		
<input type="checkbox"/> RESTRICTIONS <i>(Explain in Comments on Back)</i>	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED <i>(Explain in Comments on Back)</i>		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE <i>(Explain in Comments on Back)</i>			
III. CERTIFICATION						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONDUCT	DOC	REQUIREMENTS		
1 FLIGHT EXAMINER SSgt	39 AS/CCV	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		23 Jul 15
2 REVIEWING OFFICER Capt	39 AS/CCV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		27 Jul 15
3 FINAL APPROVING OFFICER Lt Col	39 AS/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		29 Jul 15
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE 30 Jul 15	TYPED NAME AND GRADE OF EXAMINEE ML2 SrA 39 AS/DOL			SIGNATURE ML2		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
A. Mission Description. This QUAL/MSN evaluation was administered during a night tactical training mission in the Dyess AFB local area. The load consisted of a single HVCDS bundle weighing 875 lbs and a HE platform weighing 2610 lbs. The examinee accomplished all required preflight and rigging checklists, supervised cargo upload, and performed primary duties during the HE airdrop. Areas 19 Winching Procedures, 20 Hazardous Material, 22 Passenger Handling, 23 Anti-Hijacking/Aircraft Security, 24 Border Clearance, 27 Engine Running Onload/Offload, 28 Combat Offload, 30 Boldface Emergency Procedures, 31 Other Emergency Procedures, and 32 NVG Usage/Limitations, were verbally evaluated due to non-availability. All AMC and 317 AG SIs were evaluated on this mission.	
B. Discrepancies.	
1. Ground. None	
2. Flight. Area 16. Onload/Offload Procedures - Q-. Debriefed. Examinee made minor errors while loading the aircraft utilizing the alternate ramp support.	
C. Recommended Additional Training. None.	
D. Additional Comments. None.	
REVIEWING OFFICER'S REMARKS: None.	
APPROVING OFFICER'S REMARKS: None.	
ADDITIONAL REVIEWS: None.	

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 18 Apr 14		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) ML2		RANK A1C	SSAN	ELIGIBILITY PERIOD N/A		
ORGANIZATION AND LOCATION 48 AS, Little Rock AFB, AR		ACFT/CREW POSITION C130J/ML				
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	19 Mar 14	96	INIT QUAL/MSN	18 Apr 14		
Closed Book	19 Mar 14	100				
Boldface	17 Apr 14	Q				
EPE	17 Apr 14	1				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED			
1		N/A	N/A			
EXPIRATION DATE OF QUALIFICATION		CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE	DATE	
Sep 15		N/A				
<input checked="" type="checkbox"/>	RESTRICTIONS <small>(Explain in Comments on Back)</small>	<input type="checkbox"/>	EXCEPTIONALLY QUALIFIED <small>(Explain in Comments on Back)</small>	<input type="checkbox"/>	COMMANDER-DIRECTED DOWNGRADE <small>(Explain in Comments on Back)</small>	
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		C O N C U R	D O N C O U R	R E M A R K S		
1 FLIGHT EXAMINER TSgt	48 AS/DOT-A			X		CAC PKI
2 REVIEWING OFFICER Maj	48 AS/DOV	X				CAC PKI
3 FINAL APPROVING OFFICER Lt Col	48 AS/CC	X				CAC PKI
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE CAC PKI	TYPED NAME AND GRADE OF EXAMINEE ML2		SIGNATURE ML2			

AF FORM 8, 20100913

PREVIOUS EDITIONS ARE OBSOLETE

AF FORM 8 CONTINUATION SHEET	
IV.	COMMENTS
	<p>RESTRICTIONS; SUPERVISED STATUS: For personnel airdrop until an actual static line personnel airdrop is accomplished. Final certification will be accomplished under the supervision of a loadmaster instructor or flight examiner.</p> <p>Actual personnel airdrop accomplished on <u>20 Aug 14</u></p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This INIT QUAL/MSN evaluation was conducted on a local tactical training mission to Blackjack DZ. The examinee accomplished all required preflight inspections, airdrop preparations, loaded, rigged and performed in-flight duties for the aerial delivery of a heavy equipment platform weighing 2,638 pounds. The examinee was primary for the entire mission.</p> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. None.</p> <p>Reviewing Officer's Remarks: None.</p> <p>Approving Officer's Remarks: None.</p>

AF FORM 8, 20100913 (REVERSE)

G3. MAINTENANCE TRAINING RECORDS

No data available.

G4. OTHER PERSONNEL EVALUATION AND TRAINING RECORDS.

No data available.

INTENTIONALLY

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TAB H

**EGRESS, AIRCREW FLIGHT EQUIPMENT (AFE), IMPACT, AND
CRASHWORTHINESS ANALYSIS**

H1. MEMORANDUM FOR RECORD 2

H1. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND

22 Oct 15

MEMORANDUM FOR RECORD

FROM: C-130J SIB/BP

SUBJECT: Tab H, Class A Mishap, C-130J, 08-3174, 2 Oct 15

1. There is no data available for Tab H.

SIGNED

SIB/BP, Brig Gen, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB I

DEFICIENCY REPORTS

I1. MEMORANDUM FOR RECORD..... 2

II. MEMORANDUM FOR RECORD



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

22 Oct 15

MEMORANDUM FOR RECORD

FROM: C-130J SIB/BP

SUBJECT: Tab I, Class A Mishap, C-130J, 08-3174, 2 Oct 15

I. There is no data available for Tab I.

SIGNED

SIB/BP . Brg Gen, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB J

RELEASABLE TECHNICAL REPORTS AND ENGINEERING EVALUATIONS

J1. ANALYSIS FROM AFLCMC/WLNEB..... 2

J2. ANALYSIS FROM LOCKHEED MARTIN FLIGHT SAFETY 7

J1. ANALYSIS FROM AFLCMC/WLNEB

Mishap System: C-130J, T/N 08-3174

Mishap Date: 2 Oct 2015

AFSAS No.: 778962

Investigator: GS-14, DAF
Structures and Integrity Engineering Section Chief
AFLCMC/WLNEB, C-130 Hercules Division

INTRODUCTION: Factual Report of C-130J Flight Control Position Transducer Operation and Reliability

BACKGROUND: After an engine run on/off load at a forward operating base, a C-130J experienced a ground collision shortly after take-off. Flight data was recovered via the Digital Flight Data Recorder (DFDR) and the Cockpit Voice Recorder (CVR).

OBSERVATIONS: Out of limits elevator position transducer readings from the flight prior to the mishap sortie bring the validity of the data captured during the mishap sortie into question.

ANALYSIS: C-130J elevator position is monitored through the aircraft's 1553 data bus. To accomplish this, a linear potentiometer translates elevator deflection into a voltage signal. The potentiometer consists of a wiper contact linked to a mechanical shaft that slides along a resistive track. See photo below for a disassembled transducer.

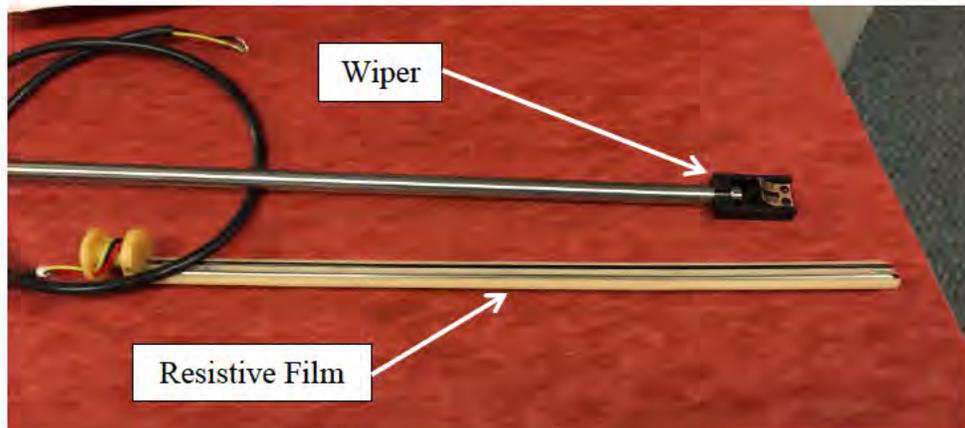


Figure 1. Disassembled Transducer

As the elevator moves, the resistance value between the wiper/slider and the two end connections changes producing an electrical output signal that has a proportional relationship with elevator position. A DC reference voltage is applied across the two outer fixed connections forming the resistive element. Therefore, as the elevator moves, the output voltage changes in accordance with

Ohm's Law. When the slider is fully retracted, the output voltage is at a maximum and conversely when the slider is fully extended the output voltage is at a minimum. The mishap aircraft's elevator transducer voltage is plotted below. Bench tests confirm that this transducer was functioning properly along the entire length of travel needed to record elevator position.

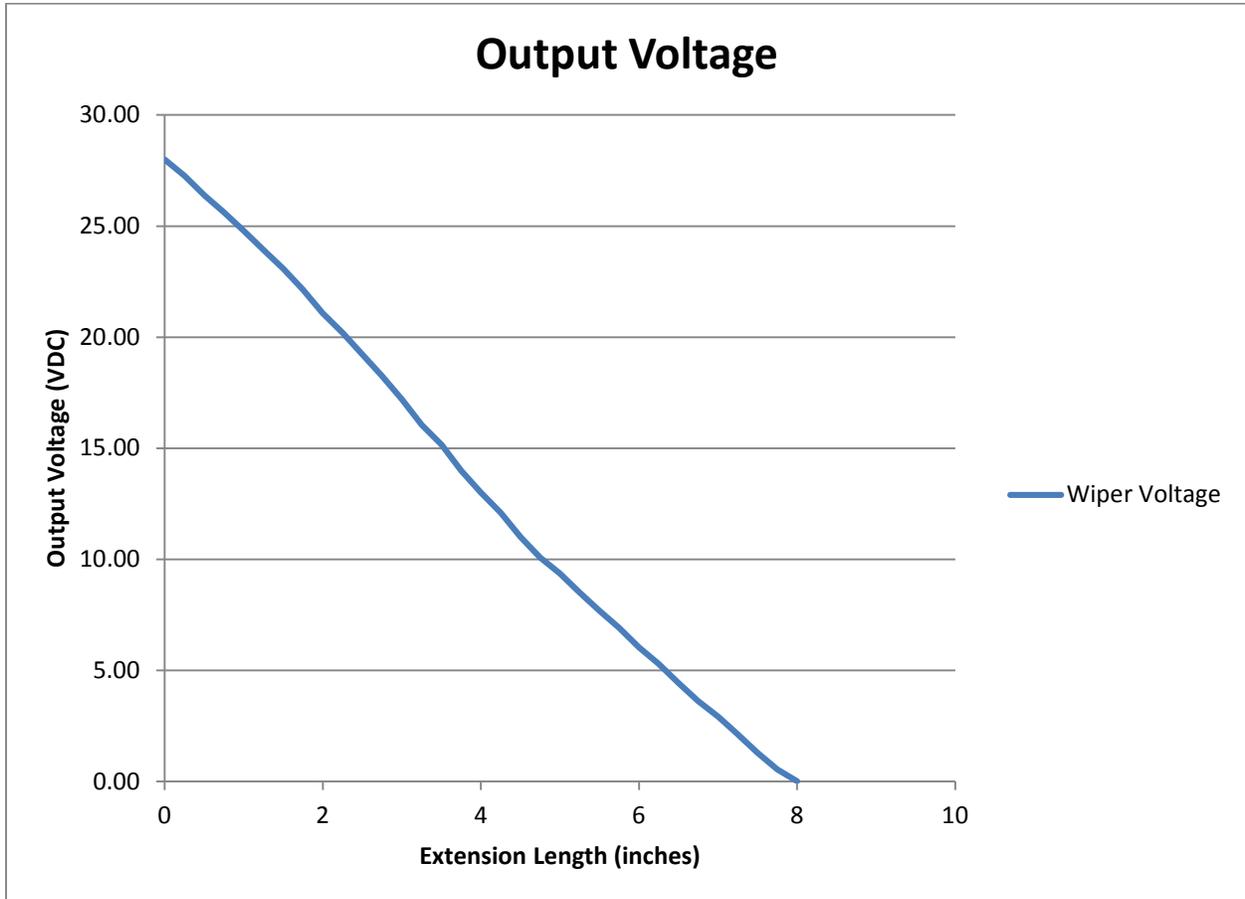


Figure 2. Mishap Aircraft Elevator Transducer Voltage-Displacement Curve

The output voltage signal is taken from the wiper terminal of the sliding contact and monitored by Bus Adapter Unit – Type 2 (BAU2) number 3. Finally, BAU2 number 3 conditions the voltage into a signal that the mission computer translates into a data word that the DFDR uses to record elevator position. If the signal voltage is out of limits, the BAU2 reports elevator position as -64 degrees, an error code that registers a transducer system malfunction within the mission computer.

DFDR data from the flight preceding the mishap sortie indicates that BAU2 number 3 was able to successfully reconcile elevator position while the mishap aircraft was on the ground. However, there was an anomaly within the avionics suite that prevented BAU2 number 3 from successfully recording elevator position while airborne. Upon landing at the forward operating base, BAU2 number 3 reacquired the elevator transducer signal which remained within limits until the aircraft impacted the ground.

An in-depth analysis of the elevator transducer data indicates the signal degradation was tied to flight. In the graph below from the flight prior to the mishap sortie, it is plainly visible that the

elevator transducer is functioning properly until aircraft rotation at which time the signal changes to -64.

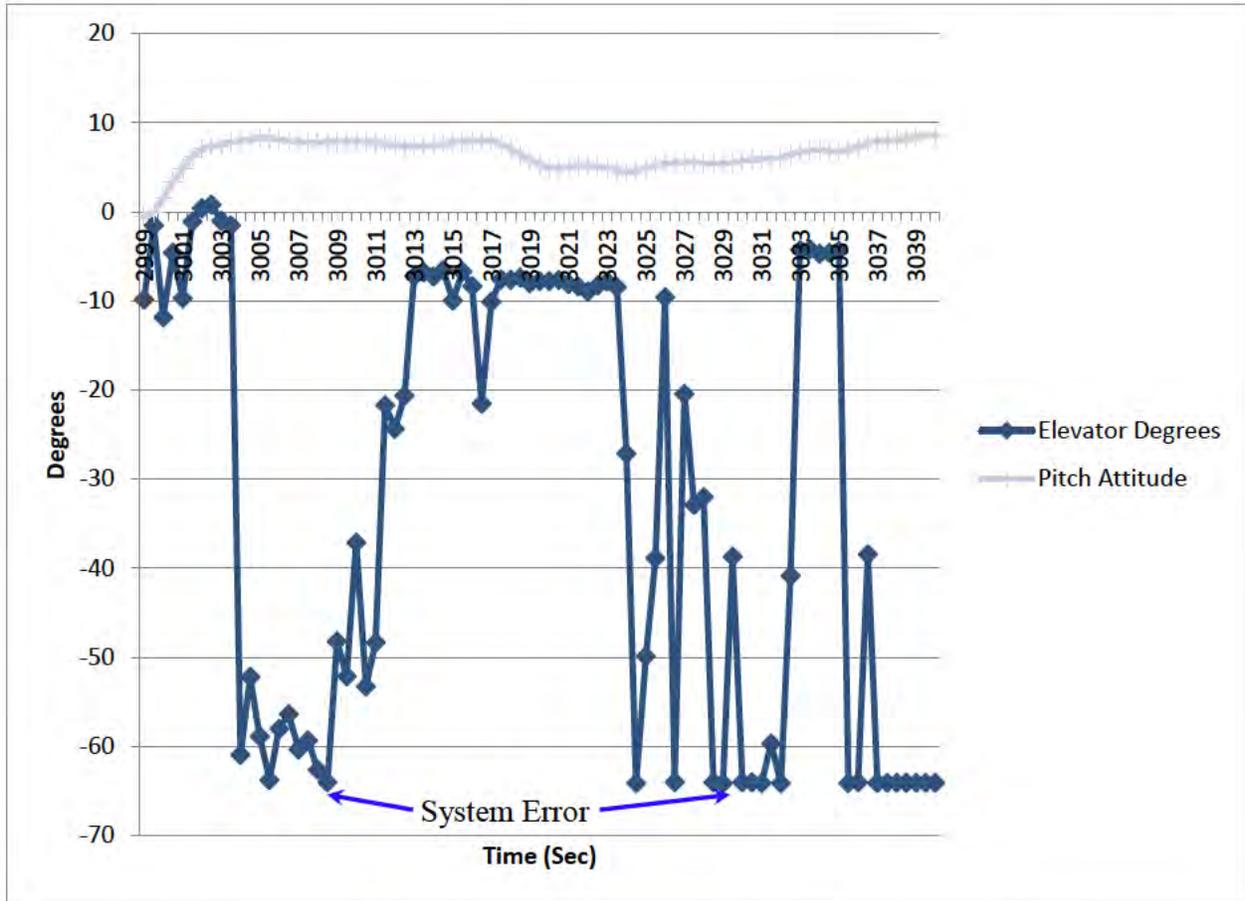


Figure 3. Elevator Transducer Voltage Signal – Prior Flight

Elevator transducer data from the mishap sortie indicates a similar trend. In the figure below, the transducer position is being recorded accurately while the aircraft is on the ground. It remains within limits throughout the take-off roll and only begins to degrade after rotation. In this case, the signal never fully reaches the -64 value indicative of system failure. However, any data recorded after rotation is of suspect reliability. Because the elevator transducer from the mishap aircraft was tested and shown to produce accurate signals, this failure mode is indicative of an intermittent ground connection. This is easily explained due to normal airframe deflection from flight loads. As the aircraft takes flight the structure moves and causes the ground wire to lose connectivity. This can be attributed to damaged wiring, poor ground bond maintenance, or loose hardware. The root cause for this aircraft cannot be determined due to the extensive fire damage.

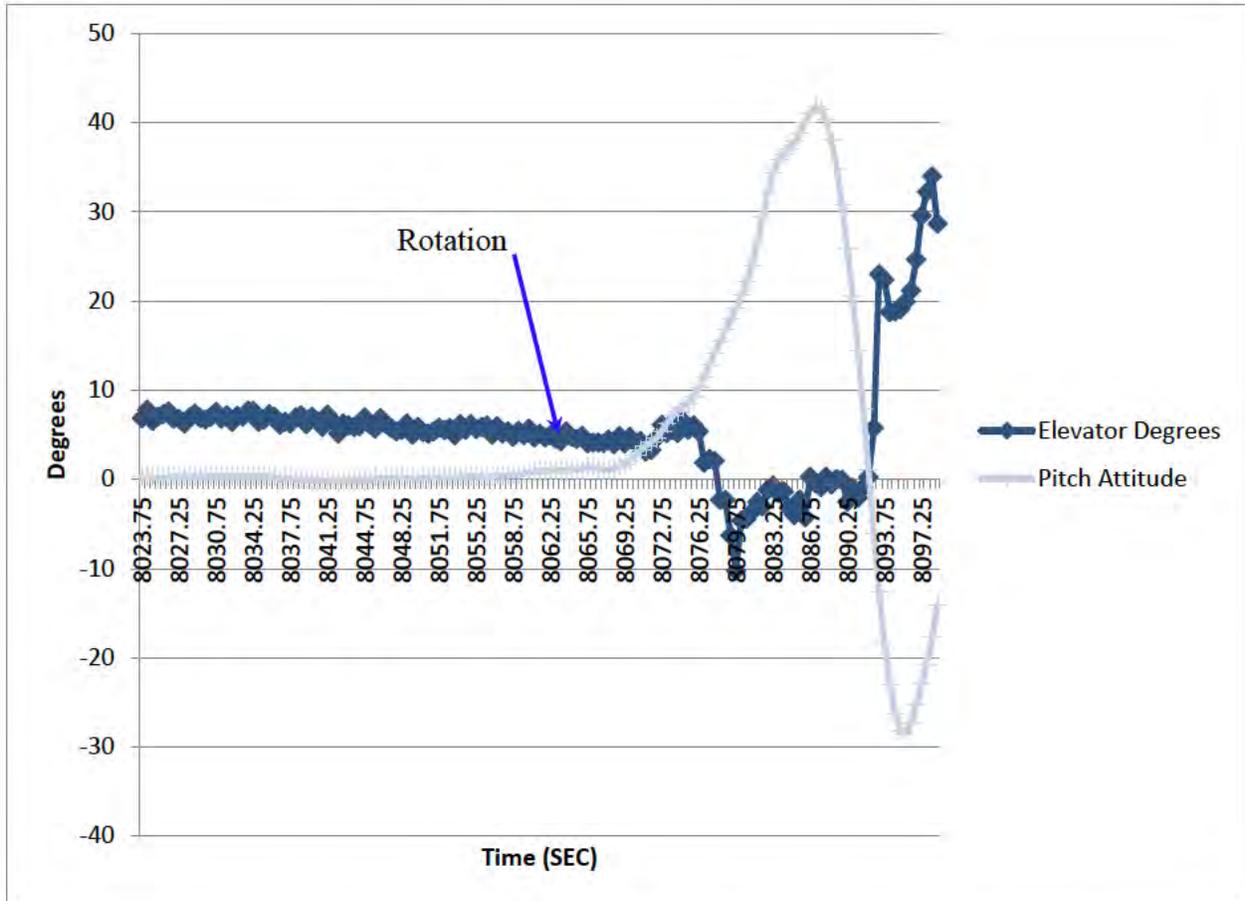


Figure 4. Elevator Transducer Voltage Signal – Mishap Sortie

CONCLUSIONS: Elevator position recorded while the mishap aircraft is on the ground is accurate while elevator position recorded during flight is suspect.

INTRODUCTION: Factual Report of Mishap Aircraft Elevator Boost Pack Functionality

ANALYSIS: The elevator boost pack was removed from the mishap aircraft's tail section (See Figure 5) and shipped to Ogden ALC/309th CMXG for a functionality bench check. The report from the 309th is included as Attachment 1, C-130J Elevator Boost Pack Investigation 20151023.

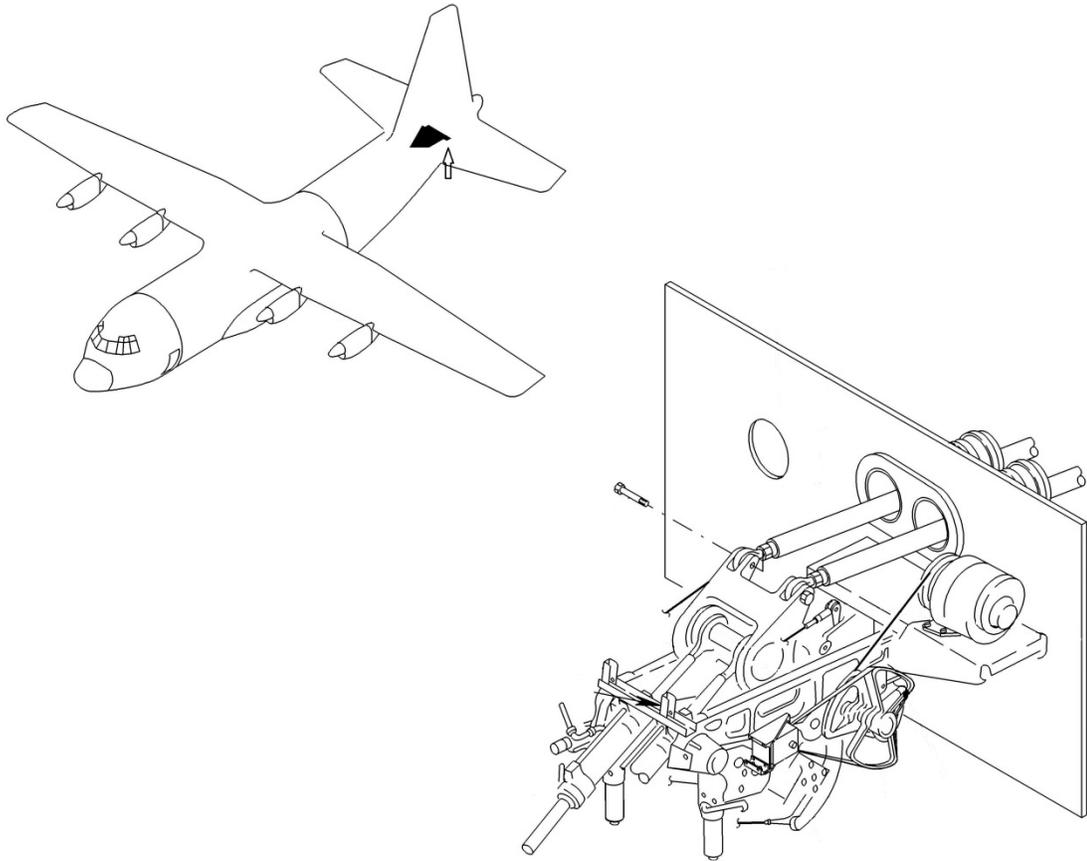


Figure 5. Elevator Boost Pack Location

The report confirms that the elevator boost pack from the mishap aircraft operates as designed through its entire range of motion. However, in the strict interpretation of technical data the boost pack failed the test due to external fluid leakage.

309th CMXG technicians noted that the external leakage rate for the boost pack was 34 drops per minute after 100 cycles which fails the limit of six (6) drops per minute. However, at the crash site, it was noted that the aluminum ribs in close proximity to the boost pack were melted. Since aluminum melts at 1221°F, it is safe to assume that temperatures around the boost pack were in excess of 1221°F. Exposure to this extreme temperature would have degraded the hydraulic seals to the point where 34 drops per minute is a reasonable expectation for the condition of the boost pack at the time of test.

CONCLUSIONS: The mishap aircraft's hydraulic boost pack mechanically functioned as designed after exposure to extreme temperatures. There is no indication of binding along the entire length of travel. It is reasonable to conclude that the elevator boost pack was functioning as designed during the mishap sortie.

C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

J2. ANALYSIS FROM LOCKHEED MARTIN FLIGHT SAFETY

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

**LOCKHEED MARTIN AERONAUTICS COMPANY
TECHNICAL REPORT OF C-130J-30 08-3174
CLASS A FLIGHT MISHAP, 02 October 2015
AFSAS #778962**

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

MISHAP SYSTEM:	C-130J-30, USAF Serial 08-3174, LM Serial 5648	
MISHAP DATE:	02 October 2015	
INVESTIGATORS:	Mr.	Ms.
	Flight Safety Engineer Principal	Flight Safety Engineer
	Lockheed Martin Aeronautics Company	Lockheed Martin Aeronautics Company

INTRODUCTION:

The following report summarizes the investigation conducted by Lockheed Martin Aeronautics Company (LM Aero) personnel primarily from the digital flight data recorder (DFDR) data of the mishap of C-130J-30, 08-3174 on 2 October 2015. The C-130J-30 is a C-130J airplane with two sections inserted into the fuselage during manufacturing to increase the fuselage length by 180 inches.

BACKGROUND:

C-130J-30, 08-3174 was on a cargo mission between a main operating base (MOB) and forward operating base (FOB) in the U. S. Air Force Central Command's Area of Responsibility. The aircraft had an uneventful flight from the MOB to the FOB. After approximately one hour of ground operations, the mishap crew prepared for takeoff from the FOB back to the MOB. The aircraft began its takeoff roll at approximately 1945 Zulu (0015 Local), Friday, 2 October 2015 (Local time at the MOB/FOB is GMT + 4:30). Immediately after rotation, the nose began to rise to a maximum of approximately 42 degrees. The aircraft rolled to the right, stalled and impacted the ground approximately 130 degrees to the right of the runway heading. The aircraft was destroyed on ground impact. All four crewmembers, two Fly-Away Security Team members, five passengers, and three personnel on the ground were killed.

CRASH SITE OBSERVATIONS:

OBSERVATION:

The crash occurred at a FOB. The wreckage was moved from the crash site to a storage location at the FOB before the arrival of the LM Aero investigators. The analysis of the crash site is based upon the DFDR data, video of the mishap aircraft during ground operations and takeoff, photographs of the wreckage site and personal observations from other parts of the mishap site area.

Based on the last recorded values from the DFDR data, the impact angle was approximately 14 degrees nose down, 28 degrees right wing down. The ground speed was 87 knots. The flight path angle (velocity vector) was approximately 36 degrees down. The vertical velocity at impact was in excess of 8000 feet per minute.

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

Terrain elevation of the mishap site is approximately 1835 feet above mean sea level. The terrain is flat, hard compact soil with a few trees in the vicinity of the crash site. Part of the aircraft hit the tops of at least two trees prior to ground impact. The aircraft hit a wall of unknown composition that took the impact of a 153,000 pound C-130J-30 with a total velocity vector of over 120 knots and remained standing.

The C-130J-30 is approximately 113 feet long. The dimensions of the vertical tail were used to set the scale in various photographs. The following distances were based on those dimensions (all approximate).

- Last tree hit by the aircraft to the wall along flight path: 110 feet.
- Tail end of the cargo ramp to the wall: 90 feet.
- End of the vertical tail to the wall: 60 feet.

Various photographs of the aircraft wreckage in-place show very little evidence that would indicate forward movement of the aircraft on the ground.

Both wings and the fuselage forward of the empennage were severely broken up and/or destroyed by the post-impact fire.

The empennage was relatively intact. The rudder had separated from the vertical tail, but it was otherwise intact. Both horizontal tails were still connected. The left horizontal tail was intact. The outboard tip of the right horizontal tail had broken off and the elevator had become detached and was laying on top of it. The cargo door was still attached to the underside.

ANALYSIS:

The aircraft hit the ground at, or very near to the wall in excess of with a total velocity vector of at least 120 knots. The wall gave very little, so most of the impact forces were imposed upon the aircraft which compacted from 113 feet to 60 feet.

Structural calculations using airspeed and aircraft altitudes showed the G levels achieved at the time of impact ranged from 40Gs to over 97Gs. Human factor assessments determined G loading along the longitudinal axis of the body was above the ability of the body to survive the impact. Additionally, there was not enough volume in the cockpit and front portion of the cargo compartment to be habitable.

CONCLUSION:

The impact forces exceed the design limits of the aircraft structure, compromising the cockpit and crew space rendering the aircraft inhabitants unlikely to survive.

RECORDING SYSTEM OBSERVATIONS:

DIGITAL FLIGHT DATA RECORDER (DFDR)

OBSERVATION:

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

The DFDR and the cockpit voice recorder (CVR) were sent to the Mishap Analysis and Animation Facility, Kirtland AFB, NM. An electronic copy of the DFDR file and an Excel spreadsheet of all of the parameters were sent to LM Aero Flight Safety. The C-130J has two recording systems, the DFDR and the CVR. For a detailed description of the C-130J recording systems refer to TO 1C-130J-2-31GS-00-1, Flight Data Recorder System.

DFDR. The DFDR has a memory capacity capable of maintaining a continuous record of the most recent 25 hours of airplane systems operation and flight data. The DFDR system is completely automatic and functions whenever airplane internal power is supplied to the essential DC bus. An underwater acoustic locator beacon is attached to the face of the recorder assembly. When submerged in water, the beacon transmitter becomes active and will transmit an active pinging signal.

CVR. The CVR is a four channel digital recorder installed in the airplane to monitor and record audio from the cockpit area microphone and the pilot and copilot individual ICS microphone channels. An additional channel is provided to record the time stamp provided from the DFDR. A minimum of 30 minutes of recording time is stored in memory from the ICS microphones. An underwater acoustic locator beacon is attached to the face of the recorder assembly. When submerged in water, the beacon transmitter becomes active and will transmit an active pinging signal. The area microphone is a directional high-fidelity type microphone which monitors the flight station audio. The area microphone is dedicated to the fourth channel of the voice recorder. The CVR is in operation any time the essential DC bus is powered.

ANALYSIS:

FROM TAKEOFF AT MOB TO LANDING AT FOB

During the flight from the MOB to the FOB, there were no issues apparent with the mishap aircraft other than a faulty elevator deflection signal (see Figure 1). The flight control position transducers only provide a signal to the DFDR. They are not used to drive the flight control surfaces. For a complete explanation of this signal, the errors observed and why it is considered valid for the mishap flight, see the Tab J report from AFLCMC/WLNEB. All other parameters on the DFDR appeared normal, and the flight from the MOB to the FOB was uneventful.

This was the elevator reading both before takeoff at the MOB and after landing at the FOB. This is an abnormal elevator reading. The maximum nose down elevator deflection should be 15 ± 0.75 degrees.

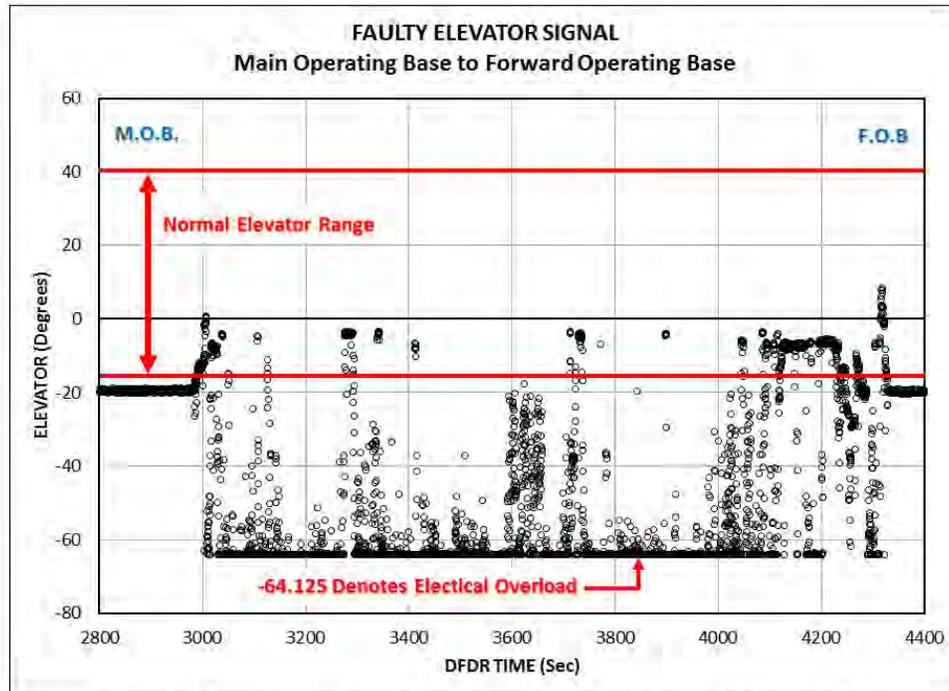


Figure 1. Elevator Deflection Signal during the Flight from the MOB to FOB

ON THE GROUND AT THE FOB

The landing at the FOB was uneventful. The mishap aircraft touched down on Runway 31 at 2313 Local (18:43:18.5 GMT). The DFDR-recorded winds were light and variable (FOB Tower reported the winds as 290 at 3 knots). The mishap aircraft turned right 90 degrees and then right again through 270 degrees to park; the engines remained running.

At 2319 Local (18:49:50 GMT), approximately 6 minutes after landing, the elevator signal suddenly jumped from -19.6 degrees to +6 to +8 degrees to as high as +13 degrees before settling back to the +6 to +8 degree range over a 6-minute span (see Figure 2). This jump was coincident with noticeable changes in both aileron deflection and in brake pressure, followed by a brief spike to +20 degrees. The elevator then stayed in the +6 to +8 degree range until the engines were powered up for takeoff. The elevator deflection then decreased linearly to the +3 to +5 degree range at liftoff.

On the ground, a positive elevator deflection with no force on the control column is not a natural position. The bob-weight on the control column is enough to pull the column full forward, resulting in a 15-degree nose-down elevator deflection.

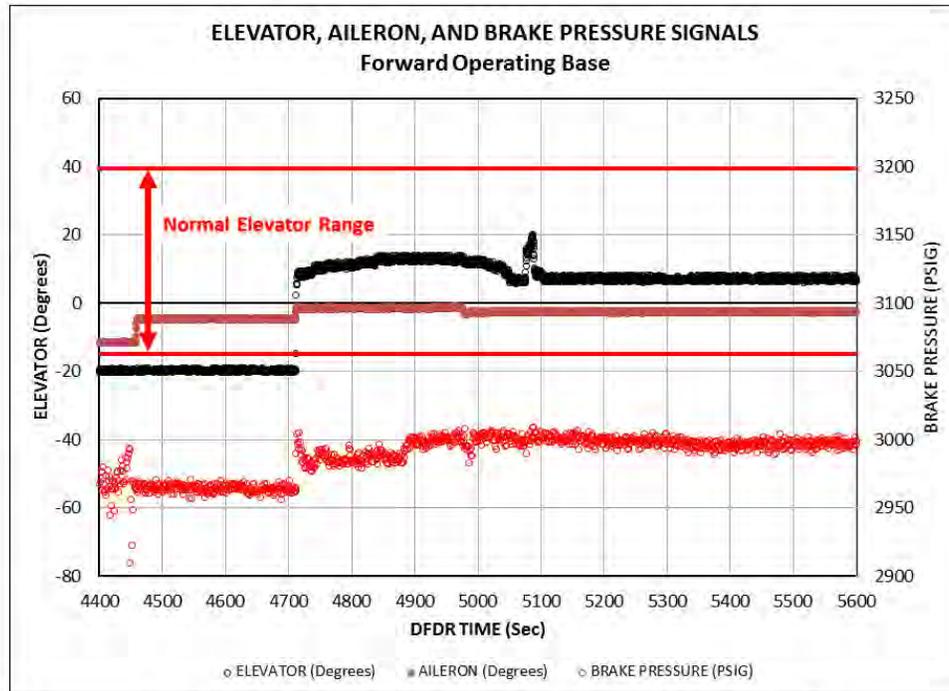


Figure 2. Shift in Elevator Deflection Signal after Landing at the FOB

The elevator deflection signal was not reliable during the airborne portion of the flight from the MOB to the FOB. After landing in the FOB, the elevator signal appeared valid on the ground up to weight-off-wheels during the takeoff. The elevator position was corroborated by a video recording of the ground operations and takeoff from the FOB.

The mishap aircraft began to taxi for takeoff at 0010 Local (19:44:40 GMT), turning 90 degrees left then 90 degrees left again, and then 180 degrees to a heading of 310.

TAKEOFF FROM THE FOB

The mishap aircraft, with a recorded gross weight of 153,200 pounds, including 18,700 pounds of fuel, took off from the FOB at 0015 Local (19:44:56.5 GMT), 2 October into a recorded 10-knot headwind (FOB Tower reported the winds as 220 at 3 knots). The aircraft center of gravity was reported to be located 28.6 percent of the mean aerodynamic chord (28.6% MAC). Takeoff power (85 PLA, see Figure 3), takeoff flaps, and gear down were maintained throughout the takeoff maneuver. All four engines appeared to operate normally throughout the mishap sequence.

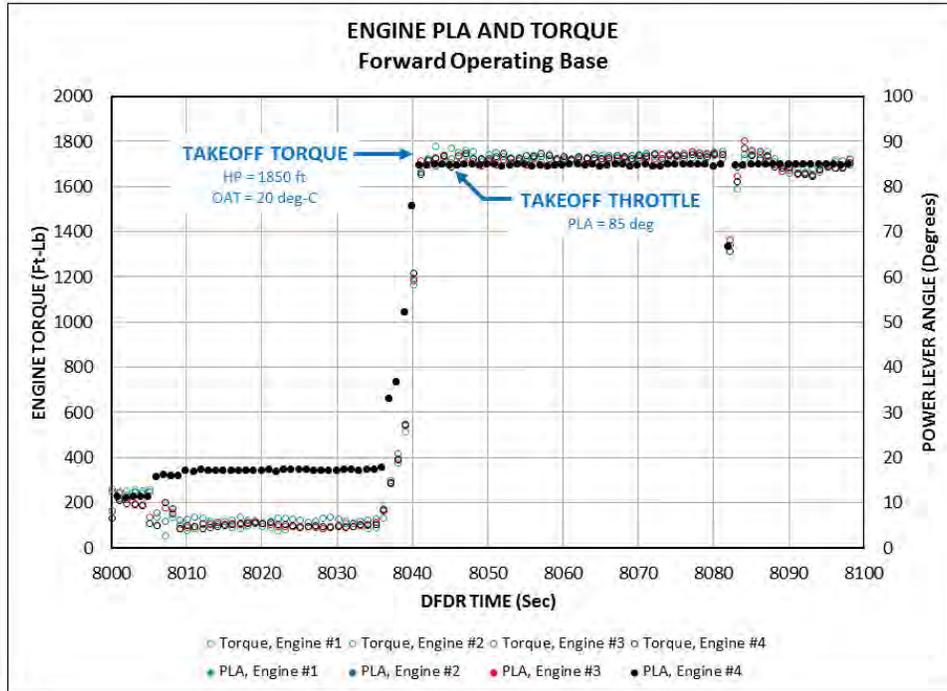


Figure 3. Takeoff Power Settings

TAKEOFF GROUND ROLL

The mishap aircraft powered up and released brakes at 00:15:23.75 Local (19:45:23.75 GMT, 8044.75 DFDR time). Takeoff pitch trim was set to -1.4 degrees (nose-down), elevator (as stated above) varied from +6 to +8 at power-up to +3 to +5 at liftoff. Rotation started at time 8067.5, at an airspeed of approximately 95 KCAS, with no apparent elevator input. Liftoff occurred at 8071.5—4 seconds later—at an airspeed of 107.5 KCAS and a pitch attitude of 4 degrees (see Figures 4 and 5). Mishap aircraft angle of attack (AOA) at liftoff was computed to be 5 degrees (see Figure 6).

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

Brake Release	Local Time	00:15:23.75	Airspeed	0.0 KCAS
	GMT	19:45:23.75	Pitch	0 degrees
	DFDR time	8044.75	Pitch Rate	0 degrees/second
			AOA	0 degrees
Rotation	Local Time	00:15:46.500	Airspeed	95.0 KCAS
	GMT	19:45:46.500	Pitch	1 degrees
	DFDR time	8067.5	Pitch Rate	0 degrees/second
			AOA	2.6 degrees
Lift Off	Local Time	00:15:50.500	Airspeed	107.5 KCAS
	GMT	19:45:50.500	Pitch	4 degrees
	DFDR time	8071.5	Pitch Rate	1.2 degrees/second
			AOA	5 degrees

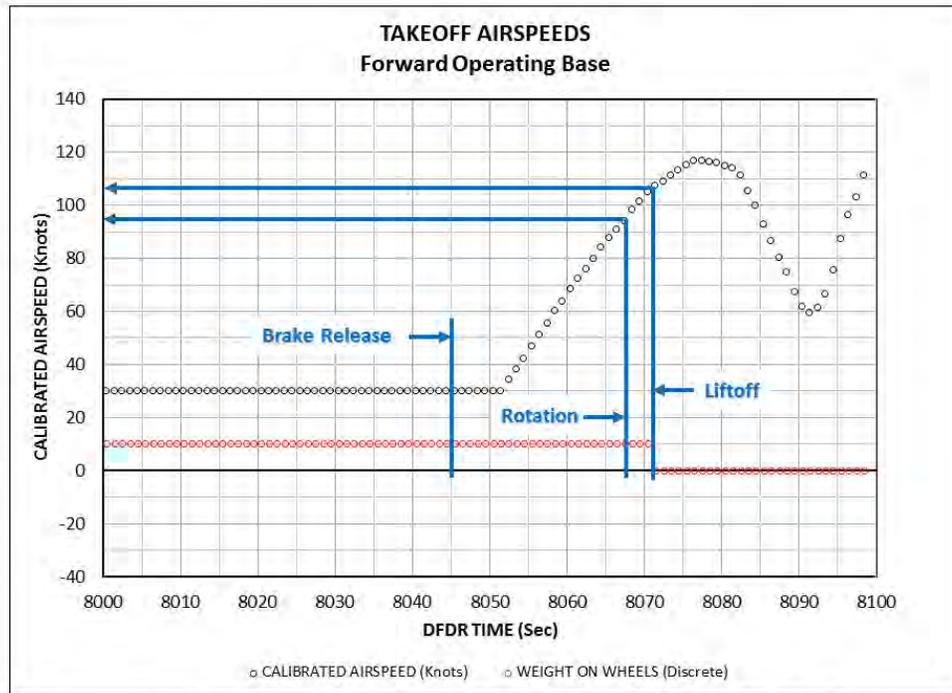


Figure 4. Airspeed during Takeoff, Weight-Off-Wheels Denotes Liftoff

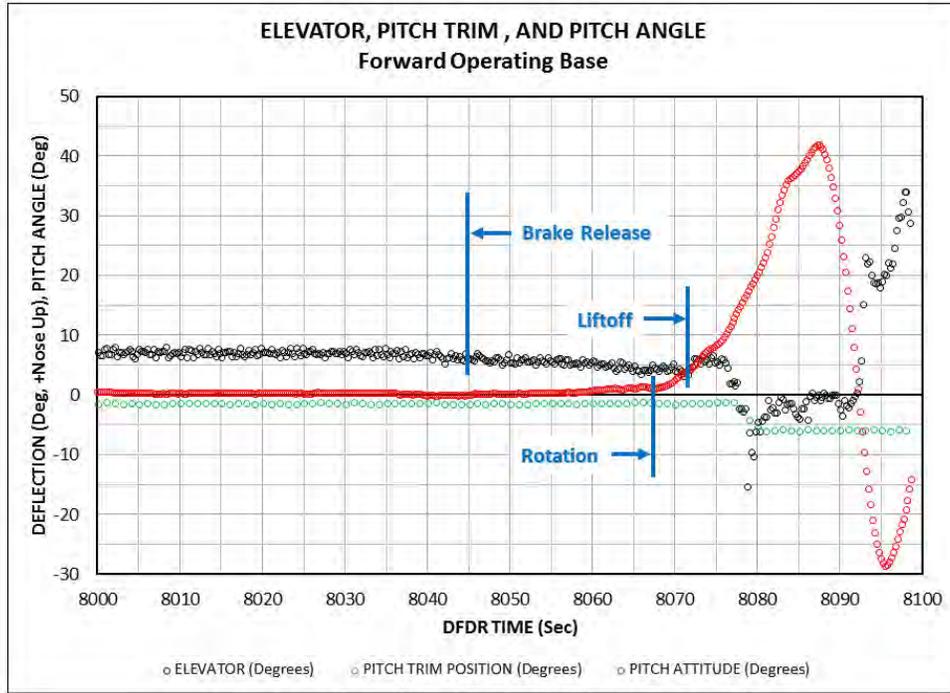


Figure 5. Pitch Angle and Pitch Controls during Takeoff

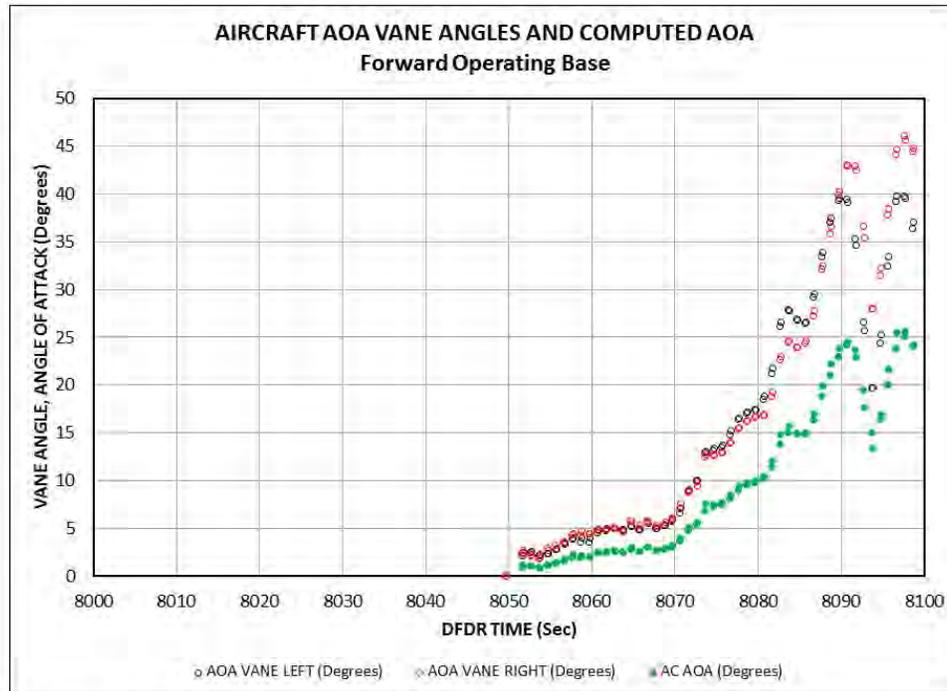


Figure 6. Computed Aircraft Angle of Attack Based on AOA Vane Angles (approximately 0.6 times the average of the two vane angles in the DFDR data)

INITIAL CLIMB

The elevator trace showed the elevator increasing immediately after liftoff to +5 to +7 degrees, holding for approximately 4 seconds before dropping to -15 degrees (nose-down) and then returning to zero degrees. At 8077.5, 6 seconds after liftoff, the pilot commanded full nose-down pitch trim (-6 degrees of trim tab, see Figure 5).

The elevator deflection signal after weight-off-wheels is suspect: the pitch trace did not follow the recorded elevator movement. During the period of time the DFDR showed a nose-down elevator, the aircraft nose-up pitch rate increased.

Airspeed peaked 5 to 6 seconds after liftoff (DFDR time 8077.5) at 117 KCAS. The mishap pitch attitude increased to +13.5 degrees, and altitude was approximately 30 feet above ground level (AGL) (see Figure 7). By DFDR time 8080, the pitch angle increased to +20 degrees, airspeed reduced to 115.5 KCAS, and the altitude was 100 feet AGL. The angle of attack (AOA) was +10 degrees, pitch rate was +2.6 degrees per second and increasing, and the aircraft climb angle was +10 degrees. Positive aileron was input 1 second later, beginning a slow aircraft roll to the right and a slow right turn (see Figure 8).

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

Climb	Local Time	00:15:56.500	Airspeed	117 KCAS
	GMT	19:45:56.500	Pitch	13.5 degrees
	DFDR time	8077.5	Pitch Rate	2.6 degrees/second
			AOA	9 degrees
			Altitude	30 feet
Climb	Local Time	00:15:59.000	Airspeed	115.5 KCAS
	GMT	19:45:59.000	Pitch	20 degrees
	DFDR time	8080	Pitch Rate	2.6 degrees/second
			AOA	10 degrees
			Climb Angle	10 degrees
			Altitude	100 feet
			Roll Angle	0 degrees

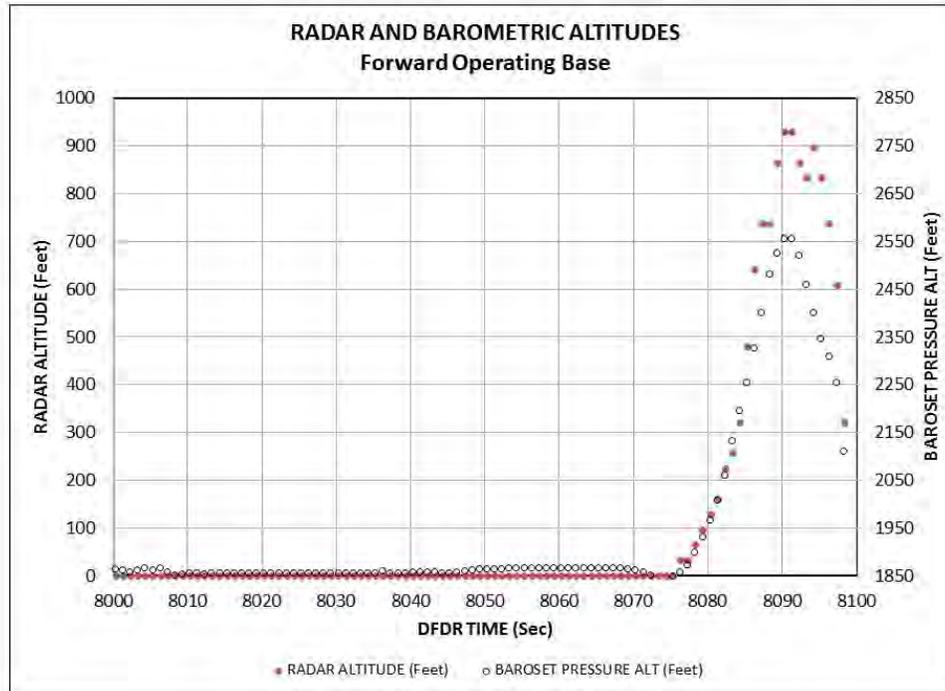


Figure 7. Takeoff Altitude Profile

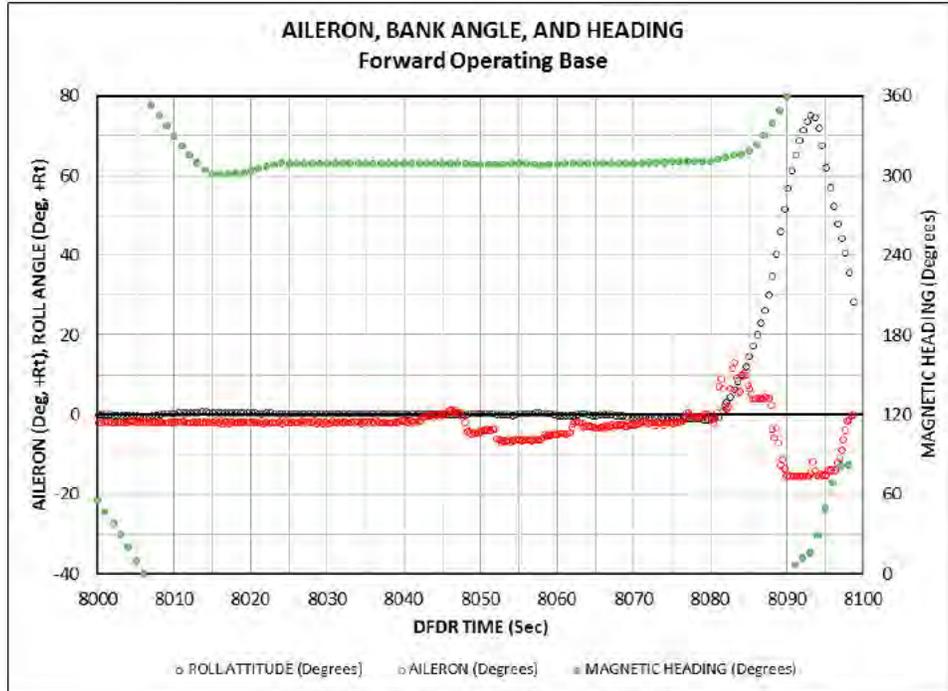


Figure 8. Takeoff Roll and Heading Profiles

POINT OF NO RETURN

PITCH BREAK

At DFDR time 8083.5, the aircraft entered a stall and the pilot input a right roll and right rudder (see Figure 9) which reduced the pitch rate. (As shown in Figure 6, except for a brief period around DFDR time 8095, the aircraft was stalled for the remainder of the flight. For takeoff flaps and high power settings, the aircraft is considered stalled if the angle of attack increases beyond 16.5 degrees.) The pilot used up to 20 degrees of right rudder, the resulting yaw contributed to the nose-down altitude. Once the pitch rate was arrested, the pilot input left aileron, rolling the aircraft toward wings level (see Figure 8).

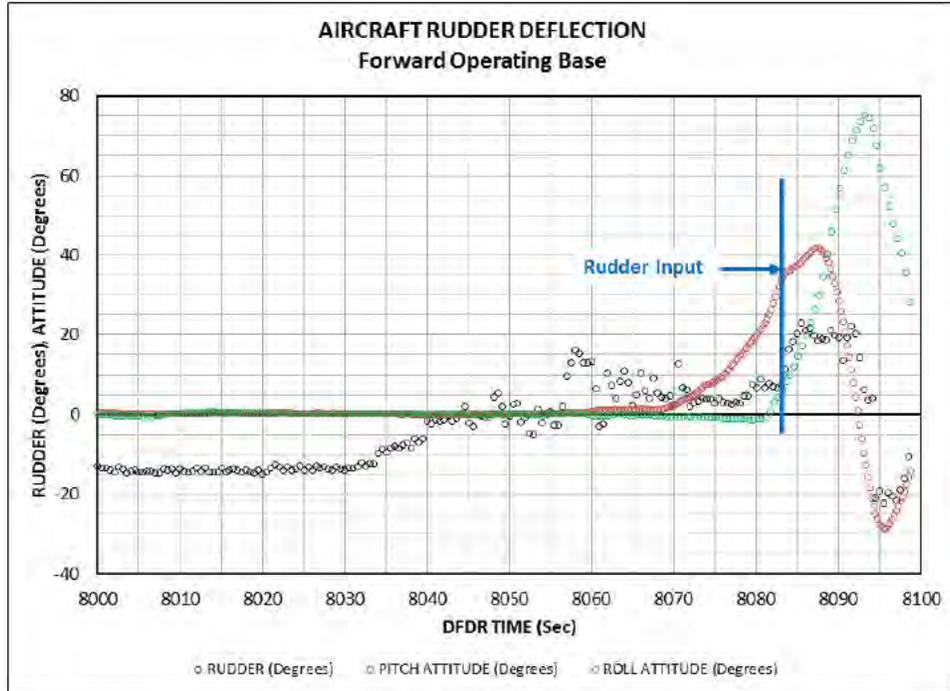


Figure 9. Rudder Deflection

At this same time, the aircraft angle of attack and angle of attack rate triggered the stick pusher. The stick pusher applies approximately 60 pounds of forward column force to reduce the angle of attack. However, the elevator signal trace showed little to no nose-down movement, and the stick pusher had little to no effect on the aircraft flight path.

At the pitch break, the pitch angle increased to +35.25 degrees nose-up, airspeed dropped to 105.5 KCAS, altitude was 282 feet AGL, AOA was +15 degrees, climb angle was approximately +20 degrees, and the roll angle was +7 degrees. The pitch rate approaching DFDR time 8083.5 was 5.9 degrees per second.

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

Pitch Break	Local Time	00:16:02.500	Airspeed	105.5 KCAS
	GMT	19:46:02.500	Pitch	35.25 degrees
	DFDR time	8083.5	Pitch Rate	5.9 degrees/second
			AOA	15.5 degrees
			Climb Angle	20 degrees
			Altitude	282 feet
			Roll Angle	7 degrees
			Nz (peak)	1.3g

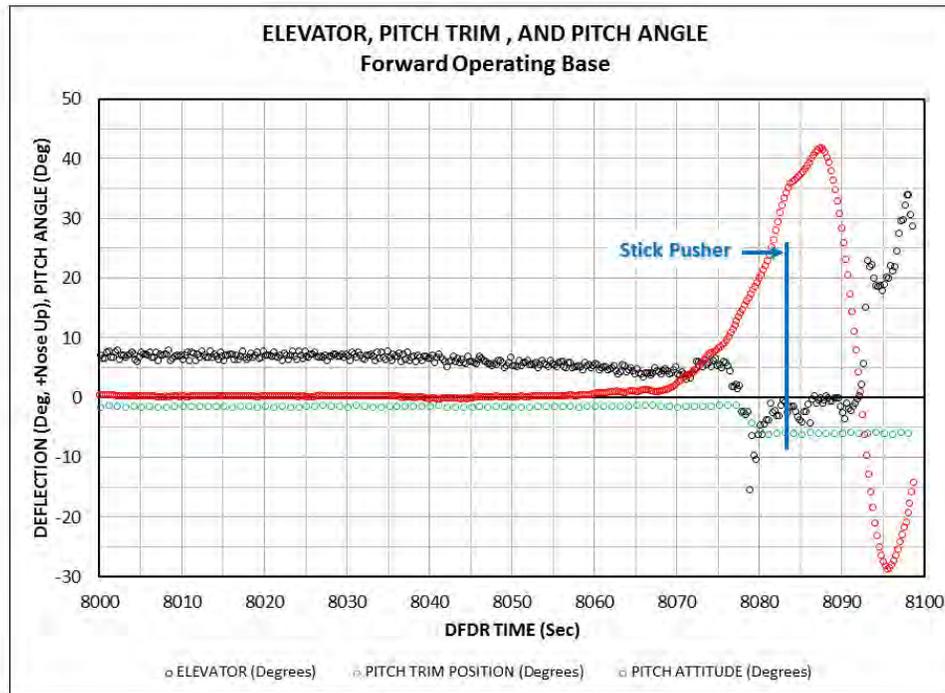


Figure 10. Stick Pusher Activation

MAXIMUM ALTITUDE

Pitch angle and AOA continued to increase. The maximum nose-up pitch angle, +42 degrees, occurred at DFDR time 8087.5. Peak AOA, peak altitude, and minimum airspeed followed at DFDR time 8090.5.

At this point, the pilot reversed the aileron, leveling the wings. The pilot put in 15 degrees left aileron, holding it for 5 seconds, to DFDR time 8095.5. This arrested the roll at a maximum of 75 degrees right bank.

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Max Pitch Angle	Local Time	00:16:06.500	Airspeed	80 KCAS
	GMT	19:46:06.500	Pitch	42 degrees
	DFDR time	8087.5	Pitch Rate	0 degrees/second
			AOA	20 degrees
			Altitude	550 feet
			Roll Angle	30 degrees
			N _z	0.86g
			Heading Change	35 degrees
Max Altitude / Min Airspeed	Local Time	00:16:09.500	Airspeed	60 KCAS
	GMT	19:46:09.500	Pitch	24 degrees
	DFDR time	8090.5	Pitch Rate	-11 degrees/second
			AOA	24 degrees
			Altitude	710 feet (Hp)
			Roll Angle	65 degrees
			N _z	0.55g
			Heading Change	66.5 degrees

FINAL DESCENT AND ATTEMPTED RECOVERY

At DFDR time 8092.25, as the aircraft pitched down through zero degrees pitch angle, the elevator signal trace showed the pilot pulling up to +34 degrees (nose-up) elevator. This appeared to be a valid elevator signal as it resulted in increasing the AOA. The nose-down pitch rate was arrested at DFDR time 8095.75, at a pitch angle of -28.5 degrees and an AOA of +21 degrees. The flight path vector at this point was approximately -40 degrees.

Pitch Rate	Local Time	00:16:14.750	Airspeed	88 KCAS
Arrested	GMT	19:46:14.750	Pitch	-28.5 degrees
	DFDR time	8095.75	Pitch Rate	0 degrees/second
			AOA	21 degrees
			Descent Angle	-40 degrees
			Altitude	496 feet (Hp)
			Roll Angle	57 degrees
			N _z	1.0g
			Heading Change	99 degrees

END OF FLIGHT

The last data point recorded was at 00:16:17.875 Local (19:46:17.875 GMT, 8098.875 DFDR time), just over 8 seconds after the pilot arrested the nose-down pitch rate. The aircraft began a positive pitch rate as the nose started to rise. Aircraft roll angle reduced toward wings-level. The airspeed increased to levels that will sustain flight. However, at the end of the data, the aircraft nose was still 14 degrees below the horizon and the aircraft was deep into a stall, an

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

AOA of +25 degrees, flight path vector of 36 degrees nose down and in excess of 8000 feet per minute rate of descent (see discussion under Altimeter Accuracy Assessments below).

End of Flight	Local Time	00:16:17.875	Airspeed	111.5 KCAS
	GMT	19:46:17.875	Pitch	-14 degrees
	DFDR time	8098.875	Pitch Rate	+7 degrees/second
			AOA	25 degrees
			Descent Angle	-36 degrees
			Altitude	0 feet
			Roll Angle	28.5 degrees
			Nz	1.2g
			Heading Change	132 degrees

Computed Angle of Attack and Stick Pusher Activation Angle

The AOA contained in this report was computed from the DFDR angles for the left and right angle of attack vanes. The logic for computing aircraft AOA from Vane AOA is contained in the Development Specification for the C-130J Stick Pusher System. The Stick Pusher System activation angle of attack was also computed using the logic provided in this Development Specification.

Altimeter Accuracy Assessments

The last recorded barometric (Hbc) altitude and radar altitude values were well above the terrain elevation at the crash site of approximately 1845 feet. The last recorded Hbc altitude at 8098.25 was 2112. The recording prior to it was 2256, a delta of -144. The last recording was 8098.675. Using the last three recorded values and assuming a linear increase, the delta from the last recorded Hbc altitude to the end of the data would be approximately 165. That would result in an impact altitude of 1947 feet. Assuming an exponential increase, the delta would be 200 resulting in an impact altitude of 1912 feet. In either case, the result is at least 67 feet above the terrain elevation of 1845.

Under International Civil Aviation Organization (ICAO) standard atmospheric assumptions (ground temperature of 15 degrees Centigrade (59 degrees Fahrenheit), and an Hbc of 29.92 inches mercury (Hg) or as adjusted for those conditions appropriate for the pertinent field elevation) the Hbc altimeter tolerances are as follows for a known ground elevation check point less than 1500 feet above sea level:

1. Pilot primary flight display (PFD) reads the known elevation
2. CoPilot PFD reads the known elevation
3. Air Data Computers will differ no more than _____ without causing an "ALTITUDE MISCOMPARE" ACAWS caution.
4. Standby Altimeter will read the known elevation _____ but maximum allowable is _____ at a known checkpoint elevation.

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

5. Pilot and CoPilot PFD altitude displayed and the value recorded by the DFDR will not differ from actual DADS system assessed altitude due to both the Color Multipurpose Display Unit (CMDU) and Mission Computer (MC) being designed to be DO-178B Level A software equipment that display exactly what is reported to them by the DADS system.

The mishap occurred at an elevation above 1500 feet, so the tolerances are slightly wider than, although close to, those listed above.

In general, it is expected that the radar altimeter (Rad Alt) and Hbc altitude values differ slightly most of the time. For example, up to of deviation is allowed between the standby altimeters and the Distributed Air Data System (DADS). The Rad Alt would ordinarily be a little more accurate than Hbc, unless the aircraft is in an excessive bank, as it is not susceptible to the air turbulence occurring at these low altitudes and airspeeds associated with a takeoff roll. The Rad Alt becomes a little less accurate during banking, and its accuracy is degraded during extreme bank angles. The differences between terrain elevation at the impact site and the calculated Hbc at impact are within the expected tolerance, since the DADS is permitted to differ by as much as from a known checkpoint elevation.

Assuming the aircraft point of impact is at the same elevation as the takeoff, the 31 feet "high" reading during the takeoff roll is commensurate with a DADS that was calibrated within tolerance and performing well within the specified tolerance at takeoff. The accuracy of the DADS pressure sensors themselves at these elevations would be specified at or a worst case of additional variability. Using the maximum tolerance stack-up, is very close to the 67 feet delta. Also of note, the accuracy is for standard flight conditions at these altitudes. The mishap event was a rapid descent (in excess of 8000 feet per minute) and is non-standard. It is possible that the rest of the discrepancy (an additional 7 to 16 feet \pm) is due to the interpolation method selected, the unusual turbulence and conditions of the event itself or a slight error in the estimation of the descent rate. In any case, the system is well-within the same range of accuracy as the radar altimeter, which, theoretically, would not have been affected by turbulence during this event (Rad Alt is affected by the bank angle).

The accuracy or inaccuracy of the DADS in a particular phase of flight during the mishap sequence, or a particular part of the timeline as noted in Figure 7 cannot be determined from the data available. It is highly likely that most of the observed altitude discrepancy is due to tolerance stack-up, and entirely possible that the remainder is due to the Hbc becoming less accurate under extreme flight conditions after dramatic pitch and roll axis changes occurred. The system function and accuracy specifications take into account common/normal aspects of flight but may not entirely cover the air turbulence or other unknown conditions associated with an event such as this.

Shown below are the aircraft pitch-only and roll-only limits for the radar altimeter. For a pure pitch maneuver, the limits are. For a pure roll maneuver, the limits are. The majority of the mishap maneuver are at a combination of pitch and roll.

C-130J-30, 08-3174, CLASS A, 02 October 2015, AFSAS #778962

- At DFDR time 8083, the aircraft is in a 30-degree pitch and a 7-degree roll.
- At DFDR time 8090, the aircraft is in a 30-degree pitch and a 55-degree roll.
- At DFDR time 8092, the aircraft is in a 0-degree pitch and a 70-degree roll.
- At DFDR time 8097, the aircraft is in a -24-degree pitch and a 45-degree roll.

The radar altimeter is assumed to be out-of-limit for each of these points. This limits the use of the radar altimeter during the mishap to altitudes below approximately 300 feet (see Figure 7).

Effect of Nose-Up Elevator on Aircraft Rotation

Takeoff pitch trim was set to -1.4 degrees (nose-down), elevator (as previously stated) varied from +6 to +8 at power-up to +3 to +5 at liftoff. The effect of a nose-up elevator was assessed using the C-130J variant of the LM Aero six-degree-of-freedom (6-DOF) desktop flight simulation tool, Aircraft Trim, Linearization, and Simulation (ATLAS). The C-130J ATLAS has been correlated against C-130J flight test data, and it accurately models a C-130J takeoff from brake release through liftoff and climb out.

Takeoff simulations were performed with varying degrees of nose-up elevator. With no column input from the pilot, the aircraft rotated on its own, lifted off, and began to climb. The speeds for rotation and liftoff and the climb out flight path are functions of the aircraft gross weight, CG

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position, and elevator deflection angle. Modeling the aircraft configuration and takeoff conditions at the Forward Operating Base resulted in a simulation that accurately depicted the aircraft response observed.

CONCLUSION SUMMARY

1. The aircraft operated normally during the flight from the MOB to the FOB.
2. The elevator signal to the DFDR was unreliable from takeoff at the MOB until landing at the FOB.
3. Shortly after landing at the FOB, the elevator was positioned approximately 6 - 8 degrees nose up and remained that way until rotation at takeoff. This was confirmed by video evidence.
4. The elevator signal to the DFDR became unreliable at takeoff from the FOB until just prior to impact.
5. The engines were producing maximum takeoff power from the beginning of the takeoff roll until impact.
6. The aircraft hit the ground at approximately 14 degrees nose down, 28 degrees right wing down, with a vertical velocity in excess of 8000 feet per minute at a flight path angle of 36 degrees.
7. With the exception of the elevator, the DFDR showed that all aircraft systems were operating normally throughout the mishap sequence.

Flight Safety Engineer Principal
Lockheed Martin Aeronautics Company

Flight Safety Engineer, Senior Staff
Lockheed Martin Aeronautics Company

INTENTIONALLY

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TAB K

MISSION RECORDS AND DATA

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K1. FLIGHT PLAN AND FLIGHT ORDERS

K1.1. AF FORM 4327 - FLIGHT AUTHORIZATION

CREW FLIGHT (FA) AUTHORIZATION										
1. PREPARED DATE: 20150930		2. MISSION NUMBER: FMJF5017A274		3. DEPARTURE LOCATION: BAGRAM			4. DESTINATION: BAGRAM			ORIGINAL
5. MISSION SYMBOL AND PURPOSE: P7BA / CNTNG				6. SCHEDULED DEP DATE/TIME: 20151001 1700 Z			7. SCHEDULED RET DATE/TIME: 20151002 0345 Z			
				8. AERO VEHICLE: C130J		9. ACFT TAIL #: 08-3174		10. CALL SIGN: TORQE 62		
11. CREW INFORMATION:										
A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG	
MP	CPT	***_**		MP C	MP	A	0039			
MCP	CPT	***_**		FPQC	FPQ		0039			
MT.1	SSG	***_**		ML C	ML		0039			
ML2	SRA	***_**		ML C	ML		0039			
12. REMARKS: (Variations in Itinerary Authorized)										
MFAST ^{A1A4AC}	GRADE	SSAN	SEC	CPOS	DPOS	REMARKS	UNIT	CREW #		
MFAST1	A1C	***_**		MEP	MEP		0774			
	A1C	***_**		MEP	MEP		0774			
Itinerary: OAIX OAJL OAIX OAJL OAIX OAKB OAKN OAIX										
A- IN-COMMAND B- NON- CURRENT C- ACTING IN HIGHER QUAL FOR EVAL D- RESERVED FOR FUTURE USE G-										
13. AUTHORIZATION DATE: 20150930		14. FA NUMBER: 15-20457-0004		15. DISTRIBUTION: 1CY-FILE 3CY-MSN KIT						
16. GO/NO-GO VERIFICATION: I certify go/no-go checks were accomplished for aircrew members listed below. As a minimum, flight physical, physical availability, physiological training, emergency egress, local area survival, current ASC, (AO effective date/term date), ACFT AOs, FCIF card, and any other grounding events were checked. Individuals non-current for aircrew training or aircrew qualification have appropriate remarks codes assigned and an instructor is on-board for their specialty. Reserve personnel not on extended duty are subject to the provisions of the uniform code of military justice, while performing this duty.										
1C0X2 Initials: _____					Aircraft Commander Review: _____					
IF CHANGES TO ORIGINAL CREW MEMBERS: I certify the above go/no-go checks were performed for aircrew member (s) added: Aircraft Commander Signature: _____										
17. UNIT DESIGNATION AND LOCATION OF AUTHORIZING AGENCY: DEPARTMENT OF THE AIR FORCE 774 EAS/OPS BAGRAM AIR FIELD, AFGHANISTAN					18. SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL: SIGNED MAJ, USAF ASSISTANT DIRECTION OF OPERATIONS, 774 EAS					
19. ACCOUNTING CITATION:										

20. CREW INFORMATION: (Cont'd)									
A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG

21. REMARKS: (Cont'd)

FEMALE CREWMEMBER H- INSTRUCTOR OR EVALUATOR CANDIDATE I-NON MISSION READY J- ENPLANE/DEPLANE (Example: J1= Enplane @ VDYD, J2= Deplane after 1st Sortie) K- IN COMMAND WHEN MISSION REQUIRES N- MEDICAL CREW DIRECTOR P- PADS OPERATOR R- RESTRICTED FROM CERTAIN MISSIONS S- RESTRICTED STATUS PER LETTER Z- NMR FOR SEMI-ANNUAL REQUIREMENTS INCOMPLETE

Air Reserve Component Flight Duty Status Code for the crewmember, if applicable. If used: 1= Active Duty, 2= Unit training Assembly (Inactive Duty), 3= Flying Training Record (Inactive Period), 33= Dual Additional Flying Training Period (Inactive Duty), 4= Civilian accomplished in each Flying Duty Status Code

According to AFI 65-503 table A36.1 Crew Complement for C130J is 2 Pilots, @ Loadmasters. *** Crewmembers listed on this FA in excess of the above crew complement are authorized and required for the mission***ALL CREW MEMBERS LISTED HAVE RECEIVED REQUIRED "LEVEL 1 ANTITERRORISM TRAINING" TO INCLUDE AOR SPECIFIC INFORMATION AS DIRECTED BY THE THEATER CINC OF THE INTENDED AREA OF TRAVEL.

Aircraft commanders are responsible for ensuring that this statement is true prior to the mission departure I.A.W AFI 11-401-AMCSUP

K1.2. AF FORM 59 – MISSION CUT

RIDL 2- Reports Information Database Library -

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October 8, 2015, 5:15 pm (5282)

***** BASIC INFO *****

Mission #: FMJF5017A274	Time: 5274/1846	Status: REV	CW:
Prev Mission #:	DST: 5274/1729	DIPS: /	SCHM:
Next Mission #:	Mission Dev:	Priority: 1B1 / 1B1	Load: C
Call Sign: TORQE 62	Tasked Wing: 455AEW	Operation Name:	Hazmat:
Mission Alias:		Mission Symbol: P7BA	As Req'd: Y
Mission Type: CONTINGENCY		NAF: 16AF	
Commander: MP1	Rank:	SRT: 5275/0345	Tail: 83174
Crew Wing: 455AEW	Crew Source: A	LFA:	MDS: C130J
Crew Sqd:	A-FDP: B	Crew Show:	Mx Status: FMC
		Alerted:	Fuel Req'd: 0
			Acft Owner: 317AG
			DHD:
			Spot:
			Curr/Home ICAO: OAJL / KDYS

***** ITINERARY *****

MSN #	*ITIN*	*EVT*	*LOC*	*SCH DTG Z*	*SCH PC*	*EST DTG Z*	*ACT DTG Z*	*ACT PC*	*TAIL*	*DEL*	*PPR*	*RM*
FMJF5017A274	100	DEP	OAX	5274/1700Z	O	5274/1700Z	5274/1706Z	O	83174			
FMJF5017A274	150	ARR	OAX			5274/1725Z	5274/1725Z	J	83174		N	2
FMJF5017A274	150	DEP	OAX			5274/1855Z	5274/1823Z	J	83174	L113	N	
FMJF5017A274	200	ARR	OAJL	5274/1725Z	D	5274/1846Z	5274/1845Z	U	83174		R	1
FMJF5017A274	200	DEP	OAJL	5274/1810Z	S				83174		R	
FMJF5017A274	300	ARR	OAX	5274/1835Z	D						N	
FMJF5017A274	300	DEP	OAX	5274/1935Z	S						N	
FMJF5017A274	400	ARR	OAJL	5274/2000Z	D						R	
FMJF5017A274	400	DEP	OAJL	5274/2045Z	S						R	
FMJF5017A274	500	ARR	OAX	5274/2110Z	D						N	
FMJF5017A274	500	DEP	OAX	5274/2240Z	S						N	
FMJF5017A274	600	ARR	OAKB	5274/2305Z	D						R	
FMJF5017A274	600	DEP	OAKB	5275/0005Z	S						R	
FMJF5017A274	700	ARR	OAKN	5275/0125Z	D						R	
FMJF5017A274	700	DEP	OAKN	5275/0225Z	S						R	
FMJF5017A274	8888	ARR	OAX	5275/0345Z	U						N	

***** MISSION REMARKS *****

* TYPE *	* USER *	* ENTERED *	* REMARK *
MP		5273/0151	

***** MISSION REMARKS *****
 /MSN SYMBOL:P7B//LAD:NOT
 SPECIFIED/. USERS PLEASE CONTACT SERVICE VALIDATOR WITH ANY ISSUES/AIRCREW
 CONTACT AND EXECUTION CELL WITH CONCERNS VOSIP PAX AND CARGO
 CONCERNS SHOULD CONTACT EXECUTION REQUIREMENTS VOSIP MSN LEGS
 SUBJECT TO POSITIVE LAUNCH PROCEDURES. DV LEGS REQUIRE 1ST TWO LETTERS OF DVS
 LAST NAME PRIOR TO PL APPROVAL. ALL ULN MSNS ARE SUBJECT TO SCHEDULING CHGS FOR
 HIGHER PRIORITY CARGO OR OTHER OPS CONCERNS. MSN IS COVERED UNDER CH 3 ROMNTS.
 AIRCREWS SHOULD REMAIN VIGILANT FOR FOREIGN OFFICIALS ATTEMPTING TO GAIN ACCESS
 TO THE AIRCRAFT. AIRCRAFT COMMANDER IS REMINDED TO REVIEW AF111 2MDS/3
 INSPECTIONS OF U.S. AIRCRAFT BY FOREIGN OFFICIALS

***** INFO REMARKS *****

* TYPE *	* ITIN *	* EVT *	* USER *	* ENTERED *	* REMARK *
DVT	150	ARR		5274/1749	139 ACFT DIVERTED BACK TO OAX D2 BIRD STRIKE.
ACT	150	ARR		5274/1753	ACFT DIVERTED BACK TO OAX D2 BIRD STRIKE
ACT	200	ARR		5275/0259	Early Terminated in work for TT 2021823 and EIM # 2101. Call GDSS C2SS at DSN for further info.

Generated by the GDSS Report Subsystem Version 3.0: Oct 09 2015 17:15:44Zulu

Originator :
 Report Name : MISSION INFORMATION
 Schedule ID :

Run Time: 1 seconds

10/9/2015

K1.3. ORM SHEET

Note: All handwriting made prior to collection by ISB.

455 EOG STANDARD ORM—C-130J							
Mission # FMJF S017 A 274							
Item	Low	Pt	Medium	Pt	High	Pt	POINTS
Mission Factors							
Alert Time Deviation	0 - 1 Hour	0	>1 - 3 Hours	3	> 3 Hours	5	0
Type of Launch	Standard	0	BRAVO	3	ALPHA	5	0
Planned Mission Duration	<12	0	12-16	2	>16	5	2
Formation Size	Single Ship	0	2-3 Ship	2	> 4 Ship / Interfly	4	0
Airdrop / Airland	Airland Only	0	1-2 Airdrops	2	> 2 Airdrops	4	0
Non-Current Crewmember	All Current	0	1 Crew Position	2	> 1 Crew Position	4	0
Route, airfield/LZ, or DZ	Familiar*	0			Unfamiliar	4	0
Hours Low-Level / Form	None	0	1-5 Hours	2	> 6 Hours	5	0
Assault Land / Dirt	Normal Field	0	Assault Land	2	Dirt / Gravel Ops	5	2
NVGs	No	0	0 - 3 Hours	2	> 3 Hours	4	2
Planned EROs	2	0	3-5	2	>5	4	2
Army Direct Support Man	No	0			Yes	5	0
Environmental / Weather / Airfield Factors							
Cold / Hot / Desert Ops	N/A	0	1 Location	2	> 1 Location	4	0
Airfield elevation >6000' MSL	N/A	0	1 Location	2	> 1 Location	4	2
Lowest Night Illumination	>50%	0	10-50%	2	<10%	4	0
Alternate Weather	N/R or Good	0	< 1600/3	2	At minimums	4	0
Turbulence Forecast	None	0	Light	2	Moderate	5	0
Thunderstorms Enroute	None	0	Isolated	3	Moderate	5	0
Icing Forecast Enroute	None	0	Light	3	Moderate	5	0
DZ Surface Winds	6-16 Kts	1	16-30 Kts	2	31+ Kts	3	0
Airfield/LZ Wind in Caution Zone**	None	0	1 Location	2	>1 Location	4	0
Ceilings (at destination)	> 3000	0	< 3000	3	< 1500	5	0
Visibility	> 3 Miles	0	2 - 3 Miles	3	< 2 Mile	5	0
Instrument Approaches (If req'd)	DoD/NGA	0	Host Nation / Jeppesen	2	Letdown ROZ Letdown corridor	4	0
Tac App Req'd by Airfield Matrix	0-1 Required	0	2-3 Required	2	>3 Required	4	2
*Familiar = Pilot, Copilot, PO Has Seen Within Past Year **Max efforts may only be flown in recommended zone per 11-2C-130JV3							
Aircrew Factors							
Consecutive FDP > 12 hrs	1	0	2-3	4	>3	8	0
Max Temp During Scheduled CDT	< 35	0	≥ 35 but < 45	2	≥ 45	4	0
Body Armor / Survival Vest	No	0			Yes	5	5
Circadian Rhythm Shift (alert to alert)	< 4 hours	0	4-8 hours	2	8-12 hours	4	0
Senior Sup/VIP Onboard	No	0			Yes	3	0
FLIGHT CREW EXPERIENCE (Hours in Current Flight Qualification)							
Pilot	> 400	0	100-400	10	< 100	20	10
Copilot	> 400	0	200-400	5	< 200	10	5
LM	> 400	0	200-400	5	< 200	10	0
LM	> 400	0	200-400	5	< 200	10	0
PO (# PO drops outside lng)	>7	0	3-6	5	0-2	10	—
HOURS OVER LAST 30 DAYS							
Pilot	> 20	0	10-20	5	< 10	10	0
Copilot	> 20	0	10-20	5	< 10	10	0
LM	> 20	0	10-20	5	< 10	10	0
LM	> 20	0	10-20	5	< 10	10	0
PO (# PO drops last 60 days)	>5	0	2-4	5	0-1	10	0
TOTAL MISSION FACTORS FROM ABOVE							34
TOTAL CREW ORM POINTS FROM FRONT SIDE							1
NOTE: Any measurement in a high-risk category should be brought to the attention of senior authority. GRAND TOTAL							35
Risk Assessment / Responsibilities		Approval Signature			AC Signature		
<=50	Low Risk - AC Signature						
51-120	Medium Risk - Top-3 Approval						
>120	High Risk - EOG/CC Approval						

455 EOG/C-130J ORM, 09 Jan 2014. Operational use is directed by 455 EOG/CC

K1.4. MISSION SET-UP SHEET

774 EAS MISSION SET-UP SHEET												
ACFT CMDR: MP					Call Sign: T62							
Tail #: 08-374		Parking: 03		Date: 01 Oct			T/O Time: 1700 (Z)					
Last Name	ORM Points	Show Time (Zulu)	Monthly Boldface/ SPINS Test (Date)	Daily SPINS Check Y/N	AFCENT				774			INITIALS
					FCIF B	EOG FCIF B	EOG RF	AEW BSD	SQ RF	Safety RF	EFB	
P MP	0	1200	30 SEP	Y	14-13B	1522B	1707	K01	1503	1503	✓	MP
P MCP	1	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	MCP
L ML1	0	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	ML1
L ML2	0	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	ML2
MEP												
MEP												
TOTAL												

HUMAN FACTORS

Individual crewmembers: Use the table to the right → to figure your personal ORM score and record that score next to your name, above. *If you don't feel you can fly, consult your Aircraft Commander*

ACs must consult with any crewmember who has > 10 pts. ACs must consult with the Top-3 if their own score is >10.

Aircraft commanders: Look at each individual score and assess the crew for the day. Only crewmembers occupying primary positions (including PO) count toward the ORM. The crew's total points will then be added to the ORM score on the back page to create a total ORM score for the day.

Risk Factor	Low (0)	Medium (1)	High (2)
Rest	Fully rested	Acceptable	Not rested
Health	No issues	Minor	Major
Finances	No issues	Minor	Major
Family Stress	None	Minor	Major
Work Stress	None	Minor	Major
Personal Problems	No issues	Minor	Major
Other Distractions	None	Minor	Major

AIRCRAFT COMMANDER'S PRE/POST MISSION CHECKLIST					
Pre-Mission			Post-Mission		
	Checked	N/A		Checked	N/A
Flight Orders	✓		MX Debrief		
ATOC	✓		Intel Debrief		
Tactics/Intel Brief	✓		Return Pro Gear/NVGs to Life Support		
NVGs	✓		Complete MSN Recap, 781, setup sheet RTN to ARMS		
Survival Equipment	✓		Return ALL COMSEC to ARMS		
Helmets	✓		Return MSN Binder to Tactics		
ORM	✓		Complete TAR Sheets		
Flight Plan	✓		Confirm Next Day's Schedule		
Crew Binder	✓				
Pubs Kit	✓				
COMSEC	✓				
Personal Pro Gear	✓				
Personal/Crew Pubs	✓				
Water/Crew Lunches	✓				

K1.5. NOTAMS

Defense Internet NOTAM Service

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Sort By:

Keyword Sort:

Locations:

OAIX, OAKB, OAKN, OAJL, I

Data Current as of: **Thu 01 Oct 2015 20:58:19 GMT**

OAIX BAGRAM

M0500/15 - BASH PHASE II DATES 1 SEP-31 OCT 2015. USE CAUTION FOR INCREASED BIRD ACTIVITY. 1 SEP 2015 THRU 31 OCT 2015, 26 AUG 12:25 2015 UNTIL 31 OCT 12:25 2015. CREATED: 26 AUG 12:29 2015

M0493/15 - RUNWAY 03L/21R DISTANCE TO GO MARKERS ARE LOCATED ONLY ON THE WEST SIDE OF THE RUNWAY. 06 AUG 06:00 2015 UNTIL 01 NOV 23:59 2015. CREATED: 06 AUG 05:58 2015

A1353/15 - TAXIWAY HOTEL BETWEEN PARKING SPOTS B10 AND B11 CLOSED TO ALL TAXIING ACFT. ACFT PARKED NOSE TO THE WEST ON SPOTS BRAVO 1 - 9 MUST EXIT AND MAKE A RIGHT TURN TO THE NORTH/TAXIWAY BRAVO. ACFT PARKED NOSE TO THE WEST ON SPOTS BRAVO 13 - 19 MUST EXIT AND MAKE A LEFT TURN TO THE SOUTH TOWARD TAXIWAY CHARLIE. ACFT ARE NOT ALLOWED TO TAXI ON TAXIWAY HOTEL IN-BETWEEN SPOTS BRAVO 10 AND BRAVO 11 DUE TO CONSTRUCTION AND NOT ENOUGH WINGTIP CLEARANCE. SPOTS B10 AND B11 ARE CLOSED DURING THIS TIME ALSO. 30 SEP 18:37 2015 UNTIL 26 DEC 23:59 2015. CREATED: 30 SEP 18:46 2015

A1103/15 - TAXIWAY HOTEL BETWEEN TAXIWAY CHARLIE AND DELTA RESTRICTED TO C-130 AND SMALLER. 13 SEP 19:04 2015 UNTIL 10 DEC 11:13 2015. CREATED: 13 SEP 19:08 2015

A1102/15 - THE TAXILANE NORTH OF SPOTS CHARLIE 5 & CHARLIE 6 AND SOUTH OF SPOTS CHARLIE 3 & CHARLIE 4 ARE CLOSED TO TAXIING/TOWING AIRCRAFT OPERATIONS. 13 SEP 19:04 2015 UNTIL 10 DEC 11:07 2015. CREATED: 13 SEP 19:07 2015

A1101/15 - PARKING SPOTS CHARLIE 4, CHARLIE 5 AND CHARLIE 6 CLOSED FOR CONSTRUCTION. 13 SEP 18:03 2015 UNTIL 10 DEC 11:04 2015. CREATED: 13 SEP 19:07 2015

A1091/15 - THE FOLLOWING CURRENTLY PUBLISHED IFR PROCEDURES ARE UNUSABLE WHEN EITHER OR BOTH AEROSTATS ARE RAISED ABOVE 1500 AGL: ILS OR LOC/DME Rwy03R, TACAN OR VOR/DME Rwy03R, RNAV(GPS) Rwy03R, PAR Rwy 03R, CIDVU FIVE DEPARTURE, AND KERRY THREE DEPARTURE. PILOTS MAY FLY PROCEDURES AT THEIR OWN RISK WHEN THE REPORTED WEATHER IS VFR. ATC SHALL NOT CLEAR AIRCRAFT FOR THE APPROACH BUT WILL INFORM THE PILOT THAT THE PROCEDURE IS TO BE FLOWN AT PILOT'S OWN RISK. 12 SEP 00:03 2015 UNTIL 09 DEC 23:59 2015. CREATED: 12 SEP 01:04 2015

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1512 (1600), 25 AUG 10:10 2015 UNTIL 20 NOV 23:59 2015, CREATED: 25 AUG 10:19 2015

A0829/15 (Issued for OAIK PART 2 OF 2) - SHALL BE INCREASED TO: CAT A: 6660 - 2000M 1792 (1800 - 2000M) CAT B: 6660 - 2400M 1792 (1800 - 2400M) CAT CDE: 6660 - 5000M 1792 (1800 - 5000M) END PART 2 OF 2, 24 AUG 12:48 2015 UNTIL 20 NOV 23:59 2015, CREATED: 24 AUG 12:38 2015

A0716/15 - RWY 03R/21L CLOSED FOR SCHEDULED MAINTENANCE. RWY 03L/21R AVAILABLE FOR BAGRAM ASSIGNED AIRCRAFT, VFR USE ONLY. ACFT WITH A WINGSPAN GREATER THAN 60 FT MUST EXIT BY TAXIWAY BRAVO. NO TRANSIENT AIRCRAFT OPERATIONS. EVERY FIRST/THIRD WED 2200-2359, 06 AUG 12:11 2015 UNTIL 01 NOV 23:59 2015, CREATED: 06 AUG 12:13 2015

A0710/15 - RWY (GPS) RWY 03R - AMEND CIRCLING MIA ASSOCIATED WITH STANDARD MISSED APPROACH CLIMB GRADIENT TO READ 2252. AMEND MINIMA ASSOCIATED WITH 343'/NM MISSED APPROACH CLIMB GRADIENT TO READ: CAT A 6560-2000M 1692 (1700-2000M), (2000-2400M), CAT B 6560-2400M 1692 (1700-2400M), CAT CD 6560-5000M 1692 (1700-5000M). CIRCLING MINIMA ASSOCIATED WITH STANDARD MISSED APPROACH CLIMB GRADIENT SHALL BE USED FOR THE NON-STANDARD 343'/NM MISSED APPROACH CLIMB GRADIENT AS WELL. 04 AUG 12:08 2015 UNTIL 01 NOV 23:59 2015, CREATED: 04 AUG 12:10 2015

A0709/15 - CTDVO FIVE DEPARTURE CLIMB GRADIENT SHALL BE 1322FT PER NM UNTIL REACHING 12000FT MSL WHEN THE WEST ABROSTAT IS ALOFT. 04 AUG 12:04 2015 UNTIL 01 NOV 23:59 2015, CREATED: 04 AUG 12:06 2015

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KBL AZ/DME UNUSABLE 340 -355 /ALL DISTANCES AND ALTITUDES
KBL AZ/DME UNUSABLE 355 -025 /BEYOND 20NM. 11 JUL 20:27 2015 UNTIL 31 OCT 23:30
2015. CREATED: 11 JUL 20:32 2015

The following ICAOs share facilities with OAKB:

h

10/2/2015

AS BOOKED BY

4450

htt

10/2/2015

DAKN KANDAHAR

A1357/15 - RUNWAY 05/23 RESTRICTED, ARRIVALS AND DEPARTURES ARE PROHIBITED DURING THESE HOURS DUE TO MOBILE AIRCRAFT ARRESTING SYSTEM (MAAS) INSPECTIONS. ONLY EXCEPTIONS ARE INFIGHT EMERGENCIES AND GCAS MISSIONS. CAUTION, MEN AND EQUIPMENT LOCATED ON THE RUNWAY. THE EMERGENCY LANDING STRIP (GOLF TAXIWAY) WILL BE AVAILABLE FOR EMERGENCIES ONLY (C-130 AND SMALLER AIRCRAFT). 04 OCT 10:30 2015 UNTIL 04 OCT 12:30 2015. CREATED: 01 OCT 11:32 2015

A1356/15 - RUNWAY 05/23 RESTRICTED, ARRIVALS AND DEPARTURES ARE PROHIBITED DURING THESE HOURS DUE TO MOBILE AIRCRAFT ARRESTING SYSTEM (MAAS) INSPECTIONS. ONLY EXCEPTIONS ARE INFIGHT EMERGENCIES AND GCAS MISSIONS. CAUTION, MEN AND EQUIPMENT LOCATED ON THE RUNWAY. THE EMERGENCY LANDING STRIP (GOLF TAXIWAY) WILL BE AVAILABLE FOR EMERGENCIES ONLY (C-130 AND SMALLER AIRCRAFT). 02 OCT 10:30 2015 UNTIL 02 OCT 12:30 2015. CREATED: 01 OCT 11:29 2015

A1351/15 - RWY 23 MOON MARKERS FOR WESTERN END MAAS1 OUT OF SERVICE ON NORTH AND SOUTH SIDE OF RUNWAY. 30 SEP 13:40 2015 UNTIL 31 DEC 23:59 2015. CREATED: 30 SEP 13:44 2015

A1315/15 - QMNT TAXIWAY HAZARD: TAXIWAY FOOTROT EXTENSION HAZARD, USE CAUTION, MEN AND EQUIPMENT LOCATED 100 FEET SOUTH OF TWY FOOTROT CENTERLINE BETWEEN NOVEMBER AND OSCAR RAMPS. 0200-1200 DAILY, 29 SEP 02:00 2015 UNTIL 04 OCT 12:00 2015. CREATED: 28 SEP 12:09 2015

A1100/15 - MUSTANG RAMP/KAH HELIDORT OBSTACLES UNLIT: USE CAUTION, 100FT AGL TALL BALLBANK LIGHTS MAY NOT BE LIT TO INCLUDE OBSTRUCTION LIGHTING. 13 SEP 02:30 2015 UNTIL 12 DEC 23:59 2015. CREATED: 13 SEP 03:22 2015

A1012/15 - Q02BEC APRON CLOSED. 07 SEP 17:22 2015 UNTIL 05 DEC 23:59 2015. CREATED: 07 SEP 17:26 2015

10/2/2015

A0739/15 - BASH PHASE II IS IN EFFECT FROM 16 AUG TO 14 OCT. PHASE II REPRESENTS HEAVY MIGRATORY BIRD ACTIVITY. ALL AIRCREWS USE CAUTION FOR HIGH CONCENTRATION OF BIRDS. EXTRA CAUTION SHOULD BE USED DURING +/- 1HR OF SUNRISE/SUNSET. 16 AUG 12:14 2015 UNTIL 14 OCT 23:59 2015. CREATED: 16 AUG 12:17 2015

A0720/15 - ALL AIRCREWS USE CAUTION FOR HIGH CONCENTRATION OF BIRDS DURING SUNSET. MOVEMENT OF BIRDS WILL BE FROM NW OF APPROACH END OF RWY 05 TO SOUTH OF MIDFIELD. USE EXTRA CAUTION WHEN RWY 05 IS IN USE. 1400-1530 DLY, 16 AUG 16:49 2015 UNTIL 09 JAN 15:30 2016. CREATED: 16 AUG 16:51 2015

A0675/15 - RUNWAY NON-STANDARD MARKINGS: USE CAUTION FOR NON-STANDARD MARKINGS DEPICTING MILITARY LANDING ZONE LOCATED APPROXIMATELY 3,300 FT PAST RWY 05/23 THRESHOLDS. MARKINGS ARE DEPICTED BY FOUR WHITE RECTANGULAR BOXES (500 FT X 60 FT). ALL TRANSIENT AIRCRAFT MUST COORDINATE USE VIA PPR. RUNWAY MILITARY LANDING ZONE IS FOR DAYTIME USE ONLY. 20 JUL 11:26 2015 UNTIL 21 OCT 23:59 2015. CREATED: 20 JUL 11:27 2015

A0629/15 - AIRCRAFT FUEL CAN ONLY BE SUPPLIED USING NSPA FUEL CARD OR AUTHORIZED DOD AIRCARD. ANY CASH FOR FUEL, COORDINATION MUST BE ACCOMPLISHED THROUGH NSPA VIA LOCAL CONTRACT REPRESENTATIVE BEFORE ARRIVAL. 06 JUL 03:40 2015 UNTIL 05 OCT 23:59 2015. CREATED: 06 JUL 03:41 2015

10/2/2015

QAJL JALALABAD

A0960/15 - SLIC YARD PROCEDURES: AIRCRAFT ENTERING THE SLIC YARD WITH SLING
LOAD SHALL UTILIZE THE SOUTH WEST ENTRY/EXIT POINT, ALL OTHER
AIRCRAFT SHALL ENTER THE SLIC YARD FROM THE RUNWAY UNLESS AIR
TRAFFIC CONTROL DIRECTS OTHERWISE. 04 SEP 15:00 2015 UNTIL 04 NOV 15:00 2015.
CREATED: 04 SEP 11:47 2015

10/2/2015

00:00 2015

0:00

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Number of NOTAMS: 100

Ref: 08-3174

10/2/2015

K1.6. FUEL LOG

Note: All handwriting and highlighting was made before collection by the ISB.

DATE: 1 OCT 15		MISSION NUMBER: FMJTF5017A274				AC: MP		
	LEG 1		LEG 2		LEG 3		LEG 4	
	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual
RAMF FUEL (kbs)	20K		15.2K		21K		16.2K	
Landing Fuel (kbs)	16.2K		12.6K		17.2K		13.5K	
Duration (h:h)	0.4		0.4		0.4		0.4	
LOAD (kbs)	20K		20K		20K		20K	
APU (h:h) Pre/Post flight								
GPU USED (YES/NO)								
AIRDROP (YES/NO)								
OAIK OAKB OAKB OAKN OAKN OAIK								
	LEG 5		LEG 6		LEG 7		LEG 8	
RAMF FUEL (kbs)	21K		17.6K		21K			
Landing Fuel (kbs)	18.6K		12.0K		13.6K			
Duration (h:h)	0.4		1.3		1.3			
LOAD (kbs)	20K		20K		20K			
APU (h:h) Pre/Post flight								
GPU USED (YES/NO)								
AIRDROP (YES/NO)								
CONVERSION								
Minutes Dur								
1 - 2 = 0.0								
3 - 8 = 0.1								
9 - 14 = 0.2								
15 - 20 = 0.3								
21 - 26 = 0.4								
27 - 33 = 0.5								
34 - 39 = 0.6								
40 - 45 = 0.7								
46 - 51 = 0.8								
52 - 57 = 0.9								
58 - 60 = Next								

WEBSITE: <https://mafops.armc.afml/fueltracker>

K1.7. NAVIGATION LOG

Note: All handwriting and highlighting made prior to collection by ISB.

CALLSIGN		DATE OF TAKEOFF		SQUADRON		WING		ACFT TYPE		NAVLOG PRINTED		DESTINATION INFO				
TORQUE		FROM	TO	774 EAS		455 AEW		C-130J-30	201510020126		Rwy Len					
BAGRAM		BAGRAM		BAGRAM		BAGRAM		FILENAME		P:\455 EOGV\774 EAS\DDK\000 - Push t		Appch Tower Navaid				
Takeoff Time (Z) : 16:57:31		Fuel Load : 20000		Recovery Fuel : 13640		TTL Fuel Req'd : 38063		TTL Fuel Req'd : 38063		Acft Gross Wt : 133500		ILS Freq				
Land Time (Z) : 02:27:08		Fuel Used : 30063		Remarks:												
Sched Duration : 04+07+17																
WP#	FIX	DESCRIPTION	LATITUDE	TEMP	W/V	MC	CAS	LEG DIST	TTL DIST	LEG TIME	CLOCK TIME	RWY LEN	GROSS WEIGHT	LEG FUEL	FUEL RMING	FUEL OFFLOAD/ONLOAD
1	ONL/A	BAGRAM	N 34 56.746 E 070 15.955	-136.3 4868M	297/004	027	N/A	0.0	0.0	+00.0	16:57.5	11819	132500	18000		425 WD 13768 19456
2	TAPIS	TAPIS	N 34 31.000 E 069 09.000	-120.2 6236	297/015	190	N/A	26.3	26.3	+08.1	17:05.6	131580	131580	920		425 WD 13768 19456
TURN		level off														425 WD 38396 17676
3	PEGTO A453	PEGTO	N 34 26.833 E 070 12.667	-190.2 6282	288/026	092	N/A	40	39.5	+06.9	17:15.7	130730	130730	539		425 WD 11257 12410
TURN		RAMSO A453														425 WD 35528 10822
4	ONL/A	BAGRAM	N 34 25.800 E 070 28.500	-190.2 1827	286/026	092	N/A	79	79	+02.3	17:18.0	130550	130550	260		425 WD 35528 10822
5	ONL/A	BAGRAM	N 34 25.997 E 070 29.997	-190.2 1841M	286/014	144	N/A	21	21	+07.0	17:25.0	129750	129750	662		425 WD 11257 12410
6	ONL/A	BAGRAM	N 34 21.997 E 070 29.997	-190.2 1841M	286/014	146	N/A	0.0	0.0	+00.0	18:09.6	128750	128750	15750		425 WD 11257 12410
7	PEGTO	PEGTO	N 34 28.833 E 070 12.667	-101.1 5554	285/014	229	N/A	14.5	109	+05.1	18:14.8	128088	128088	662		425 WD 11257 12410
TURN		level off														425 WD 71064 15315
8	TAPIS A453	TAPIS	N 34 31.000 E 069 09.000	-190.2 6236	288/026	272	N/A	21.8	131	+06.9	18:21.7	127403	127403	685		425 WD 13768 19456
TURN		level off														425 WD 13768 19456
9	ONL/A	BAGRAM	N 34 56.746 E 070 15.955	+180.2 4868M	297/015	010	N/A	76.3	76.3	+07.0	18:35.0	11819	126100	126100		425 WD 35528 10822
10	ONL/A	BAGRAM	N 34 56.746 E 070 15.955	+180.2 4868M	297/015	027	N/A	0.0	0.0	+00.0	19:32.5	11819	134250M	11095		Fuel Onload: 8391
11	TAPIS	TAPIS	N 34 31.000 E 069 09.000	-120.2 6236	297/015	190	N/A	26.3	26.3	+08.1	19:40.5	133500	133500	20000		425 WD 24282 67065
TURN		level off														425 WD 13768 19456
12	PEGTO A453	PEGTO	N 34 26.833 E 070 12.667	-190.2 5554	288/026	092	N/A	13.9	38.9	+03.4	19:44.0	132252	132252	328		425 WD 39462 17599
TURN		RAMSO A453														425 WD 35528 10822
13	ONL/A	BAGRAM	N 34 25.800 E 070 28.500	-190.2 1827	286/026	092	N/A	26.7	26.7	+02.3	19:50.7	131720	131720	532		425 WD 11257 12410
TURN		level off														425 WD 35528 10822
14	ONL/A	BAGRAM	N 34 25.800 E 070 28.500	-190.2 1827	286/026	092	N/A	13.1	28.0	+02.3	19:53.0	131540	131540	280		425 WD 35528 10822
15	ONL/A	BAGRAM	N 34 25.800 E 070 28.500	-190.2 1827	286/026	092	N/A	0.0	0.0	+00.0	20:00.0	131540	131540	18040		425 WD 35528 10822



PT	FX	DESCRIPTION	LATITUDE	LONGITUDE	TEP	W/V	MC	CAS	LEG DIST	LEG TIME	CLOCK	RVW LEN	GROSS	LEG FUEL	MGRS
Type					ELEV	ALT	MH	TAS	TTL DIST	TOTAL TIME	TIME	ATIS	WEIGHT	FUEL RWNG	FUEL OFFLOAD/ONLOAD
16	TURN	PEGITO	N 34 26.833	E070 12.667	+0C	285/014	279	N/A	14.5	+05.1	20:49.7	129079	661	425 XD 11257 12410	
		level off	N 34 28.671	-19C 288/026	5554	12613M	280	N/A	297	01+25.5			15579		
17	TURN	TAPIS A453	E069 45.631	4455	22000M	274	N/A	N/A	319	01+32.6	20:56.8	128374	705	425 WD 69837 15404	
		level off	N 34 31.000	-19C 288/026	6236	22000M	272	226	30.4	01+38.8	21:03.0	127890	464	425 WD 13768 19456	
18	TURN	OAKR/A	E069 50.706	+0C 290/016	4868	4868M	027	292	0.0	+00.0	22:49.7	133500	20000		
		level off	N 34 35.903	+18C 347/004	4868	4868M	027	320	376	01+45.8			132761	739	425 WD 15941 29378
19	TURN	OAKR/A	E069 15.366	-5C 316/011	6040	16000M	192	N/A	19.9	+06.3	22:56.0	132761	19261		
		level off	E069 10.367	6040	16000M	192	N/A	N/A	396	01+52.1			19261	92	425 WD 13768 19456
20	TURN	TAPIS/W	N 34 31.000	-5C 316/011	6236	16000M	190	320	402	01+53.1	22:57.0	132669	19169		
21	TURN	OAKR/A	E069 11.247	+18C 347/004	4868	4868M	027	292	0.0	+00.0	23:05.0	132169	18669		
		level off	N 34 33.951	+18C 347/004	4868	4868M	027	320	0.0	+00.0	00:20.9	130150M	111149	17500	
22	TURN	OAKR/A	E069 12.347	+18C 347/004	4868	4868M	027	320	4.3	+08.0	00:31.7	130023	16523		
		level off	N 34 38.872	-19C 293/016	241	N/A	N/A	440	44.0	02+11.8			16275	461	425 UC 63254 97103
23	TURN	SIBLO/W	N 34 11.533	-19C 293/016	240	N/A	226	226	16.3	+03.2	00:34.8	129775	16275		
		level off	E068 18.667	9616	22000M	242	320	320	456	02+15.0			129314	461	425 UC 87614 60805
24	TURN	NEUV/W	N 33 58.800	-19C 287/028	242	N/A	225	225	29.2	+05.9	00:40.7	129314	15814		
		level off	E067 47.000	10147	22000M	246	320	320	485	02+20.9			128161	1151	425 TC 63282 05359
25	TURN	RIKAD/W	N 33 27.700	-18C 290/029	242	N/A	225	225	73.2	+14.7	00:55.4	127120	13620		
		level off	E066 27.500	6404	22000M	246	320	320	558	02+35.6			126398	722	41R QZ 75499 86813
26	TURN	DARUS/W	N 32 17.733	-17C 293/028	191	N/A	225	225	71.8	+13.3	01:08.7	126398	12898		
		level off	E066 07.617	7782	22000M	196	320	320	630	02+48.9			12898	0	41R QZ 70473 89182
27	TURN	PAROD/W	N 31 29.000	-17C 294/026	191	N/A	225	225	50.0	+09.3	01:18.0	132500	19000		
		level off	E065 54.000	3356	22000M	196	320	320	680	02+58.2			131078	17578	425 TA 25871 66057
28	TURN	OAKR/A	E065 50.868	3338	3338M	053	320	320	883	03+05.2	01:25.0	130989	17489		
		level off	N 31 30.352	+26C 290/016	053	296	0.0	0.0	0.0	+00.0	01:38.2	130989	17489		
29	TURN	DARUS/W	E066 05.525	6095	23000M	010	N/A	N/A	726	03+18.4	01:39.4	129935	16435		
		level off	N 32 17.733	-20C 289/018	014	221	6.1	6.1	6.1	+01.2	01:53.1	128948	15448		
30	TURN	RIKAD/W	E066 07.617	7782	23000M	011	222	71.8	71.8	+13.7	02:06.0				
		level off	N 33 27.700	-20C 293/030	011	222	804	804	804	03+33.2					
31	TURN	NEUV/W	E067 47.000	10147	23000M	058	320	320	878	03+46.1					
32	TURN	NEUV/W	E067 47.000	10147	23000M	058	320	320	878	03+46.1					

WP#	FIX	LATITUDE	TEMP	W/V	MC	CAS	LEG DIST	LEG TIME	CLOCK	RWY LEN	GROSS	LEG FUEL	MGRS
Type	DESCRIPTION	LONGITUDE	ELEV	ALT	MH	TAS	TTL DIST	TOTAL TIME	TIME	ATIS	WIEGHT	FUEL RMNG	FUEL OFFLOAD/ONLOAD
33	SIBLO/W	N 34 11.533	-21C	287/031	061	222	29.2	+05.1	02:11.1		128556	392	425 VC 36526 83884
TURN	SIBLO	E068 18.667	9616	23000M	058	320	907	03+51.2				15056	
34	TAPIS/W	N 34 31.000	-22C	284/030	062	222	46.0	+08.1	02:19.1		127940	626	425 WD 13768 19456
TURN	TAPIS	E069 09.000	6236	23000M	059	320	953	03+59.3				14440	
35	OATX/A	E 13 56.768	+37C	289/016	010		76.2	+08.0	02:27.1	11819	127140	13640	425 WD 13768 19456
TURN	DAICRAN	E068 15.055	8855	4869M	007		574	04+07.1		134 250M			

0088

Grant Report | OAIL - JALALABAD

00790813111

0088

Grant Report | OAIL - JALALABAD

00790813111

Phone Numbers

Points of Contact
 Contact: Phone
 *BAKRAM SWITCH
 *EMBASSY SWITCHBOARD
 *OAIL AIRFIELD MANAGER
 *OAIL AIRFIELD MANAGER
 *OAIL CONTROL TOWER
 *ISDAO AFTER HRS
 *USDAO DAYTIME

CELL

Part
 No Part Date

STIE Information

STIE information exists for: [OAIL \(AF/COMUSMACV\) \(MIDDLE EAST - AREA\)](#)

To	File Name	Airfield Diagram and Surveys	Type	Size	Date	Uploaded By
	Attachment 1_OAIL_Airfield Diagram.pdf	Airfield Diagram	2286830	04-JUN-2012		
	Attachment 2_Jalalabad_EI_Observations_31.pdf	Airfield Diagram	535694	04-JUN-2012		
	Jalalabad_EI_Demol_Observations_22.pdf	Airfield Diagram	391972	04-JUN-2012		
	Jalalabad_EI_Demol_Observations_23.pdf	Airfield Diagram	563382	04-JUN-2012		
	Jalalabad_EI_Demol_Observations_24.pdf	Airfield Diagram	560128	04-JUN-2012		
	OAIL_AIP DIAGRAM.pdf	Airfield Diagram	101382	17-MAY-2015		
	OAIL Nov 12 image.pdf	Airfield Survey	433089	14-FEB-2013		
	OAIL Final Report AFCEINT/Investigations Feb2015.pdf	Airfield Survey	669333	14-APR-2015		
	OAIL Jalalabad AMOC-174_28 Jan 14.pdf	Airfield Survey	1141880	25-FEB-2014		
	OAIL Jalalabad AMOC-174_28 Jan 14.pdf	Airfield Survey	1675531	04-JUN-2014		
	Suitability Feedback Form A-921.docx	Airfield Survey	17630	21-DEC-2011		

General Airfield Info

Fuels

K1.9. PASSENGER MANIFEST

PASSENGER BOARDING MANIFEST										GENERAL TOTALS										
FLIGHT	DATE	TIME	FROM	TO	CLASS	STATUS	AGE	SEX	HAIR	EYES	HT	WT	HAIR	EYES	HT	WT	HAIR	EYES	HT	WT
01	02	10	AF	AF	01	01	01	M	B	B	5	110	B	B	5	110	B	B	5	110
MISSION SPECIFIC TOTALS										GENERAL TOTALS										
TOTAL NUMBER OF WEAPONS ON THIS MANIFEST										TOTAL NUMBER OF MEN'S ORDNANCE ON THIS MANIFEST										
TOTAL NUMBER OF WEAPONS ON THIS MANIFEST										TOTAL NUMBER OF MEN'S ORDNANCE ON THIS MANIFEST										

AFSAS #778962
 02 OCT 2015
 10:00:00

K1.10. CARGO MANIFEST

Print MSI.

Page 1 of 1

* W91V125214XXXX * 			
W91NQQ BAGRAM AB		W91V12  BAGRAM AB D080126096 000 0000 300 181 170	
SG of 1 	JAA	OA1	2
75107534	284		
			AZED
NO LINE ITEM DATA			

Cancel

9/30/2015

Print MSI.

Page 1 of 1

6218

* W91V12127420018XX *			
			
W91NQQ BAGRAM AF		W91V12  BAGRAM AF UNIT USAFSC01491 CW2 CRW 308 601 1101	
SC of 1 	JAA	OA1	Z
91P		284	
7558/534			
			A2ED

Cancel

9/30/2015

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper JALALABAD AIR FIELD		Air Waybill No. Page 1 of 1 Pages Shipper's Reference Number <i>(optional): W91V125274X001XXX</i>																
Consignee BAGRAM AIR FIELD																		
Two completed and signed copies of this Declaration must be handed to the operator.		WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an IATA cargo agent.																
<table border="1"> <tr> <th colspan="4">TRANSPORT DETAILS</th> </tr> <tr> <td rowspan="2"> This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i> </td> <td colspan="3"> Airport of Departure JAA </td> </tr> <tr> <td> <input type="checkbox"/> CARGO <input type="checkbox"/> AIRCRAFT <input type="checkbox"/> ONLY </td> <td colspan="2"></td> </tr> <tr> <td colspan="4"> Airport of Destination: OAI </td> </tr> </table>				TRANSPORT DETAILS				This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>	Airport of Departure JAA			<input type="checkbox"/> CARGO <input type="checkbox"/> AIRCRAFT <input type="checkbox"/> ONLY			Airport of Destination: OAI			
TRANSPORT DETAILS																		
This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>	Airport of Departure JAA																	
	<input type="checkbox"/> CARGO <input type="checkbox"/> AIRCRAFT <input type="checkbox"/> ONLY																	
Airport of Destination: OAI																		
		Shipment type: <i>(delete non-applicable)</i> <input checked="" type="checkbox"/> NON-RADIOACTIVE																

NATURE AND QUANTITY OF DANGEROUS GOODS							
Dangerous Goods Identification					Quantity and type of packing	Packing Inst.	Authorization
Proper Shipping Name	Class or Division	UN or ID No.	Packing group	Subsidiary Risk			
LITHIUM ION BATTERIES	9	3480	IV		2 CARDBOARD BOX X 12kg	A 13.7	
Additional Handling Information ERG #138 ATTACHED							
24 hr. Emergency Contact Tel. No.: 1-800-851-8061 / +011-804-279-3131				shipment is made under the provisions of ICAO			

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.	Name/Title of Signatory SSC HAZMAT CERTIFIER
	Place and Date JAA 28 SEPTEMBER 2015
	Signature <i>(see warning)</i>

AIR SHIPPING INFORMATION SHEET

APOE: JAA DESTINATION: CAI

PLT LOG	WT	HT	WD	DESCRIPTION	RESTRAINT	CHAIN	DEVC	SNET	TNET	STRP
	7508	91	100	HAZMAT	USA1126174	18	10			
	8230	97	100	SI	USA11261505	18	10			
	6918	77	100	HAZ/SE	USA11260905	18	10			
	9179	97	100	HAZ/SE	USA11260915	18	10			
	7910	97	100	GEN CARTR	USA11260896	18	10			
	8810	77	100	SI/HAZ	USA11260589	18	10			

CUBE: 534

ULN	ITARS	TP-1/2	SIG SERV	RETRO GRADE	999	STOL
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			

HAZMAT AND CLASS?: Y N HAZDECS ON HAND?: Y N

SHIPPER INFORMATION: SHIPPER'S DODAAC: _____ RECEIVING UNIT DODAAC: _____

SHIPPING UNIT NAME: _____ RECEIVING UNIT NAME: _____

LOCATION: OB FENTY LOCATION: BAF

POC: _____ POC: _____

DSNE: _____ DSNE: _____

FOR STATESIDE CARGO MOVEMENT ONLY
SCHEDULED DATE AND SIGNATURES

CUSTOMS APPROVAL: _____

JOINT INSPECTION APPROVAL: _____

FIRST TAKE PAPERWORK TO MCT TO DETERMINE PROPER MODE OF SHIPPING

CDT/MCT AUTH. PRINT AND SIGN: _____ DATE/TIME: 30 SEP 15 1549

SPECIAL HNDL AUTH. PRINT AND SIGN: _____ DATE/TIME: _____

CUSTOMER PRINT AND SIGN: _____ DATE/TIME: 30 SEP 15 1554

CARGO HANDLER PRINT AND SIGN: _____ DATE/TIME: 30 Sep 15 / 1549

A/DACG OUTBOUND SECTION TELEPHONE NUMBER: _____

NO AMMUNITION OR EXPLOSIVES SHIPMENTS ARE ALLOWED IN THE A/DACG - AERIAL PORT YARDS AT ANY TIME

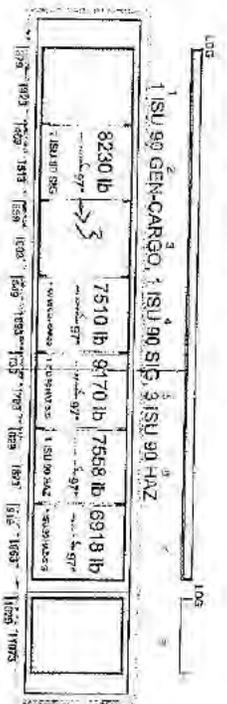
TOROE 62A

TOROE 62A
20151001 10:38 UTC

Aircraft type/Config: C-130J ARM/R/STD-AL
 Delivery method: AL
 Unit Being Airlifted: TOROE 62A
 Type movement plan: CONTINGENCY
 Departure date & time: 20151001 18:10 UTC
 Destination airfield: JAA
 DAI
 Load Description: 1 ISU 90 GEN, 1 ISU 90 HAZ, 9 ISU 90 HAZ/SIG

Mission type: Mobility
 Mission #: FVU-5017A274
 Aircraft Tail #: 083174
 System chalk #: 274001
 AFMAN 24-204 Chapter 3 Move

MAIN DECK



SOLD ICSN/PalletID
 1/M W91V125274X002XXX
 2/M W91V125274X005XXX
 3/M W91V125274X004XXX
 4/M W91V125274X001XXX
 5/M W91V125274X003XXX

Bundle	Model/Manufacture	LEN	WDI	HI	WT	FSN	ISN	CB	HZ	FL	V	D	SH	CCC
-/1 ISU 90 SIG		88	108	97	6230	463	357	513	N	N	A			
-/1 ISU 90 GEN-CARGO		88	108	97	7510	649	737	693	N	N	A			
-/1 ISU 90 HAZ/SIG		88	108	97	9170	739	827	783	Y	N	A			
-/1 ISU 80 HAZ		88	108	97	7558	829	917	873	Y	N	A			
-/1 ISU 90 HAZ/SIG		88	108	97	6918	919	1007	963	Y	N	A			

Total # of Paks: 0
 Total # of Subfloors: 0
 Total Cargo Wt: 39386
 Total Load Wt: 39386

Weight/Pax: 0
 Weight/Subfloor: 0
 %ACL: 1.81
 %ZP: 0
 Total PAX Weight: 0
 Total Subfloor Weight: 0
 ACL: 30000
 Load CB: 758

SOLD Flags/Warnings

Total load weight, 38356.0 lb, is greater than the planning ACL, 30000.0 lb.

SOLD	Class/Zone
8/M	9
4/M	9
5/M	9
PLAN	PAX
	0

Item by ISN/Pallet ID

U/LN

Weight

Short Tons

ALL HAZARDOUS MATERIALS COVERED BY THIS LOAD PLAN HAVE BEEN INSPECTED AND FOUND TO BE PACKAGED IN THE PROPER OUTSIDE CONTAINER FREE OF VISIBLE DAMAGE AND LEAKS AND IS PROPERLY CERTIFIED

I HAVE BEEN BRIEFED ACCORDING TO AFMAN 24-204(1), PARAGRAPH 1.2.9, ON HAZARDOUS CARGO COVERED BY THIS LOAD PLAN

Air Terminal Representative Signature

Aircraft Crewmember Signature

Load planned by:

Date:

Load approved

Date:

PROGRAM: 01 OCT 2015 10:35:42
 FOR MISSION: YN503017024

FINAL AIR MISSION BRIEF SHEET

CALL SIGN: 00140008
 REGISTER: /VA AD/531508J

CHARACTER AIRCRAFT TYPE AIRCRAFT DATA NUMBER
 130C 08178

MISSION EXPORT			
PIECES	WEIGHT	CUBES	
1	7558	534	
0	0	0	
2	1438	1832	
0	0	0	
0	0	0	
0	0	0	

YES/NO PASSENGER AUTHORIZED
 NUMBER OF PASSENGERS: _____
 YES/NO ESCORTS/COPIES/PROTECTIVE
 RES/NO SECURITY CARGO/HAZARDOUS MATERIAL
 ALL HAZARDOUS MATERIALS COVERED BY THIS MISSION BRIEF SHEET HAVE BEEN INSPECTED AND FOUND TO BE PACKED IN THE PROPER OUTSIDE CONTAINER
 YES OF VISIBL DAMAGE AND LEAKS AND IS PROPERLY CERTIFIED.

AIR TERMINAL REPRESENTATIVE
 SIGNATURE

PILOT NAME/TAKE:

AW

DATE:

10 OCT 15

I HAVE BEEN ADVISED ACCORDING TO AFPM 88-204.18, PARAGRAPH 1.2.2, ON HAZARDOUS CARGO COVERED BY THIS MISSION.

AIRCRAFT CREWMEMBER
 SIGNATURE

PRINT NAME/TAKE:

DATE:

PREPARED: 01 OCT 2015 16:39Z C274A

FINAL AIR MISSION BRIEF SHEET

FOR MISSION: ZNLS017A274

REQUESTER:

<TAB> PCN: 00140628
UNL AV/111608A

PR	TON	OR/NA	CARRIER	AIRCRAFT TYPE	AIRCRAFT TAIL NUMBER	HAZ	PCS	WEIGHT	CUBS	NEW	DEVIATION	
AFOD	DEVIATION NUMBER		ASSIGN	CLASS		CLASS						
06	391122272X0410X	ENCL40			08174			9.0	7528	334	0.000	<input type="checkbox"/>
								TOTALS:	1	7528	334	

PREPARED: 01 OCT 2015 10:37Z <JTS>

LOAD PUL SHEET

<DATA> RCR: 00030053
REQUESTER: (JAA JP/8316084

CHIR: NR: 274001 ROVER: OAI-PA-OAI-REL-TOR-OAI
MISSION: PAF95017A27A AIRCRAFT TWR: C130T TAIL NUMBER: 081174 ON/OAD SPOT: EM: 274 17135 ETO: 274 18110
REMARKS: THE FOLLOWING PALLET AND/OR LOOSE CARGO HAVE BEEN PLANNED FOR THE ABOVE MISSION. PALLETS ARE ORDERED BY LN SEQ. LOOSE CARGO IS ORDERED BY HWY. CARGO IS ORIGINATING AND TERMINAL.

LOCATION	TCN	PIECE	PKT	HELN	APCD	DRST	MR	CMOTE	SHLC	TRM	PCS	WEIGHT	CHSE	NETS MAIL	SPER	YAD
		NR							BNDL	PHI				INT/LOCK NO	PKI	SEQ
31	89-V13274X0C1XX	SC	OAI	OAI	AA	9	2	0	0	0	1	1355	534	821000	06	06
32	89-V13274X0C2XX	SC	OAI	OAI	AA	2	2	0	0	0	1	670	534	821000	06	07
33	89-V13274X0C3XX	SC	OAI	OAI	AA	2	2	0	0	0	1	670	534	821000	06	08
34	89-V13274X0C4XX	SC	OAI	OAI	AA	2	2	0	0	0	1	670	534	821000	06	09
35	89-V13274X0C5XX	SC	OAI	OAI	AA	2	2	0	0	0	1	670	534	821000	06	10

TOTAL GROSS WEIGHT FOR MISSION NUMBER PAF95017A27A IS 33166

ORIGINATING TROOPERS:

TROOP-LOAD TROOPERS:

TOP NETS: 0 SIDE NETS: 0 CHAINS: 0 DEVICES: 0 STRAPS: 0

TOP NETS: 0 SIDE NETS: 0 CHAINS: 0 DEVICES: 0 STRAPS: 0

ON/OAD

Ptts	POD	WT	Location
3	OAI	33166	31

TROOP-LOAD

Ptts	POD	WT	Location
3	OAI	33166	31

Print MSI.

Page 1 of 1

* W91V125274X002XXX *			
W91N00		W91V12	
BAGRAM AB		BAGRAM AB	
SC 05 1		JAA	OA1
RCF		284	
8230/534		F	
			A2ED

Cancel

9/30/2015

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE ASSORTED SENSITIVE ITEMS	2. NET QUANTITY PER PACKAGE 1 TRICON	3. TRANSPORTATION CONTROL NO. W91V125274X003XXX
4. CONSIGNMENT GROSS WEIGHT 8230		5. DESTINATION OAI
6. SUPPLEMENTAL INFORMATION SENSITIVE ITEMS		
<small>This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT! (Complete applicable blocks below)</small>		
7. DTR REFERENCE PART II CHAPTER 205		
8. HANDLING INSTRUCTIONS SIGNATURE SERVICE		
9. ADDRESS OF SHIPPER SSG OB FNTY, AFGHANISTAN 09354	10. TYPED NAME, SIGNATURE AND DATE 30 SEPTEMBER 2015	

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved OMB No. 0704-0102
Advisory Professional 7.0

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper JALALABAD AIR FIELD	Air Waybill No. Page 1 of 1 Pages Shipper's Reference Number <i>(optional)</i> W91V125274X003XXX										
Consignee BAGRAM AIR FIELD											
Two completed and signed copies of this Declaration must be handed to the operator.											
<table border="1"> <tr> <th colspan="2">TRANSPORT DETAILS</th> </tr> <tr> <td> This shipment is within the limitations prescribed for. <i>(delete non-applicable)</i> </td> <td> Airport of Departure JAA </td> </tr> <tr> <td> <table border="1"> <tr> <td><input type="checkbox"/></td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table> </td> <td></td> </tr> <tr> <td colspan="2"> Airport of Destination: OAI </td> </tr> </table>		TRANSPORT DETAILS		This shipment is within the limitations prescribed for. <i>(delete non-applicable)</i>	Airport of Departure JAA	<table border="1"> <tr> <td><input type="checkbox"/></td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table>	<input type="checkbox"/>	CARGO AIRCRAFT ONLY		Airport of Destination: OAI	
TRANSPORT DETAILS											
This shipment is within the limitations prescribed for. <i>(delete non-applicable)</i>	Airport of Departure JAA										
<table border="1"> <tr> <td><input type="checkbox"/></td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table>	<input type="checkbox"/>	CARGO AIRCRAFT ONLY									
<input type="checkbox"/>	CARGO AIRCRAFT ONLY										
Airport of Destination: OAI											
WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an IATA cargo agent. Shipment type: <i>(delete non-applicable)</i> <table border="1"> <tr> <td><input checked="" type="checkbox"/></td> <td>NON-RADIOACTIVE</td> </tr> </table>		<input checked="" type="checkbox"/>	NON-RADIOACTIVE								
<input checked="" type="checkbox"/>	NON-RADIOACTIVE										

NATURE AND QUANTITY OF DANGEROUS GOODS							
Dangerous Goods Identification					Quantity and type of packing	Packing Inst.	Authorization
Proper Shipping Name	Class or Division	UN or ID No.	Packing group	Subsidiary Risk			
LITHIUM ION BATTERIES	9	3480	IV		2 CARDBOARD BOX X 19.1kg	A 13.7	
LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT	9	3481	II		1 LAPTOP X .008kg	A 13.7	
Additional Handling Information ERG #138 ATTACHED							
24 hr. Emergency Contact Tel. No.:				shipment is made under the provisions of ICAO			

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.	Name/Title of Signatory SSC HAZMAT CERTIFIER Place and Date JAA 02 SEPTEMBER 2015 Signature <i>(see warning)</i>
--	---

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE ASSORTED SENSITIVE ITEMS	2. NET QUANTITY PER PACKAGE 1 TRICON	3. TRANSPORTATION CONTROL NO. W91V125374X003XXX
4. CONSIGNMENT GROSS WEIGHT 6918		5. DESTINATION OAI
6. SUPPLEMENTAL INFORMATION SENSITIVE ITEMS		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT. (Complete applicable blocks below)		
7. DTR REFERENCE PART II CHAPTER 205		
8. HANDLING INSTRUCTIONS SIGNATURE SERVICE		
9. ADDRESS OF SHIPPER SSCP 03 FEBLY, AFGHANISTAN 09334	10. TYPED NAME, SIGNATURE AND DATE ILT 30 SEPTEMBER 2015	

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved OMB No. 0704-0188
Adobe Pdf: 0000000170

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper JALALABAD AIR FIELD		Air Waybill No. Page 1 of 1 Pages Shipper's Reference Number <i>(optional):</i> W91V125274X004XXX																			
Consignee BAGRAM AIR FIELD																					
Two completed and signed copies of this Declaration must be handed to the operator.		WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an IATA cargo agent.																			
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TRANSPORT DETAILS																					
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<table border="1"> <tr> <td><input type="checkbox"/></td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table>		<input type="checkbox"/>	CARGO AIRCRAFT ONLY																		
<input type="checkbox"/>	CARGO AIRCRAFT ONLY																				
Airport of Destination: OAI																					
		Shipment type: <i>(delete non-applicable)</i> <table border="1"> <tr> <td><input checked="" type="checkbox"/></td> <td>NON-RADIOACTIVE</td> </tr> </table>		<input checked="" type="checkbox"/>	NON-RADIOACTIVE																
<input checked="" type="checkbox"/>	NON-RADIOACTIVE																				

NATURE AND QUANTITY OF DANGEROUS GOODS							
Dangerous Goods Identification					Quantity and type of packing	Packing Inst	Authorization
Proper Shipping Name	Class or Division	UN or ID No.	Pack-ing group	Subsidiary Risk			
LITHIUM ION BATTERIES	9	3480	IV		1 CARDBOARD BOX X 15kg	A 13.7	
Additional Handling Information ERG #138 ATTACHED							
24 hr. Emergency Contact Tel. No.:				shipment is made under the provisions of ICAO			

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.	Name/Title of Signatory SSG HAZMAT CERTIFIER
	Place and Date 14 SEPTEMBER 2015
	Signature

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE ASSORTED SENSITIVE ITEMS	2. NET QUANTITY PER PACKAGE 1 TRICON	3. TRANSPORTATION CONTROL NO W91VI25274X004XXX
4. CONSIGNMENT GROSS WEIGHT 9170		5. DESTINATION OAI
6. SUPPLEMENTAL INFORMATION SENSITIVE ITEMS		
<p><small>This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept. of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT! (Complete applicable blocks below)</small></p>		
7. DTR REFERENCE PART II CHAPTER 205		
8. HANDLING INSTRUCTIONS SIGNATURE SERVICE		
9. ADDRESS OF SHIPPER SSCI ORUENTY, AFGHANISTAN 09354	10. TYPED NAME, SIGNATURE AND DATE 30 SEPTEMBER 2015	

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved OMB No. 0704-0188
Accession Permitted

K2. AIRCRAFT WEIGHT AND BALANCE

C-130J-30 AF 08-3174

FORM B - HISTORY

FORM B - AIRCRAFT WEIGHING RECORD						6 - POINT		
DATE WEIGHED		MODEL/DESIGN		C-130J-30		SERIAL NUMBER		AF 08-3174
PLACE WEIGHED		TECHNICIAN				DUTY PHONE		
REACTION	SCALE READING	CORRECTIONS	NET WEIGHT	LONG. ARM	LONG. MOM	LAT. ARM	LAT. MOM	
LEFT Main Forward	20,746.7		20,746.7	722.50	14,989,489.08			
LEFT Main AFT	20,526.7		20,526.7	783.00	16,072,382.61			
RIGHT Main Forward	20,840.0		20,840.0	722.50	15,056,900.00			
RIGHT Main AFT	20,120.0		20,120.0	783.00	15,753,960.00			
LEFT NOSE or TAIL	2,210.0		2,210.0	268.00	592,380.00			
RIGHT NOSE or TAIL	2,365.0		2,365.0	268.00	633,820.00			
TOTALS	86,808.3		86,808.3	726.87	63,098,211.69			
LONGITUDINAL MEASUREMENTS								
B1 =	Distance from the jig point to the center line of forward main reactions							
B2 =	Distance from the jig point to the center line of aft main reactions							
I =	Distance from the reference datum line to the jig point							
E1 =	722.50	Distance from the reference datum line to the center line of forward main reactions						
E2 =	783.00	Distance from the reference datum line to the center line of aft main reactions						
D =	Distance between the forward main reactions and the nose or tail reactions							
F =	268.00	Distance from the reference datum line to the center line of nose or tail reactions						
LATERAL MEASUREMENTS								
LMF =	Distance from the lateral reference datum line to the Left Main Fwd reaction							
LMA =	Distance from the lateral reference datum line to the Left Main aft reaction							
RMF =	Distance from the lateral reference datum line to the Right Main Fwd reaction							
RMA =	Distance from the lateral reference datum line to the Right Main Aft reaction							
LNT =	Distance from the lateral reference datum line to the Left Nose or Tail reaction							
RNT =	Distance from the lateral reference datum line to the Right Nose or Tail reaction							
ADJUSTMENTS			NET WEIGHT	LONG. ARM	LONG. MOM	LAT. ARM	LAT. MOM	
Level Weigh - No Correction								
Total (As Weighed Above)			86,808.3	726.87	63,098,211.69			
Total of Column I			-	184.9	708.87	131,048.30		
Total of Column II			+	951.8	773.80	736,329.61		
BASIC AIRCRAFT			87,575.0	727.42	63,704,093.00			
SIMPLIFIED LONG. MOMENT			63,704.09	LAT. MOMENT		CONSTANT		
								1000
SCALE TYPE:		INTERCOMP AC 30.60		REACTIONS USED				
SERIAL NUMBER(S):		6177-61B2		NOSE AND MAIN LANDING GEAR TIRES.				
CALIBRATION ACCURACY:		± 0.1%						
DATE CALIBRATED:		2010/10/06						
CALIBRATION DUE DATE:								
ALTITUDE (ft):		0.00						
LATITUDE:								
CORRECTIONS								
REACTION	CALIBRATION	SCALE	TEMP	EQUIPMENT	OTHER	TOTAL		
LEFT Main Forward								
LEFT Main AFT								
RIGHT Main Forward								
RIGHT Main AFT								
LEFT NOSE or TAIL								
RIGHT NOSE or TAIL								
Remarks								
Weighed per TO 1-1B-50, on platform scales.								
Weighed in the trapped fuel configuration with foam and foam retained fuel.								
Weighed 3 times, average taken.								
DCMA witness declined to be present.								
COLUMN I								
Items Weighed But Not Part of Basic Weight	WEIGHT	LONG. ARM	LONG. MOM	LAT. ARM	LAT. MOM			
Trapped Fuel								
U-7; Internal	151.0	770.40	116,330.40					
Misc. plugs - installed	33.9	434.54	14,717.90					
TOTAL of Items Weighed But Not Part of Basic Weight	184.9	708.87	131,048.30					
COLUMN II								
Basic Weight Items Not in Aircraft When Weighed	WEIGHT	LONG. ARM	LONG. MOM	LAT. ARM	LAT. MOM			
B-25; Liquid Contents	17.0	289.40	4,919.80					
P-2; LOX (25 Liters)	62.9	251.10	15,794.19					
K-2; Toilet Charge (31 Gallons)	25.8	1,033.50	26,664.30					
Unusable Fuel								
U-6; Internal	476.0	761.30	362,378.80					
Miscellaneous	5.0	328.90	1,644.50					
Misc. plugs - stowed	33.9	1,128.34	38,217.02					
U-14; Life Rafts (3)	285.0	817.00	232,845.00					
N-15; Cable - Paratroop Anchor (2)	43.0	1,171.00	50,353.00					
N-18; Reel Assy - Paratroop Static Cable (2)	3.0	1,171.00	3,513.00					
TOTAL Basic Weight Items Not in Aircraft When Weighed	951.8	773.80	736,329.61					

2015/10/08 18:53:54

AWBS 10.0

Page 1

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TAB L

**FACTUAL PARAMETRIC, AUDIO, AND VIDEO DATA FROM ON-BOARD
RECORDERS**

L1. PARAMETRIC DATA..... 2
L2. AUDIO RECORDINGS 2
L3. VIDEO RECORDINGS..... 2
L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA 3

L1. PARAMETRIC DATA

[Parametric data is summarized at L4.]

L2. AUDIO RECORDINGS

Cockpit Voice Recorder (CVR) audio can be found in the file attachments named:

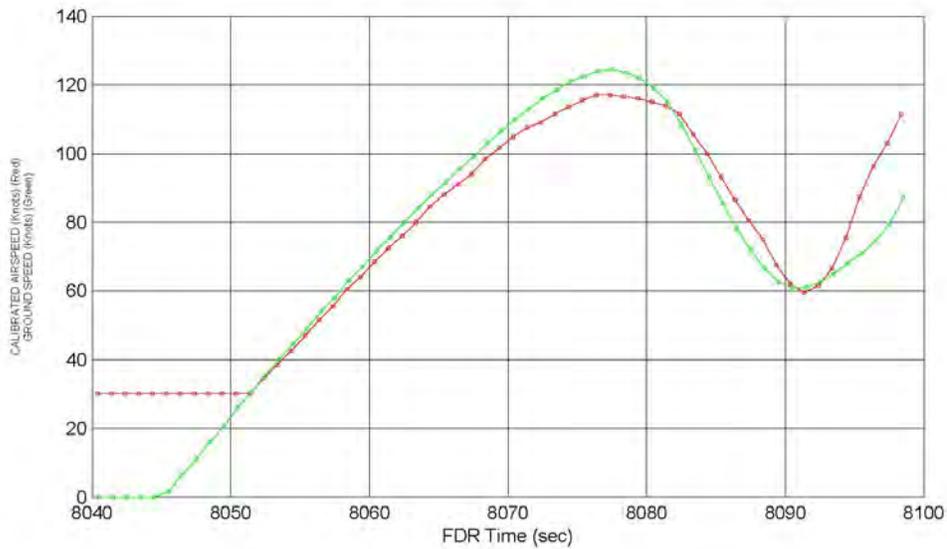
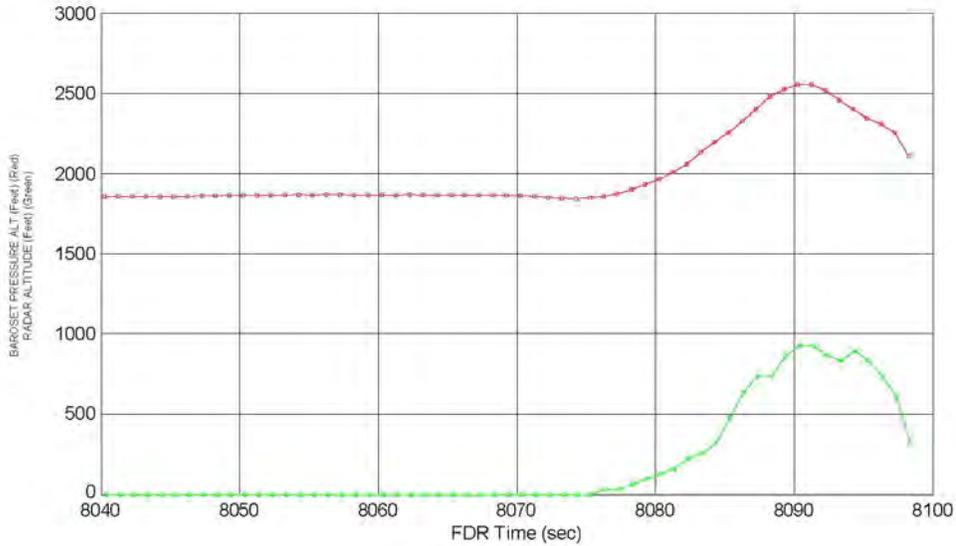
[Per AFI 51-503, paragraph 8.3.12, CVR audio is not included.]

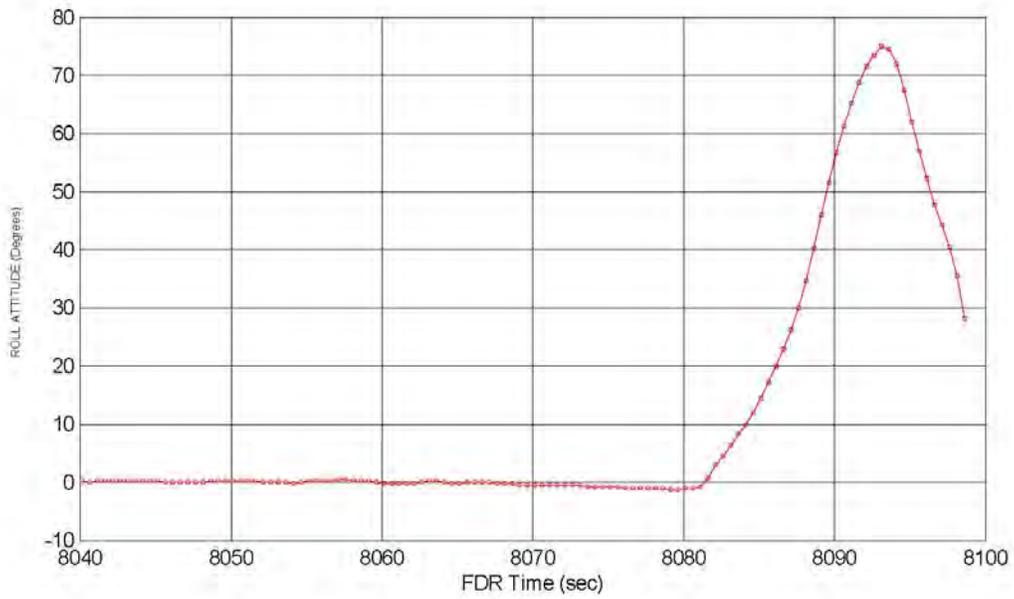
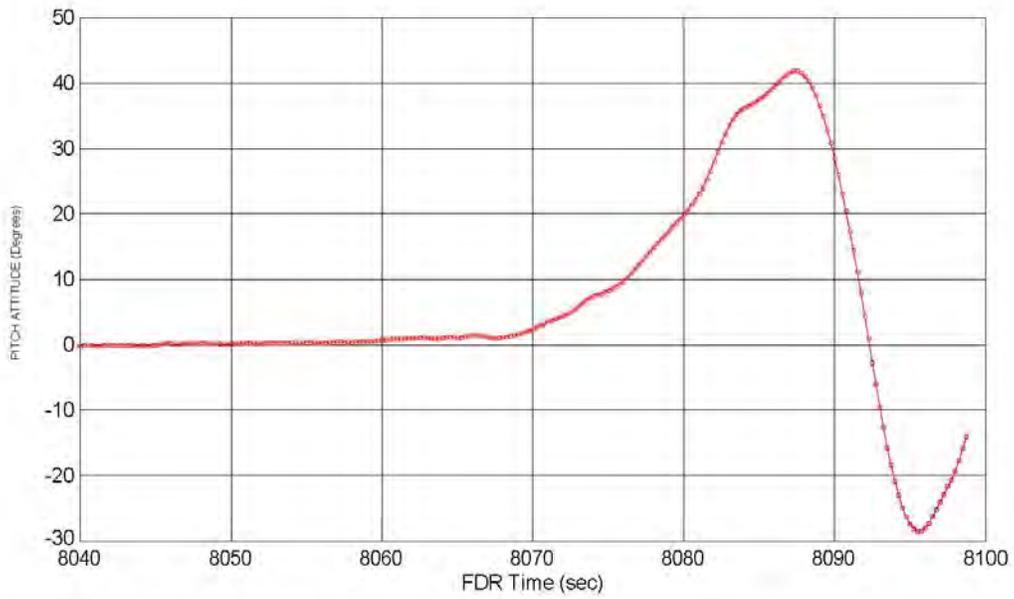
L3. VIDEO RECORDINGS

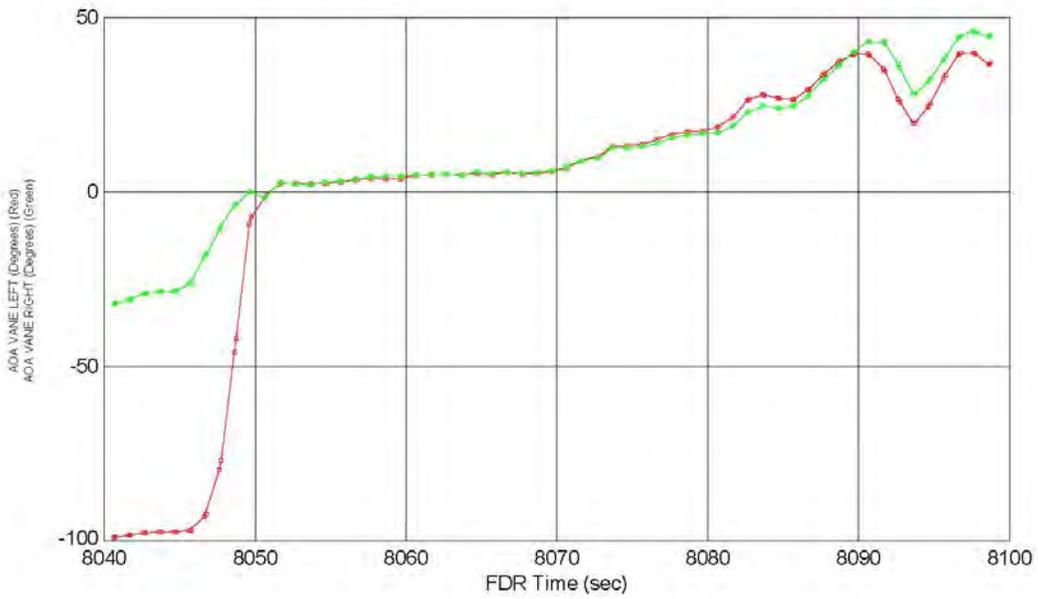
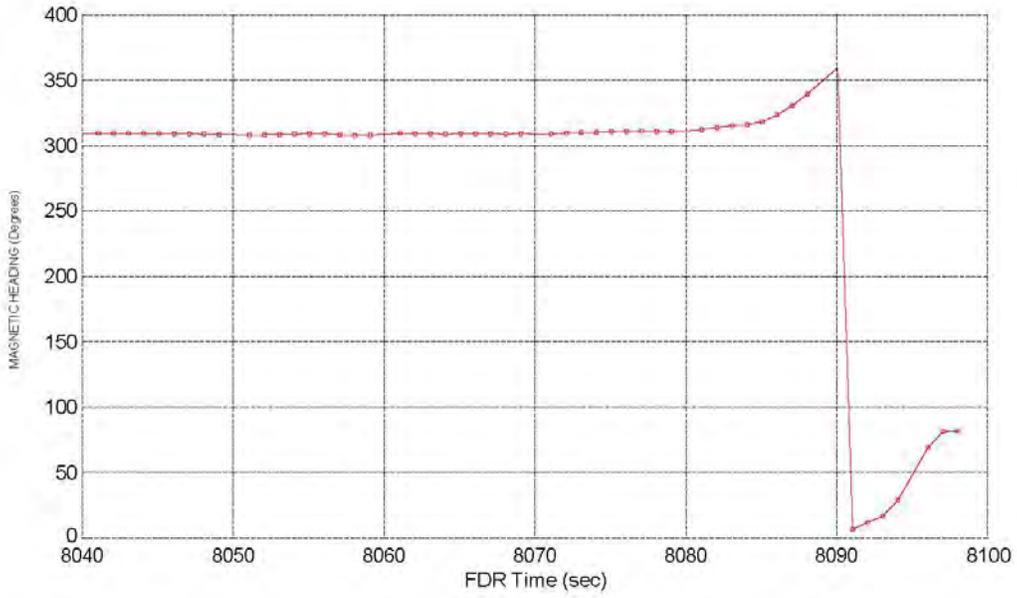
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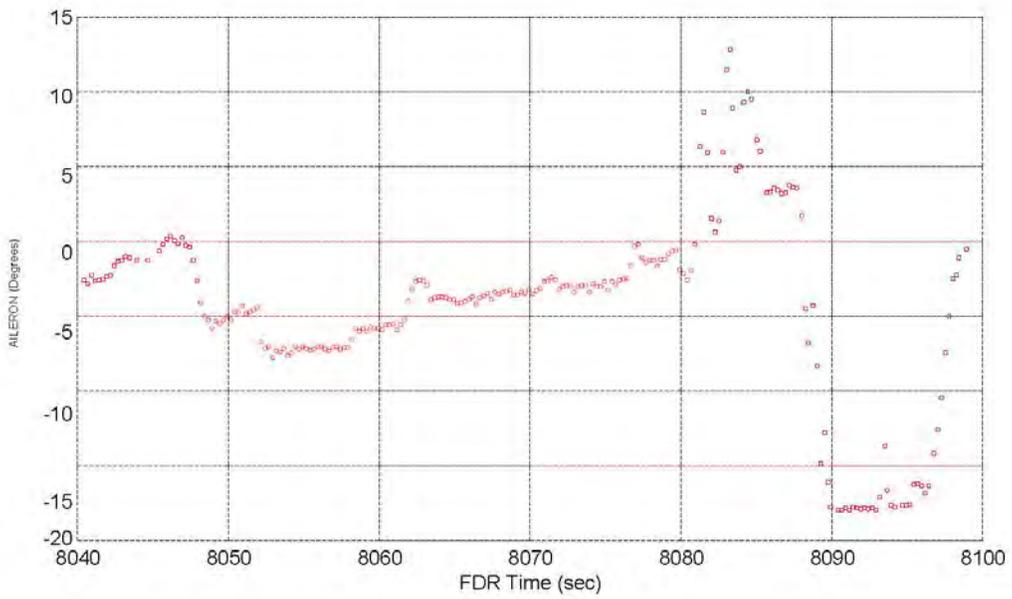
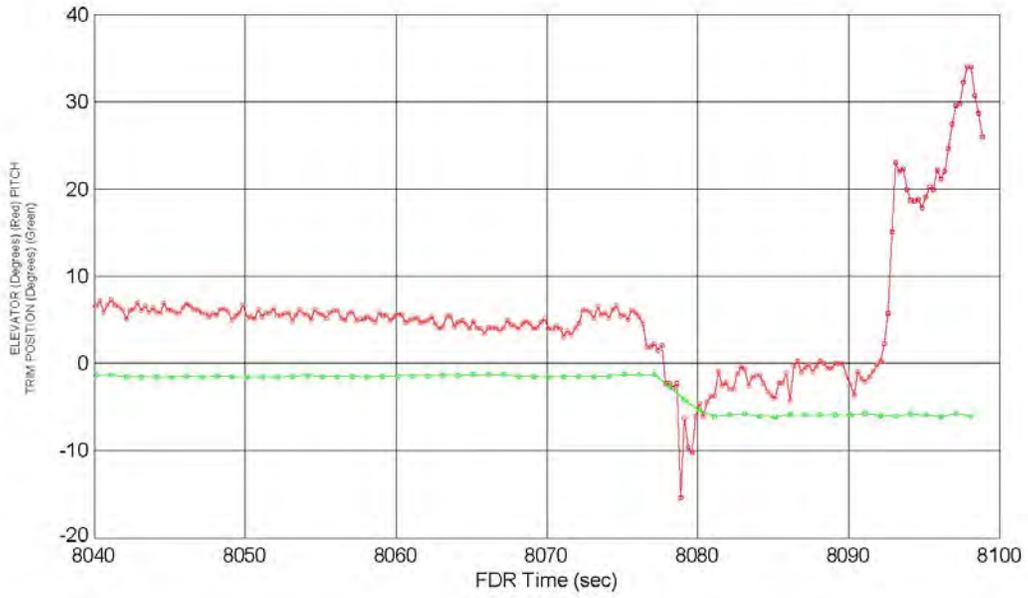
L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA

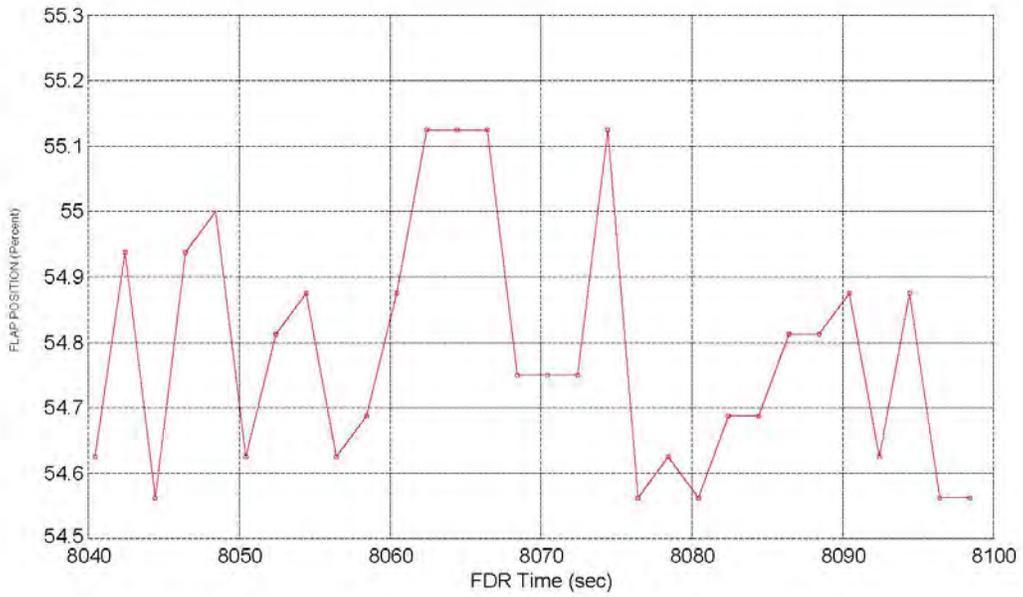
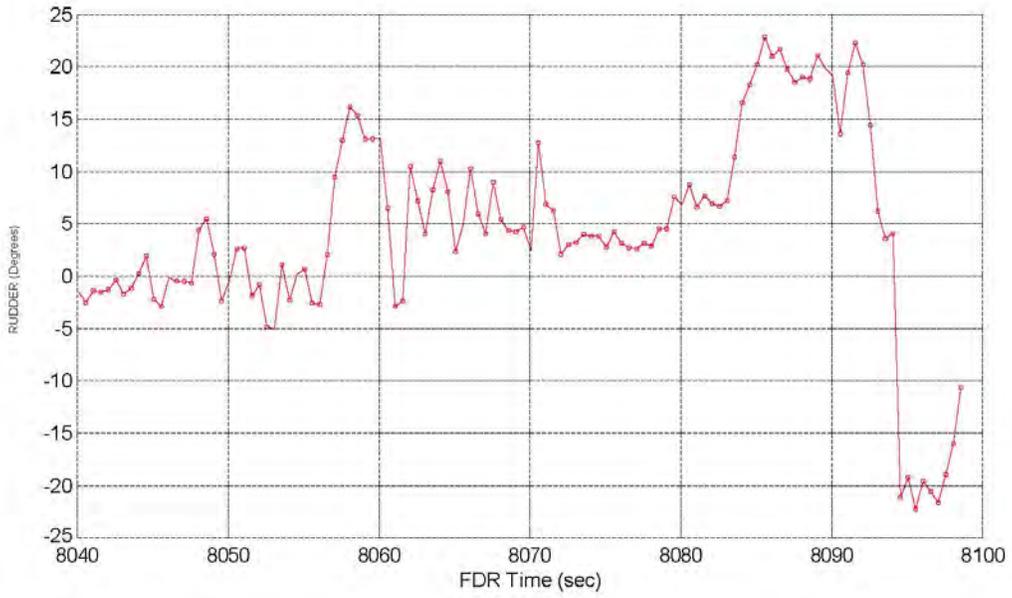
The following graphs and the attachment titled “FDR_Last_Session.xlsx” were generated from the FDR data.

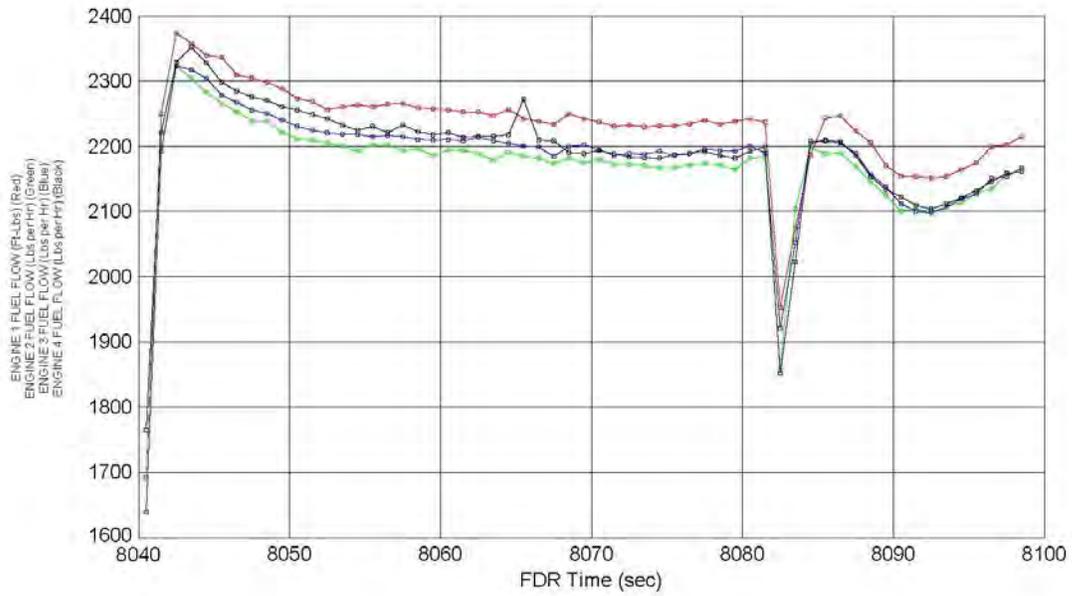
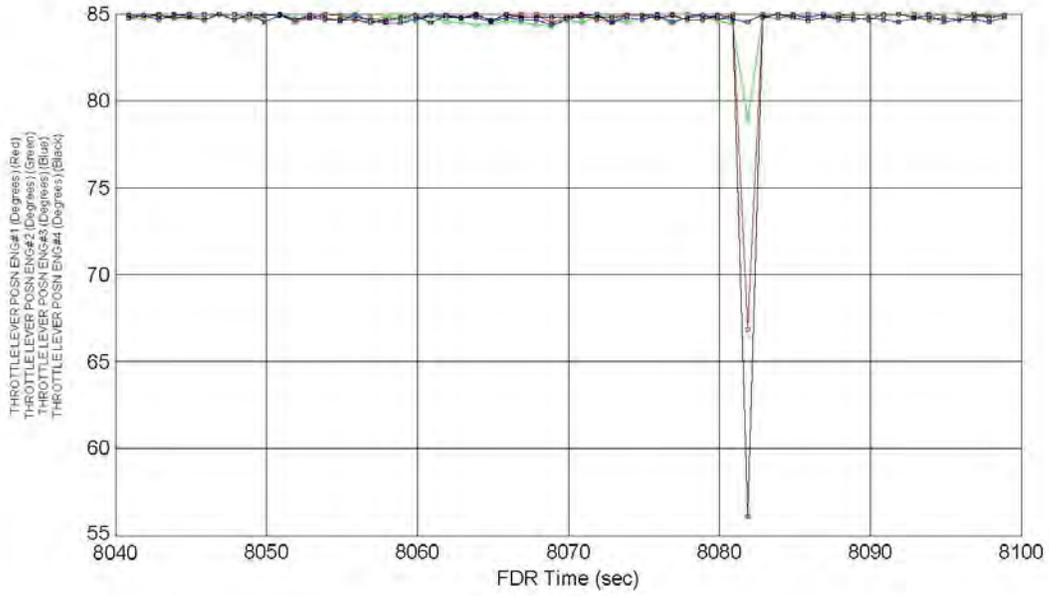


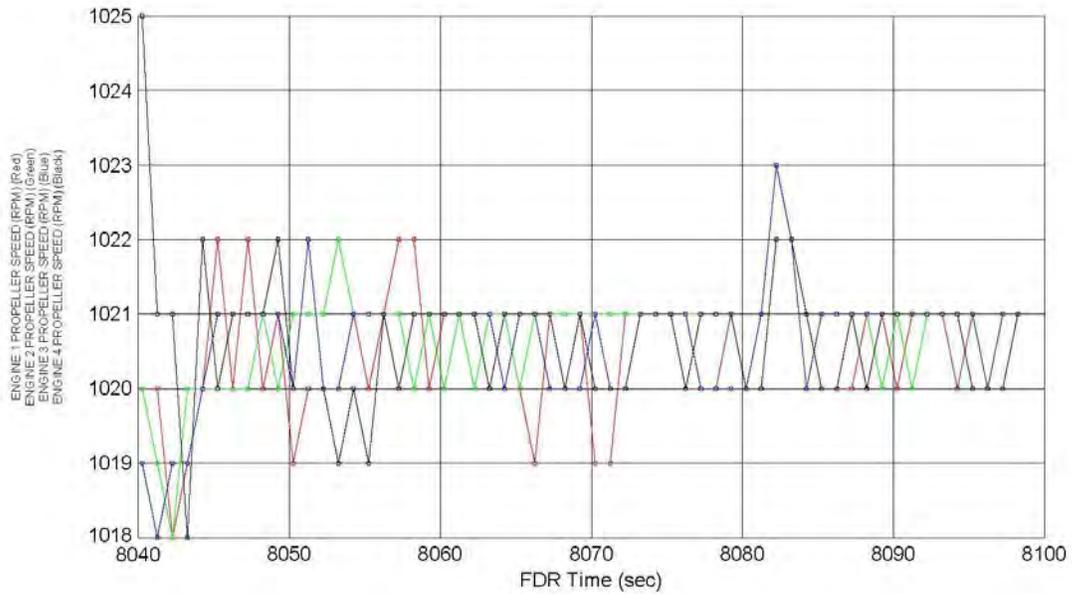
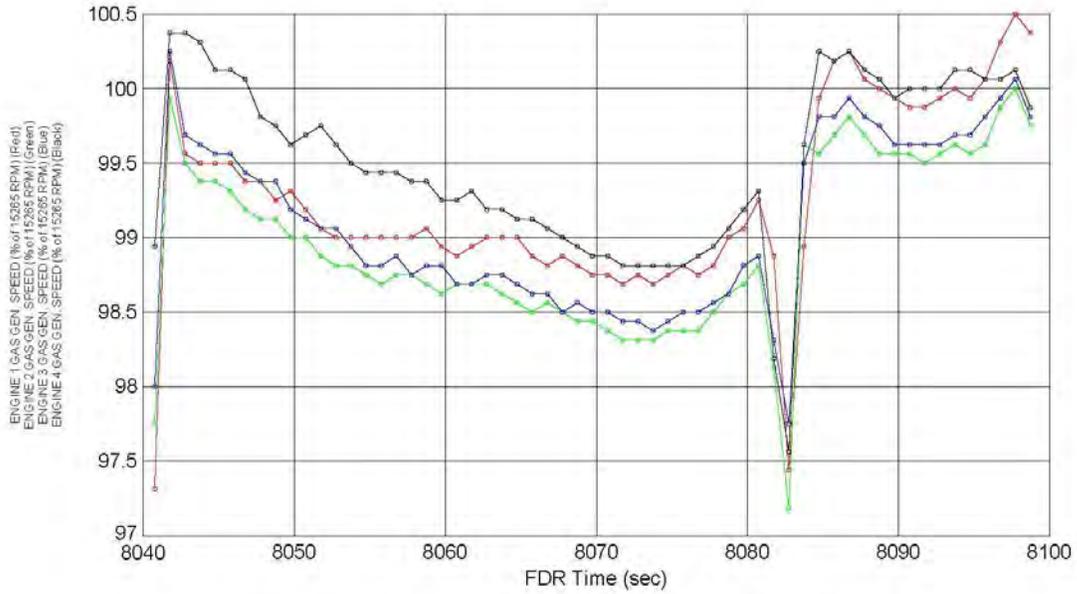


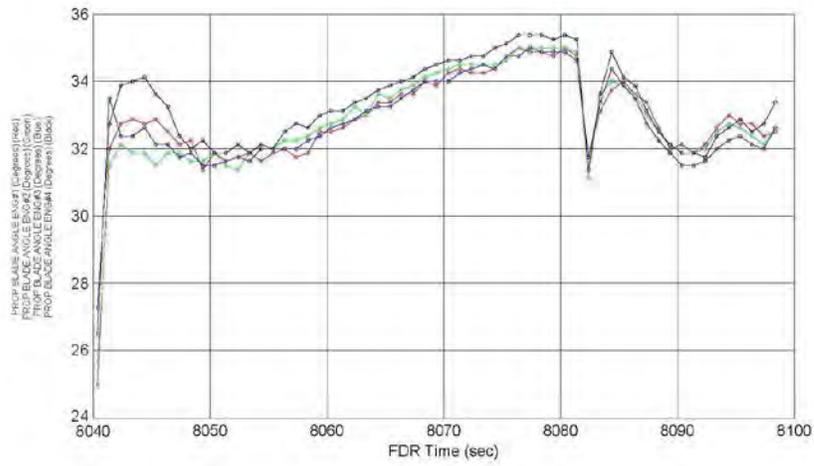
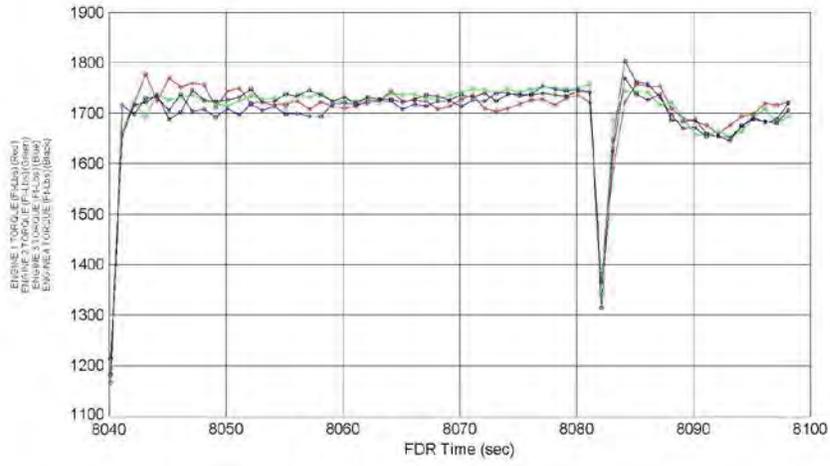


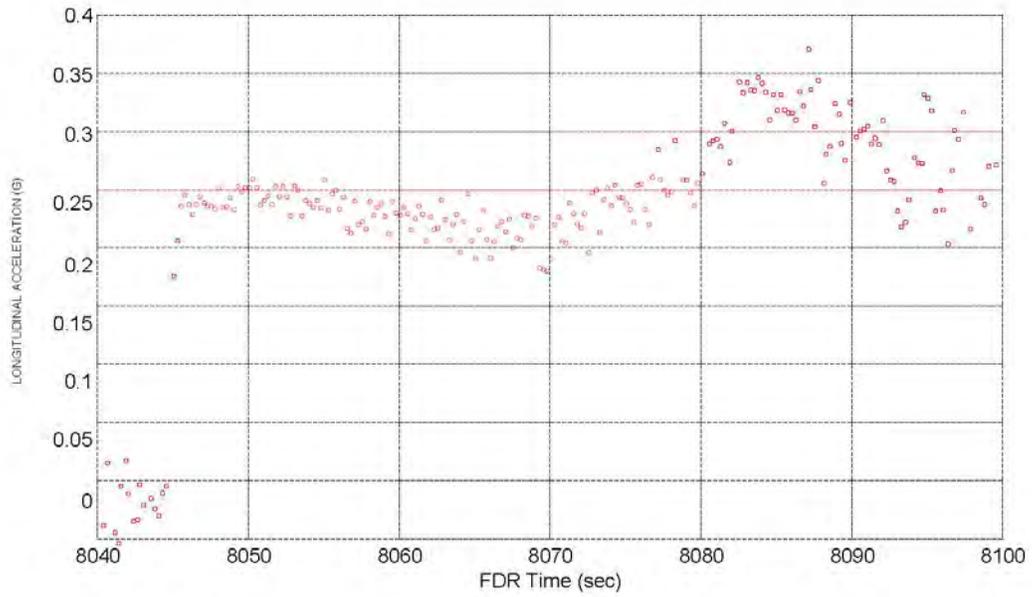
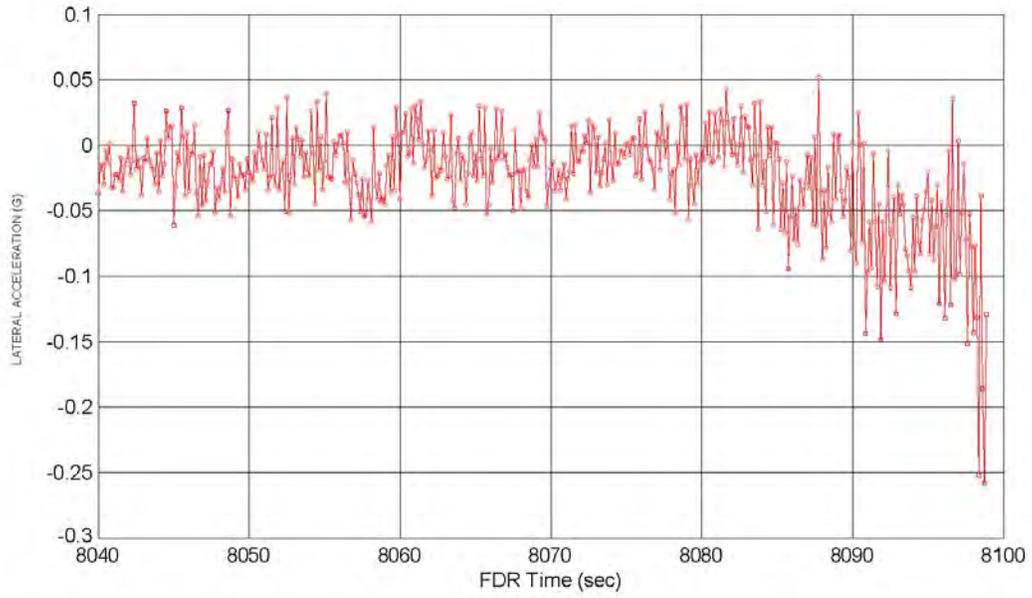


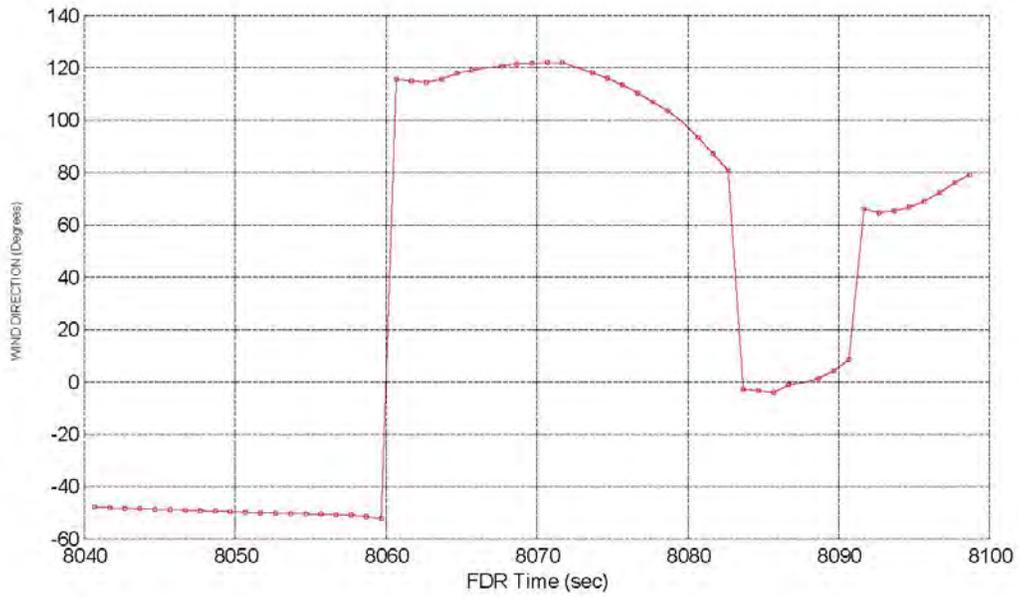
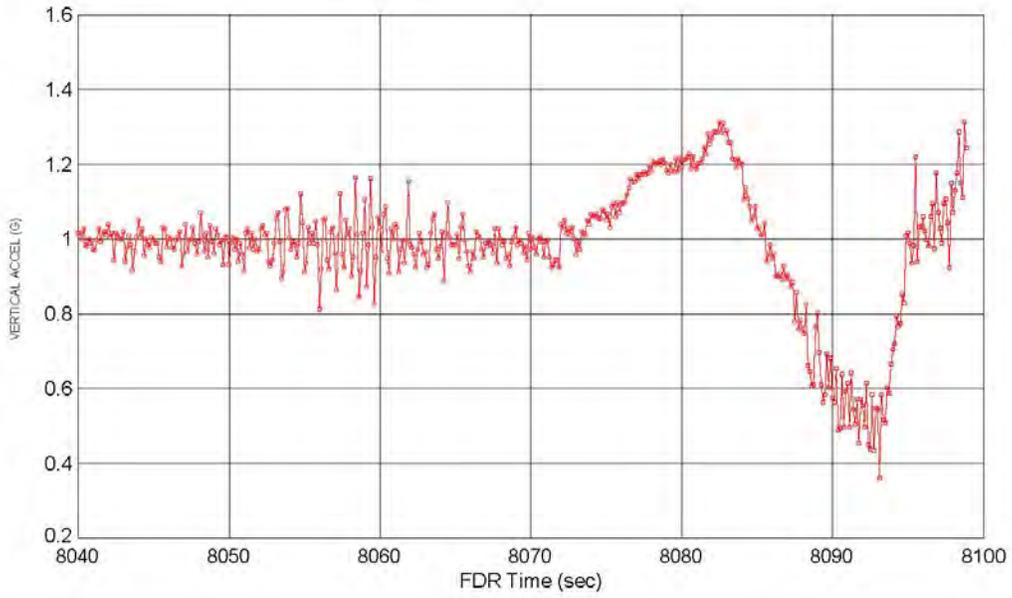


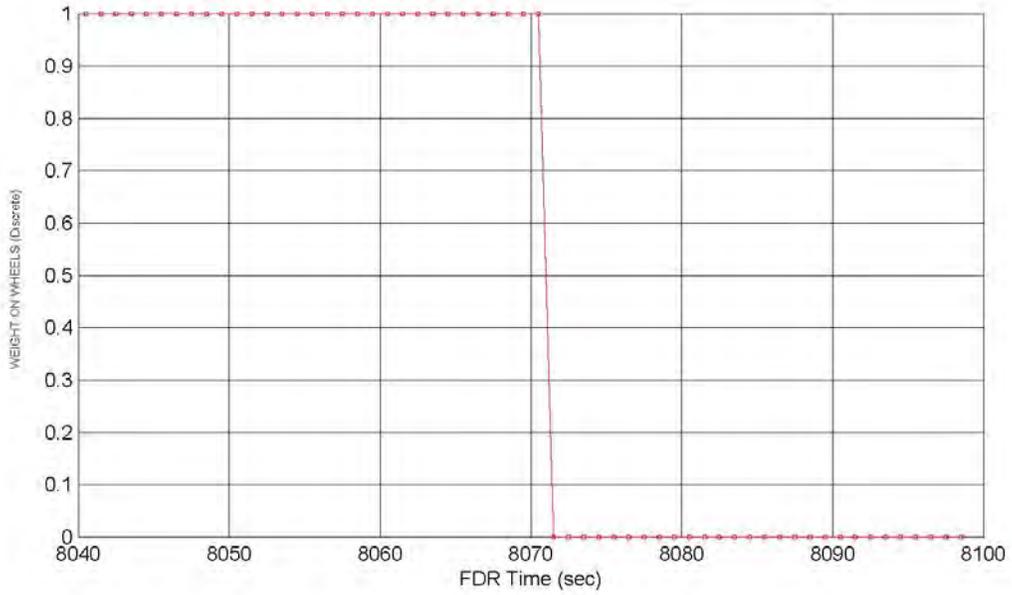
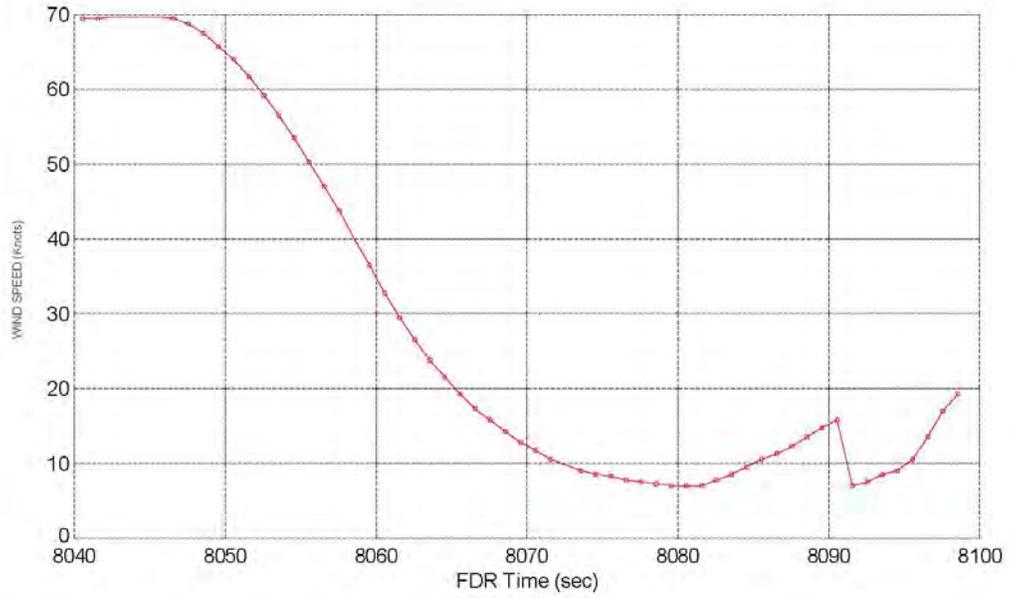












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TAB M

DATA FROM GROUND RADAR AND OTHER SOURCES

M1. MEMORANDUM FOR RECORD 2

M1. MEMORANDUM FOR RECORD



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

23 Oct 15

MEMORANDUM FOR RECORD

FROM: C-130J SIB/BP

SUBJECT: Tab M, Class A Mishap, C-130J, 08-3174, 2 Oct 15

1. There is no data available for Tab M.

SIGNED

SIB/BP, Bng Gen, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB N

TRANSCRIPTS OF VOICE COMMUNICATIONS

N1. COCKPIT VOICE RECORDING TRANSCRIPTS..... 2
 N1.1. TRANSCRIPT OF RECORDING DURING GROUND OPERATIONS..... 2
 N1.2. TRANSCRIPT OF RECORDING DURING MISHAP SORTIE..... 17
N2. AIR TRAFFIC CONTROL TRANSCRIPTS 19
N3. COMMAND AND CONTROL TRANSCRIPTS 20
N4. OTHER AVAILABLE TRANSCRIPTS 20

N1. COCKPIT VOICE RECORDING TRANSCRIPTS

LEGEND

MP : Aircraft Commander (Left Seat)
MCP : Copilot (Right Seat)
ML1: Loadmaster 1
ML2: Loadmaster 2
ACAWS: Automated Caution And Warning System
TOWER: Jalalabad Control Tower

N1.1. TRANSCRIPT OF RECORDING DURING GROUND OPERATIONS

[Starting at time 1:01:36 of the recording.]

MCP : JAF tower, Torque 62 is going to be turning right on Alpha ramp.

Tower: Torque 62, roger

MP : Tell them be advised, there's like fireworks a little bit left of centerline, about uhh just right outside the gate. Or it's fireworks or something, something sparkly.

MCP : Alright

MP : Tell em

MCP : JAF Tower, be advised, we saw some fireworks or something to that effect, just out uh to the left of center line outside the wire

MP : (During tower call) Outboards

MCP : Outboards

Tower: Torque 62, Roger, thank you sir.

MCP : Alright, clear on the right side

MP : ERO checklist, clear ramp and door

MCP : ERO checklist, APU is spinning

MCP : Crew briefing

MP : ERO through the ramp and door, six off

MCP : Clear on the right, I'll watch the K-loader. Should be far enough back though

(Inaudible Kingpin call)

MP : Alright, APU is up

MCP : Switching AP..

MP : Switching APU

MCP : Still clear on the right, plenty clear, *Ding Ding* roger, cargo door open, ready inboards?

MP : Standby, not in a turn, you'll end up stopping

MP : How's that turn?

MCP : Good on the right

MP : Straighten out, brakes, inboards

MCP : Inboards

MP : Parking brake's set, clear to offload

Loadmaster: Roger that.

MCP: Just standby, standby. Flaps set 50, *Ding Ding* ramp and door, (inaudible), trim is set, ramp and door and offload clearance. Land 1845?

MP : Yeah.

MP : Alright, so for intel fireworks....Did you see what I saw? It was, it, I saw it go straight up (interrupted)

ML1: Pilot, Loads going to work

MP : Cool. It was like the little sparklies coming off of it as it went up and then I saw a pop, so it was like a bottle rocket or something

MCP : I didn't...

MP : Yeah, it was on the...

MCP :see that. I know when we were coming around, I saw one that kinda looked like it shot straight up, but I couldn't tell where it was at because I was trying to figure out where the
the runway was

MP : Oh, so you...so, someone is shooting fireworks or something over there

MP : Fireworks, short final

MCP : Fuel 20.6

(Inaudible radio chatter)

MP : Hey FAST, from the AC, give me a thumb-up if you can hear

(Inaudible radio chatter)

MCP : He's got his light on?

MP : Yeah, he has a, IR laser. Alright, what was take-off time, 1820?

MCP : 1820

MP : Land time at 1845?

MCP : Yup. It was 25 minutes, which is point 4.

MP : Cool. Alright, your takeoff, unless we have to do max effort, but we shouldn't.

ML1: Hey, you guys up?

MP : Yup.

MCP : Yup.

ML1: Hey, uh, do you mind raising up...what is it?...The elevator in the back? **[1:07:45 of the recording]**

MP : Yup, got it.

ML1: Cool, thanks.

MCP: Alright, so for legs on this one, I just got, J2, Ginri, JJ2. All we did.

(Inaudible radio chatter)

MP : I sent the message to intel.

(Radio chatter)

MCP : Alright. Standing by payload to uh...

MP : Cool, you got everything uh updated?

MCP : I got the route, the legs, up to uh 55 in the cruise

MP : Slide that open

MP : Best radio call to get to date!

MCP : (Laughs)

MP : Minus those shooting fireworks

MP : I know for a fact those were fireworks because they it had sparkly stuff as it was coming up. I nearly punched the button when I saw the first explosion (laughs) I'd give you some fireworks.

MCP : (Laughs) yeah.

MCP : And then you'd burn their house down

MP : Yeah

MCP : Or you'd light off all the fireworks they have sitting in a box at once.

MP : Which would be cool too.

(Inaudible radio chatter)

MCP : I'll throw my glove and see if I can stick it right here pretty well

MP : (Groans) Alright, my NVG case is holding the nose gear... or the elevator [1:14:00 of the recording]

MCP : (laughs) Well done, sir, well done (laughs)

MP : So, what's your technique for scanning?

MCP : You mean about scanning for threats outside?

MP : Yeah.

MCP : I just, kind of, usually since I'm looking ahead, I just, kind of, start from turning right looking to most of the aircraft, looking down and then back up. Look up a little bit, a little further in the distance coming back to the left.

MP : Yeah. I just notice that you go heads down for a long period of time. Like, especially if you're running a checklist or something. So, like, maybe, to help yourself out, hold the checklist off of, off of your yoke, because you're looking down when we're at low altitudes.

MCP : This deal?

MP : Yeah, something like that. Or, or have it somewhat memorized and then revisit it. You know what I mean?

MCP: Yeah.

MP : I'm not saying memorize it (inaudible) but, just add, or at least read a couple lines, and then look outside, then read a couple lines look outside

(Inaudible radio chatter)

MP : You know what I do, I look cross check up here, so I look at my heading, altitude, airspeed, attitude, and then I, from there I look to my left all the way to the wing tip, where I can see the navigation light and then I look back forward and then back to my cross check again. So, kina, like, a circular motion.

(Inaudible radio chatter)

MP : Does that make sense?

MCP : Yeah.

MP : Cause, you own everything from twelve to three...

MCP : Yeah

MP : ...and I own everything from twelve to the other three, nine.

MCP : (laughs) Alert.

MP : Can you type this from pilot's side, put a text message?

MCP : Just a new message, or...?

MP : Yeah, a new message. Yeah, click that one.

MCP : K

MP : Yeah and the destination JU up on the top left should say seven thousand two seven.

MCP : Yup.

MP : Tell them, just say, pilot side's, uh, vowels are out, but it means explosion and outside.

MCP : Pilot side, what?

MP : Do you see the message below it, the blue one?

MCP : Yeah.

MCP : Fireworks were outside the aircraft, left of centerline

MP : Yeah, just say "explosion, and "t" "s" "d" is outside, outside of base to the left side of center line. Yeah.

MCP : Sent.

MP : (reading message back) (Laughing) We don't speak JSTAR (laughs). They came back and said "we don't speak JSTAR"

MCP : (laughs) .

MP : What's "explosion"? That's what they wanted to know, what that meant. What is "e" "s"... "e" "x" "l" "s" "n" mean.

MCP : To clear this all out just hit clear?

MP : Yeah. Clear. Just say "e" "x" "l" "s" "n" equals explosion.

MP : Yeah. Yeah I don't know what it is, my right side keys aren't working.

MP : See if that'll work.

MCP : We'll...we'll have to watch that uh Humvee if it sits there when we taxi but I think...Oh, he's moving back more.

(inaudible mumbling)

MCP : What are you doing truck?

(Inaudible radio chatter)

ML1: Hey, we're getting five over five

MP : Cool. Are they in the back of the airplane yet? Uhh, you want to poke your head back there and see what's going on?

MCP : Alright.

MP : Just so you can learn, whatever. And whenever the...they start loading like the third pallet I can get papa lima.

MCP : So, I talked to AMD and they said we've got ERO's all night.

MP : No, not EROs. (Talking over MCP) Not EROs- EGO. Early go. Early go!

MCP : EGO. EGO's, do we have to...do we have to keep asking for them?

MP : Yeah, no when we get ahead then we don't have to... we will have to start asking for them.

MCP : Yeah. Heading back there.

MP : 1820 to 1845

(Inaudible radio chatter)

ML1: What's up man?

MP : Yo, is that..is that all it is, 20 tons?

ML1: Yeah, plus another thousand pounds pax

MP : Uh, we're going to be close.

ML1: Yeah, let me finish punching it in here.

MP : Ok. Yeah, takeoff wise we're like on the border.

ML1: Yeah.

MP : So, it's going to be an AMAX takeoff probably.

(Inaudible radio chatter)

ML1: There you go, I've got it updated in the computer.

MP : Cool. So, 40.3. That's heavy as .

ML1: Yeah. We're at 28.6 MAC.

(Inaudible radio chatter)

MP : Hey, do you know what the cargo is?

ML1: Uh, it's the same thing as we had before, just some tall things

MP : Some big conex

ML1: Yeah. Five of them.

ML1: So uh normally whenever it's over like 30,000 pounds give or take we have to input the rest into the pay load, but from what I'm looking at here...

MP : Yeah, so some of the aircraft....some of the aircraft have the new software and you don't have to do that.

ML1: Oh.

MP : So, a good way to check is just go to your index, weight page and see if it shows up.

ML1: Sweet.

MP : Good.

ML1: Awesome.

MP : Awesome.

ML2: Are we going to be able to take it all?

MP : Uh, I'm working numbers.

ML1: Ok, cool.

MP : It's...it's close.

(Inaudible radio talk for multiple minutes)

Ding Ding

ML1: Still figuring things out up there?

MP : What's up?

ML1: Still figuring things out up there?

MP : Yeah, we're good.

ML1: We're good to take it?

MP : Yeah.

ML1: Ok, cool. Alright cool, we'll start loading.

MP : We'll be in Area C the whole time.

ML1: Ok.

(Inaudible radio talk)

ML1: So with that, you're just putting numbers in the computer seeing if the plane could handle it right now or something or what?

MP : Well, it can handle it right now, it's for the landing. I was trying to calculate what we were going to land with fuel wise, because we're going to, if we burn like 2,000 more pounds of fuel, it burns into Area E.

ML1: Gotcha, okay. So fuel burn and..

MP : Yeah

ML1: And our weight there. Ok, cool.

MP : Yea, yeah, So, that was...that was the only thing.

ML1: Gotcha.

MP : We got....we got the runway by, like, 750 feet, so...

ML1: Cool, alright man, I'm going to help them out.

MP : Cool. See ya.

(Inaudible radio chatter)

(Inaudible radio chatter)

ML1: Hey^{MP}

MP : Yo

ML1: Hey, you mind taking it off covert for us real quick?

MP : Uh yeah.

ML1: Are you able to?

MP : Yeah.

ML1: You got it out?

MP : Yeah, it's off covert.

ML1: Huh, ok, so I guess that doesn't solve our PLCU lock light then.

MP : Uh, that should be it. Oh! Maybe 883.

ML1: Yeah, try that. Nope, they're still out.

MP : Uh, what else we got? Out of covert, normal flashers... Huh. The only other thing I can think of is BIU2.

(inaudible radio talk)

ML1: Yeah.

MP : Here let me try to pull that (inaudible)

ML1: Nothing. Yeah, it's weird, the last two that we offloaded, I had to go to the...to the MFCD here to unlock them.

MP : Huh.

ML1: So. Whatever. I'll probably just have to do it again. We'll figure it out.

MP : Ok, yeah, let me know.

ML1: Alright.

ML2: Hey, are you in covert up there?

MP : No, I'm in normal.

ML2: You got weight on wheels switch?

MP : Uh, let me see if I can turn that off.

(radio/tower talk)

MP : Alright, off. Did that work?

ML2: Na, I still don't got PLCUs.

MP : Ok.

ML2: Alright, let me keep on loading.

MP : Alrighty

(radio talk)

“Ding Ding” from airplane x 2

“Ding Ding” from airplane

(radio talk)

MCP : Alright, we've got 5 over 5, the last two loading up now

MP : Cool, we'll get papa lima when that guy lands. Oh, he's already landed.

MCP : Laugh

(radio talk)

MP : JAF tower, Torque 62's 5 over 5, request papa lima

Tower: Torque 62, roger

,

:

MCP : I don't know how many planes I've gotten in on a night flight and I can't see

MP : Can't see [expletive], yeah.

MCP : So, are we doing AMAX?

MP : Alright, yeah, we're going to have to do AMAX. You can take the AMAX. I'm going to stay on the nose wheel a little...

Tower: Torque 62, that's approved, it's Tango Golf

MCP : Tango Golf, thanks, Torque 62

MP : Alright, so your AMAX takeoff. I'm going to stay on the nose wheel a little bit longer than normal, just just cause... Uh, I'm not going to, I'm not going to correct you when you call pilot's controls, but I'm just going to hold it for any type of abort, abort reasons.

MCP : Ok

MP : Uh but the rest, the rest is your brief. When you log it, don't log it as a max effort takeoff, so I don't get questions about it, because you're not, Copilots can't do max effort take-offs. You know what I mean?

MCP : Yeah, I mean, it's your call.

MP : Oh, yeah, your takeoff. I feel...I mean flying-wise you're good, it's all the other

MCP : (Laughs) Touché sir. Alright, I'll go with the brief. So, nothing's changed on the TOLD

MP : Yup.

MCP: So, 47, 45 has already been bugged. I was...when we were up here earlier, I was messing around with the 145 true if we had to make an emergency return. It's 139 back here.

MP : Yeah, here I don't...I don't have anything to worry about here, but yeah, back back there it was 130.

MCP : Yeah.

MP : So might do a max effort landing there, because I don't want you to fly a 145. Did you see the TOLD for the return?

MCP : Yeah. Yeah. I think we would like uhhh....

MP : We'll stay....

MCP : Threshold and touchdown were underneath the 145 true.

MP : Yeah.

MP : For normal, it would. It was right at PLT, but for max it was fine. But whatever.

MCP : Alright, so it will be a right seat...no split...

MP : Static.

MCP :... static...thank you... AMAX effort takeoff Vmca 95, 155 respectfully. No split markers, rotate 111, Vobs 122

MP : 111, 122, cool

ML1: Alright, we're loaded

MP : Cool. Ready to go?

MCP : Uh, so... I can brief on the way

MP : No, you can keep going, I'm not going to rush you. What's FUSS?

MCP : FUSS is going to be uh, 167.

MP : Yeah, way up there.

MCP : Alright, so 167, best climb of 173, we've got a one knot crosswind. Uh AMFLMETO distance 4206, we've got what 65 here. 6460. Ok, we're showing a gross weight of 154.2, max gross weight right now is showing 175 brake energy 175. So we're good on that. Normal up to 162.4 for three engines, so we're good. That's at 152. Now look at two engine type stuff.

MP : We're good. One the way back, we're not good. But we'll...Hey, load? Load? Load? Loadmaster? Loadmaster?

MCP : Operations taxi is standard here....talked about that...

ML1: Ready for taxi

MP : Hey, I need, are any of the pallets jettisonable?

ML1: Are any of them jettisonable?

MP : Yeah.

ML1: Uh, I don't see why they wouldn't be, they're all uh at that super high height though. Let me double check the paperwork real quick.

MP : Ok, uh, just because we're....we're in the dirt for two engine stuff. So I just need to know if it is jettisonable.

ML1: Roger that.

MP : And we can't dump fuel because we'll be in Area E.

MCP : Gotcha. Emergency actions during takeoff, those will stay the same. NVG failure, still the same. I'll look under.

MP : I'll take it, I'll take it.

MCP : If I have NVG...?

MP : Yup. So...what...if you look under, do you think you'll be able to see the runway? Like with very sparse lighting?

MCP : Oh gotcha.

MP : So I'll take it if you lose it, you go ahead and look under but I'll take the takeoff.

MCP : Roger. Going up to...say... 15-5

MP : Do 14-5 it's even.

MCP : Yup, 14-5, but how did we do 14-5 on the way out?

MP : Non-standard

MCP : That was bravo sector, so we'll expect runway heading for a little bit off or offset to the left, for any they got going to the right. Any questions, anything to add for emergency actions?

MP : Nothing to add. Let's get taxi and bravo sector departure up to 14-5.

MCP : Do you want A/C packs off for the takeoff?

MP : No. Did you do TOLD for bleed off?

MCP : No, that's a good point, so we make it...alright. We got papa lima

MP : Yeah...say...Request taxi runway 3-1 and we'll be departing out bravo sector 14-5.

MCP : JAF tower, Torque 62 requests taxi for runway 3-1, up to...uh...tactical departure up to 14-5.

MP : Bravo

MCP : Bravo sector.

MP : (Laughs) You started off so positive.

Tower: Torque 62, roger, runway 3-1, back taxi full length line-up and wait

MP : Line-up and wait

Ding Ding

MCP : Torque 62 back taxi to 3-1 will line up and wait. Ramp open

MP : Cool. Loads you ready? Loads?

MCP : I got them right here, I'm going to yell hold on. Hey^{ML1} !

ML1: Hey yeah, I don't see why any of them wouldn't be jettisonable, but we have uh Haz 9.

MP : Ok

ML1: I don't know if that's a big deal or not...

MP : No

ML1:... but I didn't know.

ML2: You got it?

ML1: Yeah it's over here

ML2: Alright, I'm going to close up.

MP : Cool.

ML2: Clear to taxi!

MCP : Hey, ^{ML1}, were you wanting a brake check?

ML2: Uh, yeah, I want that

ML1: Yeah, every time we have big stuff like this, just give us a quick brake check.

MP : Cool. Rolling.

ML2: Rolling!

MP : Do we have the FAST guys?

MCP: ^{ML1}, do we have our FAST guys?

ML1: Yeah. I'm going to go back to the back now.

MP : See ya

MCP : Alright, continuing the ERO checklist. We got our taxi clearance, departure set-up complete, Copilot

MP : Pilot.

MCP: CNI-MU checked, Copilot

MP : Pilot

MCP: Departure briefing complete. Unless there are any questions.

MP : No questions.

MCP : Brakes are normal. Standing-by, up speed.

MP : Roger. Hey ^{ML2}, is ^{ML1} on head set?

MCP : ^{ML2}, you up?

MP : We'll have to come up with something so we know which loadmaster is on headset. Or off.

MCP : ^{ML1} said he was going off to go to the back.

MP : Yeah.

MCP : ^{ML2} was on.

MP : Ramp's all closed up.

MCP : Clear right and above. Yep ramp is closed.

MCP : Any loads up?

MP : Loads?

MP : Clear outboards.

MCP : Roger, outboards. Outboards have it, switching aircraft power.

MP : Roger.

MCP : Inboards?

MP : Clear.

MCP : Clear.

ML1: Check, check.

MP : Hey...uh...ready for brake check?

MCP : We're aircraft power.

ML1: Brake check.

MP : Alright brake check. Does that work for you?

ML2: good

ML1: She's good. We're solid.

MP : Cool.

MCP : Cool. Low Speed Ground Idle switches are normal, APU is shutting down. Flaps set 50, trim is set...defensive...operate and manual.

MCP : ERO checks.

ML1: Complete load.

MCP : Copilot. I did not look up the pitch attitude, do you want me to go up to 15?

MP : Yup, 15 will be good.

MCP : Roger.

MCP : Alright, ERO checks are complete

MP : Go to...Meet the energy carrot, that's normally the best. Checklist called complete?

MCP : ERO check list is complete.

MP : Cool.

MCP : Do you have your check list out or do you want to use mine for...?

MP : I got mine. I got mine.

MCP : Cool. (inaudible mumble)

MP : Give me a mark.

MCP : Got it.

(Inaudible comment)

MCP : It's about 1945. And you're clear on the right.

MP : Cool. Call ready.

MCP : JAF tower, Torque 62 is ready for takeoff 3-1
 Tower: Torque 62, very well, runway 3-1, wind 2-2-0 at 3, cleared for takeoff
 MCP : Torque 62 cleared for takeoff, 3-1
 MCP : Oh, you know what I did not brief is acceleration check time.
 MP : Can you get the hack on that?
 MCP : Yup, 24 seconds, we're looking for 100 knots and at least 97.
 MP : Cool.
 ML1: You mind pulling 8-8-3?
 MP : Roger. 8-8-3 pulled.
 ML1: Sweet, thanks
 MP : Copilots controls.
 MCP : Copilots controls, your nose wheel steering. Power is coming in, we are cleared for takeoff
 1945. Power is set.
 MP : Power checks

N1.2. TRANSCRIPT OF RECORDING DURING MISHAP SORTIE

TIME (Z)	CVR TIME	CALLSIGN	REMARKS
19:45:24	2:03:20	MCP	And hack
19:45:42	2:03:37	MCP	Copilot's controls, let me know when you're off
19:45:45	2:03:40	MP	Co's controls...yup, I'm not t...I'm just touching...not...
19:45:47	2:03:42	MCP	Okay, roger
19:45:48	2:03:43	MP	Not controlling
19:45:49	2:03:44	MCP	24 seconds
19:45:50	2:03:45	MP	Rotate
19:45:52	2:03:47	MP	You're a little early
19:45:54	2:03:49	MCP	It's going off on its own
19:45:56	2:03:51	MCP	Ahh
19:45:58	2:03:53	MCP	Trim failure
19:45:59	2:03:54	MP	Here, go emergency
19:46:00	2:03:55	MP	Go emergency
19:46:01	2:03:56	ACAWS	Stall
19:46:02	2:03:57	MCP	Emergency
19:46:03	2:03:58	ACAWS	Stall

19:46:04	2:03:59	MP	Go emergency
19:46:05	2:04:00	MP	Hey! Go emergency, pilot's controls
19:46:06	2:04:01	MCP	It's in emergency
19:46:07	2:04:02	ACAWS	Stall, stall
19:46:09	2:04:04	MCP	Pilot's controls
19:46:10	2:04:05	MP	Pilot's controls
19:46:11	2:04:06	MP	Oh
19:46:12	2:04:07	ACAWS	Right rudder
19:46:12	2:04:07	MP	Oh
19:46:13	2:04:08	MP	Hey
19:46:14	2:04:09	ML2	What's going on
19:46:15	2:04:10	MP	Hey, were going down
19:46:16	2:04:11	MP	We're going down
19:46:16	2:04:11	ACAWS	*Whoop Whoop*
19:46:17	2:04:12	MP	We're going down

--END TRANSMISSION--

N2. AIR TRAFFIC CONTROL TRANSCRIPTS**DATE: 1 Oct 15 (Z)**

Note: The time stamp on the tower tapes differs from that of the cockpit voice recorder.

Time (Z)	CALLSIGN	REMARKS
18:34:20	TORQUE 62	JAF Tower TORQUE 62
18:34:23	Tower	TORQUE 62 JAF TOWER altimeter 3001 say request
18:34:36	TORQUE 62	JAF Tower TORQUE 62 approximately 15 minutes out entering Bravo sector looking for right downwind and weather
18:34:51	Tower	TORQUE 62 enter a right downwind from runway 31, report entering the downwind
18:35:10	TORQUE 62	TORQUE 62 wilco and state winds please
18:35:13	Tower	TORQUE 62 winds 290 at 3. Temperature 22 and report crossing runway center aisle
18:35:16	TORQUE 62	TORQUE 62 wilco
19:43:21	Torque 62	JAF Tower, Torque 62 requests taxi for runway 31, like to uh Tactical departure up to 14-5, Bravo sector
19:43:35	Tower	Torque 62. Roger. Runway 31, back-taxi full length. Lineup and wait
19:43:41	Torque 62	Torque 62 back-taxi to 31. Lineup and wait.
19:48:25	Torque 62	JAF Tower, Torque 62 is ready for takeoff 31
19:48:30	Tower	Torque 62, very well, runway 31, wind 220 at 3, cleared for takeoff.
19:48:36	Torque 62	Torque 62 cleared for takeoff 31
19:49:54		Mic key only
19:49:57		Mic key only
19:50:09	Torque 62	Torque 62's Going Down
19:50:12	Tower	Wavering Tones begin (They continue for 6 minutes and 8 secs.)
19:50:14	Tower	Oh ... (different voice in background)
19:50:19		Mic key only
19:50:24	Gun 22	JAF Tower Gun 22 < Unintelligible>
19:51:02	Gun 22	JAF Tower Gun 22
19:51:04	Tower	Gun 22 JAF Tower
19:51:05	Gun 22	JAF Tower Gun 22...< Unintelligible> ...flight.... <Unintelligible> request uh immediate departure for the uh fire
19:51:10	Tower	Gun 21 use caution, runway 31, winds calm, clear for takeoff
19:51:13	Gun 22	31 Clear, we will be operating in sector, please close this down
19:51:22	Tower	Gun 22 are you a flight or single-ship?
19:51:25	Gun 22	We'll be a flight, Sir
19:51:27	Tower	Gun 22 Roger

N3. COMMAND AND CONTROL TRANSCRIPTS

No data available.

N4. OTHER AVAILABLE TRANSCRIPTS

No data available.

TAB O

ANY ADDITIONAL SUBSTANTIATING DATA AND REPORTS

O1. DOCUMENTS OR RECORDS REVIEWED BY THE SIB 2
O2. AIRCREW EXPERIENCE GRAPHS..... 6

01. DOCUMENTS OR RECORDS REVIEWED BY THE SIB

- T.O. 1C-130J-1Flight Manual USAF Series C-130J Aircraft (1 July 2011)
- T.O. 1C-130J-1CL-1Flight Crew Checklist Pilot USAF Series C-130J Aircraft (1 July 2011)
- T.O. 1C-130J-1-4Communication/Navigation/Identification-Management System (CNI-MS) operation Manual USAF Series C-130J Aircraft (1 July 2011)
- T.O. 1C-130J-2-00FR-00-1.. Fault Reporting Systems 21 Through 27 USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-00FR-00-2.. Fault Reporting Systems 28 Through 34 USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-00FR-00-3.. Fault Reporting Systems 35 Through 99 USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-00GV-00-1.. General Vehicle Manual USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-00WD-00-1. Airplane Wiring Diagrams USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-22FI-00-1... FAULT ISOLATION ORGANIZATIONAL MAINTENANCE DIGITAL AUTOPILOT/FLIGHT DIRECTOR SYSTEM FAULT CODES 220XXXX - 225XXXX USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-22GS-00-1.. General System Digital Autopilot Flight Director System USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-24GS-00-1.. General System Electrical System USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-24JG-20-1.. Job Guide Electrical System Ac Power USAF C-130J Series Aircraft (15 July 2004)
- T.O. 1C-130J-2-27FI-00-1... FAULT ISOLATION ORGANIZATIONAL MAINTENANCE MECHANICAL FLIGHT CONTROLS FAULT CODES 270XXXX - 278XXXX USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-27GS-00-1.. Tech MNL - General System - Flight Control Systems, USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-27JG-00-1...JOB GUIDE FLIGHT CONTROLS GENERAL MAINTENANCE USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-27JG-30-1... TECH MNL - JOB GUIDE - FLIGHT CONTROLS ELEVATOR CONTROL, USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-27JG-30-2... TECH MNL - JOB GUIDE - FLIGHT CONTROLS ELEVATOR TRIM, USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-27JG-30-3... TECH MNL - JOB GUIDE - FLIGHT CONTROLS STALL WARNING, USAF C-130J SERIES AIRCRAFT (15 Jan 2004)

- T.O. 1C-130J-2-31FI-00-1... Fault Isolation Organizational Maintenance Indicating And Recording Systems Fault Codes 310XXXX - 313XXXX USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-31GS-00-1.. General System Indicating And Recording SYSTEMS USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-31GS-00-2...Technical Manual General System Indicating And Recording Advisory, Caution, And Warning System (ACAWS) USAF C-130J Series Aircraft (1 July 2009)
- T.O. 1C-130J-2-31JG-10-1...Job Guide Indicating And Recording Control Panels USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-31JG-30-1... TECH MNL - JOB GUIDE - INDICATING AND RECORDING SYSTEM RECORDERS, USAF C-130J SERIES AIRCRAFT (15 Jan 2004)
- T.O. 1C-130J-2-32GS-00-1... Technical Manual General System Landing Gear USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-32JG-00-1...Job Guide Landing Gear General Maintenance USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-32JG-60-1...Job Guide Landing Gear Position And Warning USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-34GS-00-1... General System Navigation Systems USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-34JG-10-1...Job Guide Navigation Pitot-Static, Distributed Air Data System, Radar Altimeter, Standby Instruments And Angle Of Attack Sensor USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-36GS-00-1...Tech Mnl - General System - Pneumatics, USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-36JG-00-1...Job Guide Pneumatics USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-45GS-00-1...General System Data Transfer and Diagnostic System USAF C-130J Series Aircraft (5 January 2011)
- T.O. 1C-130J-2-45JG-30-1...Job Guide Data Transfer and Diagnostic System USAF C-130J Series Aircraft (1 July 2011)
- T.O. 1C-130J-2-46GS-00-1...Tech MNL - General System - System Integration and Display, USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-52GS-00-1...General System Structural Doors USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-52JG-00-1...Job Guide Structural Doors General Maintenance USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-53JG-00-1...Tech MNL - Job Guide - Fuselage Structure, USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-2-71FI-00-1... Tech MNL - Fault Isolation Org Maint - Power Plant Fault Codes 710XXXX - 717XXXX, USAF C-130J Series Aircraft (15 July 2005)

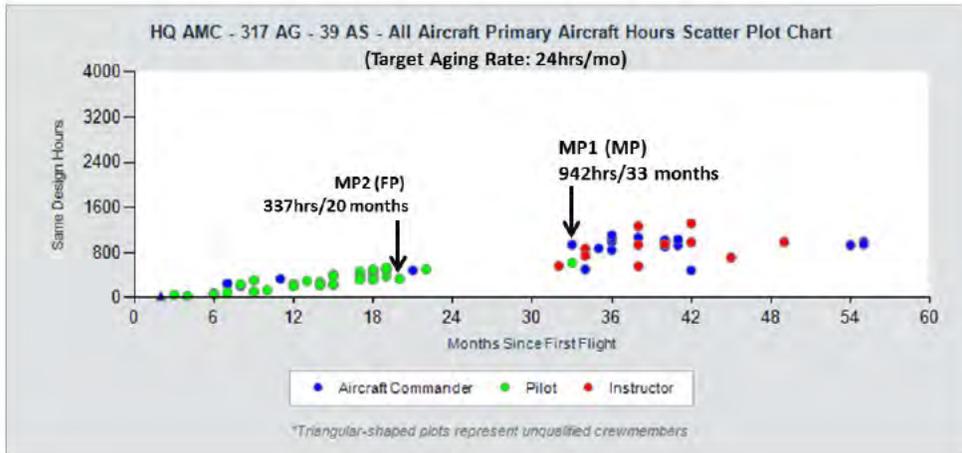
- T.O. 1C-130J-2-77FI-00-1... Fault Isolation Organizational Maintenance Engine Indicating Fault Codes 770XXXX - 775XXXX USAF C-130J Series Aircraft (15 July 2005)
- T.O. 1C-130J-2-79FI-00-1... Fault Isolation Organizational Maintenance Engine Oil Fault Codes 790XXXX - 793XXXX USAF C-130J Series Aircraft (15 July 2005)
- T.O. 1C-130J-2-79JG-00-1... Job Guide Power Plant Engine Oil USAF C-130J Series Aircraft (15 January 2004)
- T.O. 1C-130J-4-27-1..... Illustrated Parts Breakdown Organizational Maintenance Flight Controls USAF C-130J Series Aircraft (1 January 2012)
- T.O. 1C-130J-4-31-1..... Illustrated Parts Breakdown Organizational Maintenance Indicating and Recording USAF C-130J Series Aircraft (1 January 2012)
- T.O. 1C-130J-4-34-1..... Illustrated Parts Breakdown Organizational Maintenance Navigation USAF C-130J Series Aircraft (1 January 2012)
- T.O. 1C-130J-4-46-1..... Illustrated Parts Breakdown Organizational Maintenance System Integration and Display USAF C-130J Series Aircraft (1 January 2012)
- T.O. 1C-130J-4-79-1..... Illustrated Parts Breakdown Organizational Maintenance Engine Oil USAF C-130J Series Aircraft (1 Jul 2011)
- T.O. 1C-130(C)J-5-2..... Loading Data Manual USAF Series C-130J(Long) Aircraft (1 July 2011)
- T.O. 1C-130(C)J-1-1..... Flight Manual Performance Data USAF Series C-130J (Long) Aircraft (1 July 2011)
- T.O. 1C-130J-6..... Aircraft Scheduled Inspection and Maintenance Requirements USAF C-130J Series Aircraft (1 January 2012)
- T.O. 1C-130J-6WC-10..... Work Cards Preflight/Thruflight/Postflight/Combined Pre/Postflight Inspection USAF Series C-130J Aircraft (1 July 2011)
- T.O. 1C-130J-6WC-14..... WORK CARDS A/B/C1/C2 CHECK INSPECTION USAF SERIES C-130J AIRCRAFT (1 Jul 2011)
- T.O. 1C-130J-9 Cargo Loading Manual USAF Series C-130J Aircraft (1 July 2011)
- T.O. 1C-130J-1000..... INSPECTION OF FLIGHT CONTROL TRANSDUCERS ON SELECTED C-130J AIRCRAFT (15 Aug 2015)
- AFI 00-20-1..... Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures (15 June 2013)
- AFI 11-2C-130JV1C-130J Aircrew Training (21 August 2012)
- AFI 11-2C-130JV3Flying Operations (8 December 2009)
- AFI 11-2C-130JV3 Add_A...C-130J Operations Configuration/Mission Planning (18 November 2011)
- AFTTP 3-3.C-130J.....Combat Aircraft Fundamentals C-130J (26 March 2014)
- AFMAN 11-217V1.....Instrument Flight Procedures (22 October 2010)
- AFI 20-101.....Integrated Life Cycle Management (7 March 2013)

CA06D0001-2015-000041... FA8504-06-D-0001-1000 CLIN 9057 – Non-Illustrated
Parts Breakdown and Equipment List, Technical Manuals
J12B09A128A..... CRITICAL ITEM PERFORMANCE SPECIFICATION
FOR THE C-130J DIGITAL FLIGHT DATA RECORDER
POSITION TRANSDUCER

O2. AIRCREW EXPERIENCE GRAPHS

Note: These graphs were generated by the squadron to indicate the relative experience level of the mishap crewmembers. The arrows denote the exact location of the members on the graph, not SIB analysis.

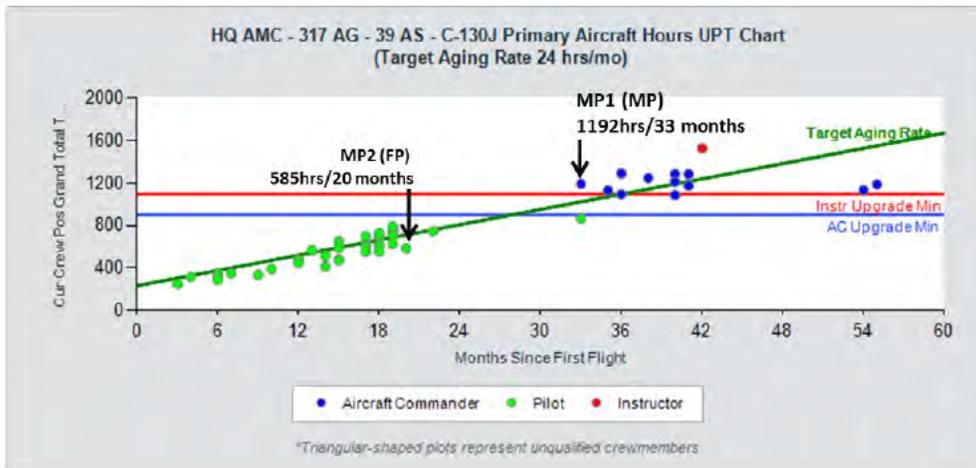
All Aircraft Primary Aircraft Hours Scatter Plot Chart



ARMS Last Updated: 29 Oct 15

Report Date: 29 Oct 15

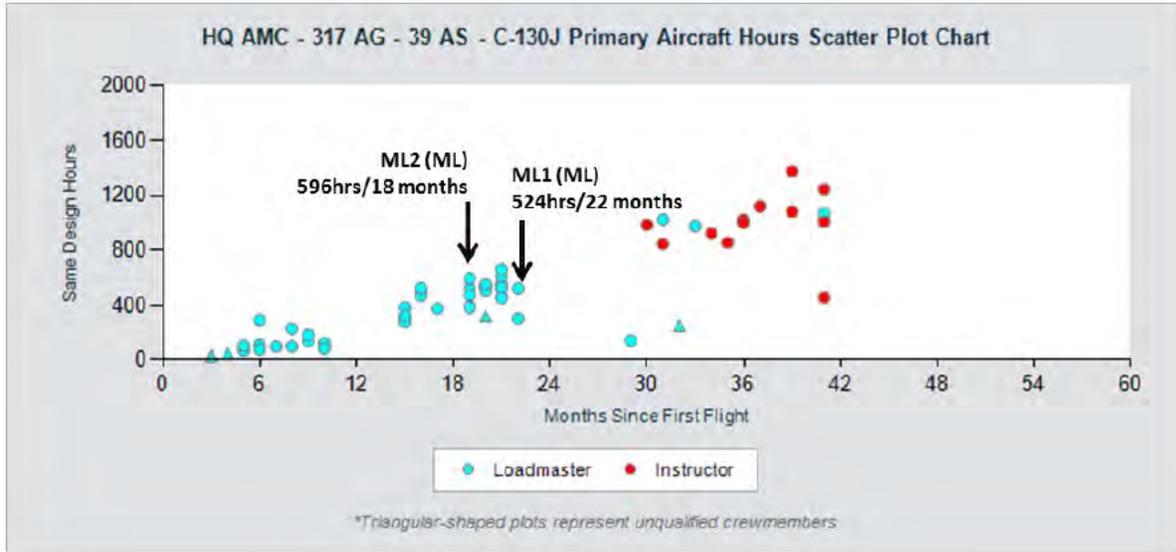
All Aircraft Primary Aircraft Hours Scatter Plot Chart



ARMS Last Updated: 29 Oct 15

Report Date: 29 Oct 15

C-130J Primary Aircraft Hours Scatter Plot Chart



INTENTIONALLY

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TAB P

DAMAGE SUMMARIES

P1. ENVIRONMENTAL CLEAN-UP COSTS..... 2
P2. NON-DOD PROPERTY DAMAGE COSTS..... 2
P3. ITEMIZED DOD PROPERTY DAMAGE COSTS 2

P1. ENVIRONMENTAL CLEAN-UP COSTS

Due to the combat environment, there are no environmental clean-up costs associated with this mishap.

P2. NON-DOD PROPERTY DAMAGE COSTS

At the time of the writing of this report, there are no non-DoD property damage costs.

P3. ITEMIZED DOD PROPERTY DAMAGE COSTS

AIRFRAME COSTS	NSN	SOURCE	UNIT COST	QTY	TOTAL COST
C-130J Aircraft	N/A	AFI 65-503 Table A10-1	\$51,500,000	1	\$51,500,000
Aircraft Modifications	N/A		\$106,131	1	\$106,131
Cargo Costs	N/A	See P3.1		1	\$6,756,913
TOTAL					\$58,363,044

P3.1. DESTROYED CARGO COSTS

		TOTAL LOSS			\$6,756,912.73
		TOTAL LOSS			\$3,820,459.78
MTOE Equipment		\$3,136,780.66			
CTA / Unit Funded		\$434,789.60			
BOIP		\$248,889.52			
		TOTAL LOSS			\$2,920,044.95
MTOE Equipment		\$1,764,477.45			
CTA / Unit Funded		\$69,031.98			
BOIP		\$1,086,535.52			
		TOTAL LOSS			\$16,408.00
MTOE Equipment		\$12,000.00			
CTA / Unit Funded		\$4,408.00			
BOIP		\$0.00			

TAB Q

AIB TRANSFER DOCUMENTS

Q1. AIB TRANSMITTAL LETTER 2
Q2. ATTACHMENT 1: LIST OF WITNESSES 3
Q3. ATTACHMENT 2: 24-HOUR CLASS A PRELIMINARY MESSAGE 4
Q4. ATTACHMENT 3: FILE INVENTORY 7
Q5. ATTACHMENT 4: LIST OF PARTS FOR ANALYSIS AND STATUS 8
Q6. PARTIAL RELEASE OF EVIDENCE LETTER – 18 OCTOBER 2015 9

Q1. AIB TRANSMITTAL LETTER



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

2 November 2015

MEMORANDUM FOR ACCIDENT INVESTIGATION BOARD

FROM: President, Safety Investigation Board
618 AOC/CC

SUBJECT: C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

1. The following items are released to the Accident Investigation Board:
 - A. Part 1 of the Formal Safety Report of subject mishap on CD
 - B. List of witnesses (Attachment 1)
 - C. 24-Hour Class A Preliminary Message (Attachment 2)
 - D. Non-privileged documents located in hard copy files as documented on the file inventory (Attachment 3)
 - E. Aircraft parts sent for analysis (Attachment 4)
 - F. Medical records (7 sealed envelopes)
2. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

SIGNED

SIB/BP Brig Gen, USAF
President, Safety Investigation Board

1st Ind, Deputy Staff Judge Advocate, 18th Air Force

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

SIGNED

AIB/LA Lt Col, USAF
Deputy Staff Judge Advocate, 18th Air Force

Q2. ATTACHMENT 1: LIST OF WITNESSES

Name	Rank	Position	Date of Interview	Work Center	Phone (DSN)
WITNESS 1	Maj	774 EAS/ADO	11-Oct	774 EAS, Bagram AB	
WITNESS	TSgt	1st Sergeant/Evaluator	14-Oct	774 EAS, Bagram AB	
WITNESS 3	Civ	Ground Controller	7-Oct	Dyncorp, Jalalabad Air Field	
WITNESS 4	MSgt	Pro Supt	11-Oct	455 EAMXS, Bagram AB	
WITNESS 5	Civ	Ramp Coordinator	7-Oct	Jalalabad Air Field	Comm:
WITNESS 6	Capt	Tactics Officer	10-Oct	774 EAS, Bagram AB	
WITNESS 7	MSgt	Lead Pro Supt	11-Oct	455 EAMXS, Bagram AB	
WITNESS 8	SSgt	Crew Chief	11-Oct	455 EAMXS, Bagram AB	
WITNESS 9	MSgt	Load Supt	11-Oct	774 EAS, Bagram AB	
WITNESS 10	Capt	774 EAS FP	15-Oct	774 EAS, Bagram AB	
WITNESS 11	Civ	Tower Controller	7-Oct	Dyncorp, Jalalabad Air Field	
WITNESS 12	Capt	774 EAS Tactics Chief/WO	15-Oct	774 EAS, Bagram AB	
WITNESS 13	SrA	Loadmaster	15-Oct	774 EAS, Bagram AB	
WITNESS 14	Col	455 EOG/CC	16-Oct	455 EOG, Bagram AB	
WITNESS 15	Capt	774 EAS IP	15-Oct	774 EAS, Bagram AB	
WITNESS 16	Lt Col	774 EAS/DO	11-Oct	774 EAS, Bagram AB	
WITNESS 17	Lt Col	774 EAS/CC	16-Oct	774 EAS, Bagram AB	
WITNESS 18	SrA	Loadmaster	15-Oct	774 EAS, Bagram AB	
WITNESS 19	Capt	455 EOG/OGV SELO	15-Oct	455 EOG, Bagram AB	
WITNESS 20	SrA	Loadmaster	15-Oct	774 EAS, Bagram AB	

Q3. ATTACHMENT 2: 24-HOUR CLASS A PRELIMINARY MESSAGE

Note: The aircraft serial number was incorrectly reported as 08-005675 in this message due to clerical error. (Para. 6.1.2.1.) The actual serial number was 08-003174.

PRELIMINARY REPORT

Message Release Date: 06 OCT 2015 1515(Z)

Classification: Unclassified

From: United States Air Force (USAF)

Subject: Preliminary: Class A, 02 OCT 2015, Aviation, Aircraft Flight, Aircraft/C-130J, Dyess AFB, AFSAS Report # 778962

1. General Information:

- 1.1. AFSAS Report Number: 778962
- 1.2. Convening Authority: Air Mobility Command
- 1.3. Accounting MAJCOM, DRU or FOA: Air Mobility Command
- 1.4. Accounting NAF: Eighteenth Air Force (Air Forces Transportation)
- 1.5. Accounting Group: 317 Airlift Group
- 1.6. Accounting Squadron: 39 Airlift Squadron
- 1.7. Accounting Base: Dyess AFB
- 1.8. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

- 2.1. Mishap Date, Local: 02 OCT 2015
- 2.2. Mishap Time, Local: 0019

3. Mishap Location: Location information temporarily withheld for Operational Security

4. Narrative:

4.1. Narrative:

On 2 Oct 2015, at approximately 1949Z, a C-130J crashed shortly after takeoff. Recovery operations are underway. The crew and passengers sustained fatal injuries. An interim safety board has been assembled and the safety investigation board is being convened.

5. Personnel Information:

Person Number: 1

- 5.1.1. Gender: Male
- 5.1.2. Age:
- 5.1.3. Grade: O3

- 5.1.4. Employment Status:
 - 5.1.4.1. Tier 1: US Air Force
 - 5.1.4.2. Tier 2: Regular
- 5.1.5. Assigned MAJCOM: Air Mobility Command
- 5.1.6. Assigned Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
- 5.1.7. Assigned Group: 317 Airlift Group
- 5.1.8. Assigned Squadron: 39 Airlift Squadron
- 5.1.9. Assigned Base: Bagram Airfield
- 5.1.10. Injury Severity: Fatal

6. Objects Information:

Object Number: 1

- 6.1.1. Object Type
 - 6.1.1.1. Tier 1: Aircraft
 - 6.1.1.2. Tier 2: C-130J
- 6.1.2. Unique Object Identifiers:
 - 6.1.2.1. Tail Number: 08-005675
- 6.1.3. Damage Description: Destroyed
- 6.1.4. Owning Service: Air Force
- 6.1.5. Owning MAJCOM: Air Mobility Command
- 6.1.6. Owning Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
- 6.1.7. Owning Group: 317 Airlift Group
- 6.1.8. Owning Squadron: 39 Airlift Squadron
- 6.1.9. Owning Base: Dyess AFB

7. Interim Safety Board Personnel:

Position: Investigating Officer

- 7.1.1. Name:
- 7.1.2. Grade: O4
- 7.1.3. Organization: 455 AEW/SE
- 7.1.4. Phone(s):
 - 7.1.4.1. DSN:
 - 7.1.4.2. International:
- 7.1.5. Email

Position: Recorder

- 7.2.1. Name:
- 7.2.2. Grade: E7
- 7.2.3. Organization: 455 AEW/SEG
- 7.2.4. Phone(s):
 - 7.2.4.1. DSN:

7.2.4.2. International:

7.2.5. Email:

8. Releasing Official:

8.1. Name:

8.2. Grade: GS/GG - 13

8.3. Organization: USAF/SEAC

8.4. Email:

8.5. Phone(s):

8.5.1. DSN:

8.5.2. Commercial USA:

Q4. ATTACHMENT 3: FILE INVENTORY

File #	Item	Medium	Quantity
1	Additional Information	DVD	1
2	MX/QA 30 Repair and Reclamation	DVD	1
3	TBA Records (7 BW)	DVD	1
4	08-3174 TCTO Verify	DVD	1
5	08-3174 Files "AFETS"	DVD	1
6	08-3174 Additional Jacket Info.	DVD	1
7	08-3174 Jacet File and Month MX Plan	DVD	1
8	317 AG DEP MX 623's	DVD	1
9	GO-81 Write Ups	DVD	1
10	A3174 "Job History Files"	DVD	1
11	#8 Debriefs	Harddrive	1
12	Jacket File	Harddrive	1
13	Personal Files	Harddrive	1
14	ENG #1 Logbook	Blue Binder	1
15	ENG #2 Logbook	Blue Binder	1
16	ENG #3 Logbook	Blue Binder	1
17	ENG #4 Logbook	Blue Binder	1
18	Jacket File	Blue accordion file	1
19	MX/QA 34 MICAP	White Sleeve	1
20	MX/QA 32 AFETS RECORDS	White Sleeve	1
21	MX/QA 31 TARs	White Sleeve	1
22	MX/QA 36 Last 90 Day Supply Sheet	White Sleeve	1
23	MX/QA 9 Crew Chief/MX Tech AF Form 6	White Sleeve	1
24	MX & QA Records	White Sleeve	1
25	Engine 1-4 Log Book	Blue Propeller Log Book	4
26	MX/QA 5 Aircraft Weight & Balance	White Binder	1
27	MX/QA 35 Deployment Prep A/C Binder	White Binder	1
28	MX/QA 33 Red AMU Deviation Sheets	White Binder	1
29	#8 Debrief Folder	Six Part Folder	1
30	MX/QA 1 90 Day IMDS	Folder	1
31	MX/QA 17 General A/C Data F8005	Folder	1
32	MX/QA 16 AF 95 (Engine Data)	Folder	1
33	MX/QA 4 Aircraft Records Jacket/Form	Loose Forms Packets	14
34	Elevator Boost Pack Report	Word Doc	1
35	OPS 12 - Additional ARMS Records	Envelope Package	1
36	OPS 7 - AFORMS	Envelope Package	1
37	OPS 11 - HARM Records	Envelope Package	1
38	OPS 3 - Training Folders	Envelope Package	1
39	OPS 2 - FEFs	Manila Folder (w folders)	1

Q5. ATTACHMENT 4: LIST OF PARTS FOR ANALYSIS AND STATUS

Item	Report Complete	Unit	Location	Contact	Commercial Phone	DSN
FDR	Y	MAAF	Kirtland AFB			
CVR	Y	MAAF	Kirtland AFB			
Elevator Boost Pack	Y	309th CMXQ	Hill AFB			
Elevator Position Transducer	Y	AFLCMC/WLN	Robins AFB			

Q6. PARTIAL RELEASE OF EVIDENCE LETTER – 18 OCTOBER 2015



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND**

18 October 2015

MEMORANDUM FOR ACCIDENT INVESTIGATION BOARD PRESIDENT

FROM: President, Safety Investigation Board
618 AOC/CC

SUBJECT: C-130J, 08-3174, Class A, 02 October 2015, AFSAS #778962

1. The following items are released to the 455 AEW/JA for the Accident Investigation Board:
 - A. Aircraft S/N 08-003174 main wreckage (C-Ramp, Jalalabad AF)
(refer to Appendix A)
 - B. Additional items taken from aircraft wreckage (in single box, Bagram AB)
 - a. Standby Altimeter/Airspeed Indicator
 - b. Damaged crew member NVG case from wreckage
 - c. Damaged harddrives in a blue latex glove (2)
 - C. Releasable unclassified paper evidence collected (refer to Appendix B)
 - D. Releasable Secret paper evidence collected (in single box, Bagram AB) (refer to Appendix C)
 - E. Digital pictures (Restricted Network Drive)
2. This is a partial release of items to expedite the disposition of the wreckage and to allow relocation of the SIB. A second release will be conducted at the conclusion of the SIB.
3. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

SIGNED

SIB/BP, Brig Gen, USAF
President, Safety Investigation Board

1st Ind, 455 AEW/JA

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

SIGNED

455 AEW/JA, Major, USAF

Appendix A

Load Numbers and Contents from Crash Site to Charlie Ramp
NOTE: The load numbers are in numerical order from when the load was taken to Charlie Ramp from the Crash Site. The items below the load numbers were items identified in the debris.
Load 1
Rudder Wingtip Right Elevator Lock Control Box Rear Debris
Load 2
Ramp Escape Rope Section of Flight Control Jump Platform Rear Debris Aft LOX Vent Acft Skin Area
Load 3
Right Wing Side Push-Pull Rod Left Flaps Heads Up Display Bathroom Floor Eng #4 Wing Vibers Crew Entry Door Upper Flap Track Flare Mods
Load 4
Vertical Stab
Load 5
Eng #3 sections Prop Pieces Right Wing 1 Inboard Flap AC Pack

Load 6 – Load 6 were pieces that Afghan and Coalition forces started to clean before the investigators showed up.
Eng Oil Can PA System Speaker Static Line Winch NIU Box Bleed Air Hose CB panel
Load 7
Center Fuselage Accumulator Engine Load Mx Section
Load 8
Wing/Dry Box Right Wing Wing torque Tubes
Load 9
Flight Deck Winch Eng #3 Cargo Rails 463 Pallet Wing fiber in bio bag Wing push pull rod Left Side Pilot Kick Window Air Deflector Door Section
Load 10
Right HOZ
Load 11
Section from Eng #4 Wing Tip Ball Flaps Screw Prop Oil Can
Load 12
Eng #4
Load 13
Eng #3
Load 14
Load Master Crash Seat

Butterfly valve Gear Box Pump
Load 15
Center Fuselage
Tire Bathroom Service Panel Eng Debris Bathroom Deck Air duct Door Station
Load 16
#3 Center/Cockpit Rail Main landing gear ball screw Fuel pump MLG Mounting Low Assy Self Defense counter measure lens w/ fuselage Loading platform Eng chaff torque tube 1 flare removed by EOD
Load 17
Center Fuselage 1 set main landing struts Breaks J-Bar One strut separated MLG torque Front bleed air ducts
Load 18
Center Fuselage Generator Control Valve ADS ramp ARM and Landing Light Assy (both sides) Flap Tracks
Pieces of Loadmaster seats
Tire Flight Deck floor Small ECHS Lock
Load 19
Rear Section

<p>Cargo Door Elevator and Rudder pack (LH elevator panel opened and damaged by team) Bleed air anti ice ducts Door actuators still attached Energy depress Antenna box in tail section (panel removed by team for HF antenna) Aft HF radio Box cannon plug was disconnected when discovered</p>
<p>Load 20</p>
<p>Aft Left LOX bottle Center fuselage Floorboard Landing gear Jack Screw Belly section Center Escape Hatch Pilot Upper Left Center Window</p>
<p>Load 21</p>
<p>Left MLG Tire and Breaks MLG screw and lower shelf brackets</p>
<p>Load 22</p>
<p>Center Wing Box Aft Fuselage Fire bottles NLG steering wheel Counter Balance Portable O2 Bottle Fuel Shutoff Valve Boostpump Hydro flux pump Pogo stick Fire bottle</p>
<p>Load 23</p>
<p>#4 Prop Prop shaft Bleed air</p>
<p>Load 24</p>
<p>#3 Prop Horse collar</p>

Prop gears
Load 25
Floor Left ramp actuators x 2 Center Wing joint Belly ECHS Rail section FS 740 Accumulator Circular plastic disk with circuits
Load 26
Hydraulic GTC Panel Belly Beaver Tail Air D. Door Cargo Door Trailing edge of flap Life raft door attachment pieces
Load 27
Floor Belly Cargo door rod Data Input box
Load 28
Floor Panels Piccolo tubing APU duct
Load 29
Left Wing
Load 30
#2 Prop Prop gear box APU Eng Load Mount Wing Rib Eng nacell Oil pan Cargo rail

Load 31
Belly Section
Load 32
Eng #1 w/ Prop (eng was brought to Charlie Ramp upside down)
Lord Mounts
Eng Nacell w/ oil cooler
Oil Filter
Load 33
Aileron Trim
Cargo Floor
Load 34
Static Line Retriever
Stanchions
Out flow valve
Flight deck
Parachute
Radar
Flight station 245
Load 35
NLG Gear Assy
NLG Axle w/ bearing
AC pack
Load 36
MLG ball screw w/ shelf
Push-pull rod
Flap track
Load 37
Wing w/ Dry Boy
Flap screw hrack
Load 38
Prop
Aircraft Batt
Load 39
Wing Tip
Aircraft Batt
Load 40
Static Tubes
Eng

Prop cane
Load 41
ECHS Lock
Tick Down Equip
28 Containers of aircraft debris
AFG Area
11 Mounds of dirt containing small acft debris
34 containers of dirt w/ possible human remains
11 containers of dirt sorted/cleared of HR

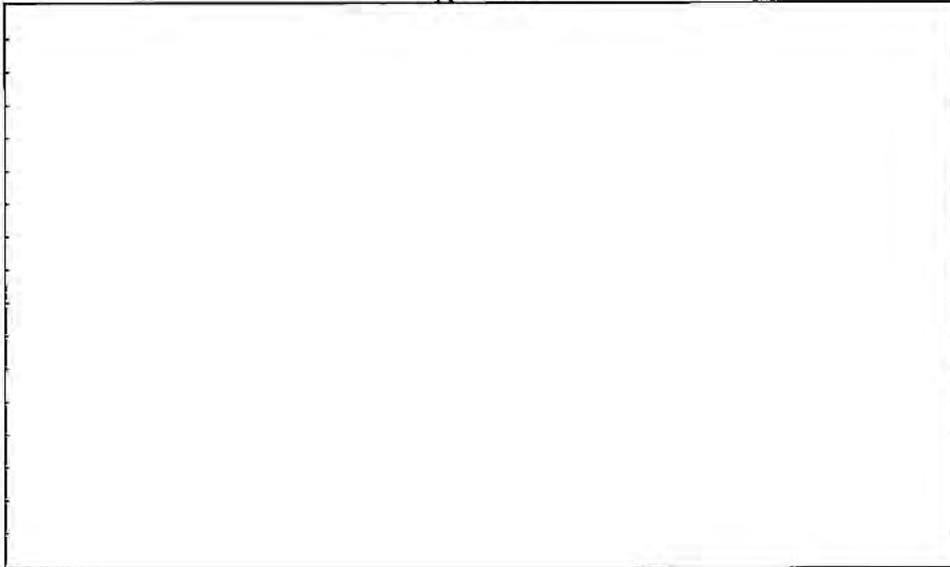
[Information regarding the disposition of remains included in Tab EE-14 to EE-15.]

Appendix B

NON-PRIVILEGED INFORMATION	
File #	Contents
Drawer 1	MAINTENANCE & AFE RECORDS
	CD Labeled "3174 Downloads" - Mx Debrief Files
	Fuel Specs - Taken 2 Oct 15 at 0336
	Mx Turnover Log (11 Sep to 1 Oct)
	Mx Logbook - GAC (9 Sep to 1 Oct)
	Mx Logbook - Engines (13 Sep to 1 Oct)
	Mx Logbook - EtE (8 Sep to 1 Oct)
	Mx Logbook - HYD (9 Sep to 1 Oct)
	- Bag of NLG uplock seals
	Mx Logbook - Comm/Nav (9 Sep to 30 Sep)
	- TO 1C-130J-2-46GS-00-1
	- TO 1C-130J-1002
	- Loose sheets of notes
	Transcribed Forms/Jacket Files (sealed envelope)
	Local Debrief Sheets (sealed envelope)
	Acft Data: MUNS Upload, Airframe/Engine Times, & 8035 (sealed envelope)
	Mx Data, Personnel Roster, Mx Production T/O, & 90 Toolbox TCMAX Log (sealed envelope)
Drawer 2	AIRCREW & UNIT INFO
	Unit desk officer timeline of events
	Unit folder
	- Mishap response expeditionary flying sq CC checklist
	- Aircrew individual experience items from checklist
	- Aircrew individual info - ARMS, Flying History Report, MAR & GONOGO (2 Oct)
	- AF Form 4327a, Crew Flight (FA) Authorization
	- Mission Set-up Sheet
	- C130-J MAR & GONOGO (11 Sep)
	- AFTO Form 781, ARMS Aircrew/Mission Flight Data Document
	- COMSEC Material Report
	OTS Package for Loadmaster
	Letter of X's
	Joint Inspector Information (Training & Appt Letter)
	Manifest

	Golden - Kneeboard, MAF DRC
	Johnson Harris - Manifest (9 Sept), Load Plan (8 Sept), Final MB torque 58 (15 Sept)
	Pierson - note paper flight drawings (4 pgs)
	AFE Binder
	- AFTO Form 46 - dated 22 Sep
	- Anti-exposure Coveralls Inspection Record - CWU-16/P
	- Life Preservers/Infant Cot Inspection Record - A/C
	- Life Preservers/Infant Cot Inspection Record - LPU-10/P
	- Life Preservers/Infant Cot Inspection Record - unlabeled
	- Survival Kits/Rafts - ML-4
	- Misc Equipment Inspection Record - Body Armor
	- Misc Equipment Inspection Record - PCK
	- Misc Equipment Inspection Record - PDK
	- Parachutes Inspection and Component Record - CHUTE
	- Misc Equipment Inspection Record - EPOS
	- Parachutes Inspection and Component Record - PCU-17/P
	- Misc Equipment Inspection Record - PBE
	- Misc Equipment Inspection Record - Q/D
	- Mesh Net Survival Vest Inspection Record - S/V
	- Misc Equipment Inspection Record - CSEL
	- Helmets and Mask Oxygen Mask Connector Inspection Data - HELMET & MASK
	- Night Vision Goggles - NVG
	- Sign out log for 3174 - NVGs and CSEL
	- AFTO Form 46 - dated 28 Aug
Drawer 3	INTERVIEWS, STATEMENTS, ETC.
	ISB/SIB Appt Letter & NDAs
	Non-Privileged Witness Interview Scripts
	BAF CE Survey Statements
	OPS Interviews & Statements
	Mx Personnel Statements & 72-Hour History & 7-Day History
	Mx Personnel TOX Testing Results
	NDAs for Personnel with Access to Crash Site
	Joint Inspector Statements
	CE Survey Team Statement
	CDAR Statement
	JAF Tower Controller Statements & Chronological Records of Care
	JAF Army Medical TOX Testing Contacts
	Vectrus ATOC Statements & Chronological Records of Care

Appendix C



INTENTIONALLY

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TAB R

RELEASABLE WITNESS TESTIMONY

R1. MR. WITNESS 11 (TOWER CONTROLLER) 2
 R1.1. NON-PRIVILEGED WITNESS STATEMENT – 7 OCT 15 2
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 R4.1. ISB NON-PRIVILEGED WITNESS STATEMENT 17
R5. SSGT WITNESS 22 (JOINT INSPECTOR) 18
 R5.1. ISB NON-PRIVILEGED WITNESS STATEMENT 18
R6. 1LT WITNESS 23 (JTAC) 20
 R6.1. ISB NON-PRIVILEGED WITNESS STATEMENT 20
R7. MEMORANDUM FOR RECORD 21

R1. MR. WITNESS 11 (TOWER CONTROLLER)

R1.1. NON-PRIVILEGED WITNESS STATEMENT – 7 OCT 15

NON-PRIVILEGED WITNESS STATEMENT

I, WITNESS 11, CIV, DYNLORP, have been advised by Lt Col ^{7 OCT 2015}
(Name, Grade, Organization, of Witness) (Date) SIB/IO (Name of Investigator)
 a safety investigator of the mishap that occurred on 2 OCT 15 involving C-130
(Date) (Equipment & SN)

- a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
- b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

WITNESS 11 CIV
Name (Last, First, MI) and Rank/Grade
Air Traffic Controller
Date Title

SIGNED ✓
Signature

R1.2. SIB NON-PRIVILEGED INTERVIEW – 7 OCT 15

SIB Interview of Mr. WITNESS 11

Role: Tower Controller
Jalalabad Air Field
Interviewer(s): Capt SIB/PM (Pilot Member)
Lt Col SIB/IO (Investigating Officer)
Date: 7 Oct 15

SIB/PM : This is a non-privileged interview with WITNESS 11 being conducted on 7 October 15 at 2340 by Captain SIB/PM for the safety investigation board convened for the recent mishap.

We're investigating the mishap involving a C-130J that occurred on 2 October 2015.

This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence.

A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

Do you understand that a promise of confidentiality has NOT been extended to you?

W11 : Yes.

SIB/PM : For the record, would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness?

W11 : I am WITNESS 11 Dyncorp civilian, air traffic controller.

WITNESS 24 : WITNESS 24 , Tower Chief, Dyncorp, Jalalabad.

SIB/IO : LtCol SIB/IO , Investigating Officer for this mishap.

SIB/PM : And Captain SIB/PM , Pilot Member for the Safety Investigation Board. Alright. Um we'll just start with a broad question. If you could just tell me everything you remember from the night of the crash, beginning with the initial interaction you remember with Torqe 62.

W11 : Ok. Um. Initial interaction with Torqe 62 he, uh requested that I pass, um, his information over to positive launch. Um, so he tells me 5 over 5, and requests that I call positive launch and pass that to them. So I call positive launch tell them Torqe 62 requests positive launch he's 5 over 5 they say approved and initials. And then I relay that back to torqe 62. Um so that's the first time I spoke to Torqe 62. And then um later he called ready for departure he wanted a 31 departure um to the northwest so I back-taxed him full length for 31. He got all the way down there, made his 180, called ready for departure. I cleared him for takeoff. Um it appeared to look normal, he sounded fine, engines sounded good. Um, shortly after taxiway Alpha, that's a little past midfield, he uh rotated he was airborne and um he still looked fine all the way to departure end. Um There's lights set up at departure end so you can still see

you know the, I guess the uh the silhouette of the aircraft and it was completely horizontal, looked fine, no issues there, and then you lose him in the lights after that. And he doesn't use IRs so if you try to put NVGs on him after departure end, right there, you're not gonna see anything, he's gone from there. Umm. And I had no other traffic in the area besides a UAS way to the south, like 20 miles out so there's no uh, pertinent traffic to issue him. And I normally wouldn't speak to him until he passes 5 miles, he'll call for a frequency change. So shortly after, um, he crossed departure end, you uh, he uh, I heard a, uh, like a blank key up, he keyed up, he didn't really, there's no words, it was inaudible, you didn't hear anything and then that went away and then maybe, I don't know, 4 to 5 seconds later is when he keyed up and said "Torque 62 going down". You can tell he was distressed, he said it very quickly and umm, right after that, I don't know, maybe 4 seconds after, is when I saw an explosion to the north and that was the last time there was any contact.

SIB/PM : Ok. So the, the mic keys, you just heard the, the two?

W11 : Yes.

SIB/PM : Ok. Do you know what the weather conditions given to them were?

W11 : Um. I'm not precisely sure. Um. They normally ask for it. He was already on station before we took relief. Um if they need weather information they'll request it. Um, We always make sure to give them, you know, the runway, wind, altimeter. Those are the, you know, the minimums. So, uh, if they request, they usually request it on the way in and if they're staying for a while they'll request it on the way out. But they never requested it. It was VFR conditions.

SIB/PM : Do you know how long they were loading, I guess, when your changeover was, how long they'd been loading vs how long they loaded while you were...

W11 : I'm not sure when he got there. When we took relief at 1145 local, he was already there on the ramp. Um, I'm not sure howf, exactly, uh, how soon after he requested his positive launch. I might've been 10 minutes after shift change. 10-15 minutes, so close to midnight. So I'm not exactly sure how long he was loading.

SIB/PM : Ok.

You said the only traffic was the UAS 20 miles out?

W11 : Approximately, yes.

SIB/PM : ok.

Did you have any issues with PL? Do you know who you talked to?

W11 : I can't remember the callsign, its usually, uh, but it wasn't that night. You talking about positive launch?

SIB/PM : Uh-huh

W11 : Mm-hmm.

SIB/PM : Ok.

W11 : I can't remember their initials but they approved it and I passed that. I always pass the initials to the pilot as well.

SIB/PM : Ok.

Did you um see, I guess for the departure, you said the, they took full length.

W11 : Yes.

SIB/PM : Do you know if it was static or if it was a rolling takeoff. Did you hear the engine roar before they actually started moving?

W11 : It appeared so, yes.

SIB/PM : Ok.

And then, As far as the ground roll on the runway, everything?

W11 : It appeared normal.

SIB/PM : Ok.

W11 : They usually rotate close to Alpha taxiway when they depart 31 and that's right where I saw them rotate.

SIB/PM : And do you know what their planned flight path was upon departure?

W11 : They requested uh Bravo sector so that's northwest.

SIB/PM : And so for 31, is that a right turn?

W11 : That's a Left turn

SIB/PM : Left turn out

W11 : Slight left turn

SIB/PM : Ok.

SIB/IO : I, I may have missed it. You might have said it. Can you estimate their position and/or their altitude when you first heard their inaudible, short mic click.

W11 : Not sure. If I had to estimate umm after the last time I saw him departure end it may have been, it's probably 5 to 10 seconds after that.

SIB/IO : Ok. That's all I have.

SIB/PM : oK

If no one has any further questions, I'd like to conclude the interview. I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Please

notify the board immediately if you become aware of a possible release of information. Thank you very much for your time.

W11 : Thank you

R2.2. SIB NON-PRIVILEGED INTERVIEW – 7 OCT 15

SIB Interview of Mr. WITNESS 3

Role: Ground Controller
Jalalabad Air Field

Interviewer(s): Capt SIB/PM (Pilot Member)
Lt Col SIB/IO (Investigating Officer)

Date: 7 Oct 15

SIB/PM : This is a non-privileged interview with WITNESS 3 being conducted on 7 October 2015 at 2315 by Capt SIB/PM for the safety investigation board convened for the recent mishap.

We're investigating the mishap involving a C-130 that occurred on 2 October.

This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence.

A promise of confidentiality is not being extended to you. Your statement can be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

Do you understand that a promise of confidentiality has NOT been extended to you?

W3 : Yes

SIB/PM : For the record, would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness?

W3 : WITNESS 3, Dyncorp, civilian controller

WITNESS 24 : WITNESS 24, I'm the assistant site manager and tower chief, Dyncorp International, Jalalabad

SIB/IO : Lieutenant Colonel SIB/IO, Investigating Officer for this mishap

SIB/PM : Alright

SIB/IO : You as well

SIB/PM : Captain SIB/PM, pilot member for the Safety Investigation Board from Little Rock, Arkansas

SIB/PM : Alright we'll just start out if you can uh just give me a description of what you remember from the night starting with the first interaction with Torque 62.

W3 : Uh pretty much the first interaction with Torque 62 they called up and said hey we need positive launch they said five over five which means five pax and five other packages, could be regular boxes, kicker boxes which is the, kicker boxes are those black boxes that people, provided to people to ship stuff home or other containers so that's what we call for the positive launch, we called them and told them and then just said it's approved and we relayed the information to Torque 62 and after that he asked for taxi instructions. And he back taxied to runway 31, line up and wait and at

that point ^{W11} just cleared Torque 62 for launch and then I could hear him go by because he's all blacked out he had no nav lights on so you just, you could hear him power up, he rolled, went by the control tower and then from my point of view in the tower, there he had the background lights so you can see its silhouette when it passes by, so we saw that and at that point, I just scanned the horizon and then I was still sitting down, that's when I was sitting down on my side which is position two and, at that point not sure at what point on the runway he rotated at, and he did a quick key-up, it was a quick key-up or, he just keyed up real quick, nothing, no audio nothing, then not sure how many seconds later maybe a second maybe two seconds later, keyed up one more time, this one's a little bit more extended, but in the background you can hear him actually like straining, grunting, *grunts* and that point I was like, just, I was just like, I was like, wonder what's going on in that cockpit, and that point like he maybe another second or so later that's when he keyed up this time was like "Torque 62 going down", he kept on, he still had it keyed up for maybe another second, that point, that's when, when he said Torque 62 going down that's when I got up out of my chair, I stood up and started scanning some more of the horizon cause I'm not sure if he's gonna go, where he's gonna go down, I was assuming that he.. he took off and when he said he's going to go down, I just assumed he's going to belly land it so we're looking for maybe possible debris or the sand where possibly dust would start coming up, but then just cause I was looking towards the departure end and when he impacted is more about, probably about 30 degrees offset from the extended centerline and that's when the explosion happened. And at that point I called out to ^{W11} and said hey I'm ringing the crash phone, I ran to the crash phone, and I activated the crash phone. Just gave uh, the control tower, crash, this is control tower with an off station crash, said it twice.. said "Torque 62 C-130, Torque 62, C-130, on station crash, the following personnel acknowledge, first one was security, nothing, nobody called, nobody rogered up from security, next one was fire department, fire department they gave their initials, then medical and medical didn't roger up either, so then at that point I just said all personnel secure the net, so at that point I didn't relay souls on board and fuel on board or if they had any hazardous cargo on board, we just didn't have any information to relay their information on the activated crash phone, so it's just, just activated and hopefully, fire department would go out there to the scene. It happened, to me it just happened, it happened slow, but in reality I guess it happened quick with those three key-ups, cause the first initial key up was a quick flick, the second key-up was extended, no audible with it, then the third one that's when he said Torque 62 going down, and then you could just hear, him continuously keying up, and I'm not sure if he released it or it just went silent when he impacted the ground, just one instance where we couldn't tell at what point of the fl-, when he lost flight or if he unkeyed, the transmission stopped when he impacted the ground so, but everything, the ELT went off and everything too so I'm not sure don't recall how long the ELT was going off, but it was going on for a while and uh, and we did our blanket transmission calls over JAF tower's frequencies, and we did a in-the-blind call on guard too just saying we're conducting a EFT so, but when I was ringing the crash phone ^{W11} notified the chief controller, I'd say not even less or within a minute of impact, the outgoing controllers came up already cause they went to chow and they were coming back, and they saw the reflection, the

- glow on to the control tower, and at that point they knew something, a mishap happened, and they came up and say probably about I'm not sure but both of them came up and W24 was right behind them so it was just, it was quick. I'm not sure how quick it was but, it's, you know, the events happened pretty quick, but for some reason the transmission part for me was probably the slowest for me, cause most of the time you don't, when pilots depart they don't really, they never key-up whatsoever, unless they gonna say hey we're gonna take this around or we're gonna come back and land full stop, just, but that was the interaction with Torque 62, up until impact.
- SIB/PM : Okay. So you said that the, let's see, that the key up is not normal just to give an off the deck call usually or anything?
- W3 : Not really. I know Air Force pilots don't do it, but most Naval or Marine Corps pilots when they're night time or IMC conditions they'll say like dash two up, or dash two on the go, you do that it's just one of those carrier based aircraft that they do to notify ATC that they're, that the last aircraft has lifted and stuff like that, so it's not really expected of Air Force pilots or civilian pilots to do that. Okay.
- SIB/PM : So on the third mike key could you see where he was when he said he was going down?
- W3 : Negative that's when I got out of my seat and that's when I started scanning the horizon cause, my assumption is that he continued off to off the departure I assumed that's gonna continue going runway heading so that's where I was looking at and that's when the impact happened it was offset to the centerline the runway that's when I assumed that he's gonna be this way and he was about a half mile maybe a mile off the departure end but he ended up over this way, so.
- SIB/PM : Do you know, estimation of how long it was before the explosion and the going down call?
- W3 : I'd say probably within maybe a second and a half, maybe within a second, like I said he keyed up torque 62 going down and continuously he continuously had it keyed then not sure if the transmission ended because he let go or due to the impact so..
- SIB/PM : OK. Let's see. Which runway did they land on, 13 or 31?
- W3 : Uh when they not sure that was the other crew that had their full stop but majority wise they come in 31, it's a lot easier for them to come in 31
- SIB/PM : And is it normal to take off 31 as well?
- W3 : Yes, it usually all depends on the pilot. You know wherever their destination is usually bases which direction it is and the wind, but the wind has been calm so it's pilot choice on that one if he wanted to take 13 or 31.
- SIB/PM : Do you know the weather conditions on the night that you, did you give it to the pilot, did they ask for it?
- W3 : I don't recall but most of the time they usually ask for outside air temperature, so, I don't recall what the outside air temperature was, but most of the time we have it on

- display in front of us so we just relay that to the pilot and you know, and like I said depending on the pilot temperature too which way he wants to take off.
- SIB/PM : So you said the winds were calm?
- W3 : Yes, they were calm. But I sky condition and visibility were better than 5000 and 5.
- SIB/PM : But you just the temp was the one thing.
- W3 : Yes the temperature I just don't know.
- SIB/PM : Was there any significant traffic at all when they departed?
- W3 : No, no traffic.
- SIB/PM : Any reported..
- W3 : No, we didn't have anybody in the vicinity.
- SIB/PM : Ok. Do you remember who you talked to getting papa lima, were there any issues getting papa lima?
- W3 : W11 got the papa lima but there was no issue. He just said hey torque 62's requesting papa lima five over five and then the guy gave his initials, he said approved and gave his initials and W11 relayed that to torque 62.
- SIB/PM : Who do you usually call for papa lima
- W3 : It's just on the board it just says positive launch. So, not sure if it's they're squadron that we call or if it's a C-130 hub that we call, but it's on our phone, phone-tree it just says papa lima, positive launch and we just call that number.
- SIB/PM : Okay As far as their departure, could you tell if they took full length of the runway?
- W3 : He back taxied to 31 so he took the full length of 31
- SIB/PM : Ok and could you see if it was, or tell by listening if it was a static departure or if?
- W3 : That, uh, I don't know, but he taxied out and I didn't observe him taxi out but he, I was, just doing my flight data stuff I was looking for like forms and stuff like that too, having that stuff ready stuff like that, so, but when he, but before he departed that's when I could hear him do his engine run up and at that point I sat back down. We heard him go by, I heard him go by the control tower then when I looked up, when he passed us I saw a silhouette of the, of his tail pass and then just looked and, and that's when all the transmissions happened so I'm not sure how, how many seconds after he rotated to when he did his first key-up and then his second key-up and his last transmission so.
- SIB/PM : Everything I guess from the departure that you noted was standard?
- W3 : Yes. Yes.
- SIB/PM : Nothing that was, no sounds that were different?
- W3 : No, no different.
- W3 : Usually C-130s when they say they're ready for take off they usually take the extra maybe about 15, 30 seconds to do all their checks, so that's always expected of a C-

- 130, when they say they're ready for take off they always do their extra checks and then they start their take off roll but that night they were blacked out so it's hard to tell the whole aircraft profile usually they have, certain aircrafts will have nav, nav-aid lights and formation lights on their aircraft to visually see them but he was blacked out.
- SIB/PM : OK. My last question, do you know what their planned flight path was, were they doing a left turn out, right turn out?
- W3 : That I don't know. Not sure where their final destination was they most of the time they don't tell us where they're gonna go, they just want their runway and they'll, when they taxi out usually he'll ask for left or right turnout at that point too and the controller will approve them left or right turnout.
- SIB/PM : OK. And so you just don't know if he said left or right
- W3 : That's the part that I don't recall either.
- SIB/PM : OK.
- SIB/IO : Not really a question but at the very beginning you said you were number 2 position, could you just explain for us what the two positions are?
- W3 : The number two positions, the upstairs, the positions are marked the one that's when you come up to the tower the most left position is number two, the most right position is number one and the back of the computer screens they have the numbers in back of it saying position one and position two.
- SIB/IO : Roger Are the jobs different or is it just where you guys are sitting?
- W3 : Pretty much just where we're sitting.
- SIB/IO : Ok.
- SIB/PM : Okay Alright that's all the questions I have, I'll read the conclusion statement.
- SIB/PM : If no one has any further questions, I'd like to conclude the interview. I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Please notify the board immediately if you become aware of a possible release of information. Thank you very much for your time. I really appreciate
- W3 : You are welcome

R3. MR. WITNESS 5 (RAMP COORDINATOR)

R3.1. NON-PRIVILEGED WITNESS STATEMENT – 7 OCT 15

NON-PRIVILEGED WITNESS STATEMENT

10-7-2015

WITNESS 5

(Date)
SIB/LM

I, _____, have been advised by TSgt
(Name, Grade, Organization, of Witness) (Name of Investigator)
a safety investigator of the mishap that occurred on 10-7-2015 involving 102QE 62-A
(Date) (Equipment & SN)

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

WITNESS 5

Civ
Name (Last, First, MI) and Rank/Grade
Movement Control Specialist
Duty Title

SIGNED
Signature

R3.2. SIB NON-PRIVILEGED INTERVIEW – 7 OCT 15

SIB Interview of Mr. WITNESS 5

Role: Ramp Coordinator
Jalalabad Air Field

Interviewer(s): TSgt SIB/LM (Loadmaster Member)
Maj AFSEC REP (AFSEC Representative)

Date: 7 Oct 15

SIB/ LM : This is a non-privileged interview with WITNESS 5 being conducted on 7 October 2015 at 1810 local by Tech Sergeant SIB/LM for the safety investigation board convened for the recent mishap.

We're investigating the mishap involving Torque 62 that occurred on 2 October 2015.

This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention and to determine all factors relating to the mishap in order to prevent recurrence.

A promise of confidentiality is not being extended to you. Your statement can be released for any subsequent investigation for this mishap and may be released to the public pursuant to the Freedom of Information Act request.

Do you understand that promise of confidentiality has NOT been extended to you?

W5 : Yes

SIB/ LM : And For the record, would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness?

WITN : WITNESS 5 , civilian, I work for

ESS 5 : Tech Sergeant SIB/LM , Safety Investigation Board Loadmaster

W25 : WITNESS 25 , Movement Control Supervisor

AFSEC REP r: Major AFSEC REP , Safety Center Rep

SIB/ LM : Ok so starting with questions. So start off, just tell me what happened from the time they arrived.

W5 : Alright, they arrived at basically by 2315 which was on the 1st and everything was normal, uh, working ramp, boarded the aircraft, briefed the crew on the load plan what was going up, um, and he advised me to what was going out stuff like this, and we exchanged load packets like we normally do and I advised him on the sig-serve pieces that was going on, the hazmat pieces that was going on, I was talking to staff sergeant ML1 , ML1 at that time, so after all that, we started the download. Everything went fine, and upload started um, there was questions about the um the weight.. umm.. so they went up to their workstation up front, I don't know what the technical name of it is but you know they put in the weights and stuff like that so after I don't know five minutes or so ten minutes still was some questions about it at that time, at that time we had boarded the pax, put 5 pax on there, ok. They got situated, still they were still working with the load plan I guess one of the pilots

had came down, I don't know which one it is, if I'd saw a picture of him I'd know which it was, but there was... I'm not going to say concern but they were calling I guess to get permission to carry the load back, to get to get approval, in the meantime we were conversing back and forth, at this time it was me and Senior Airman was it, ML2, I think was his name, and I had suggested that if there was any weight problems he could take pax off, um he wanted to see the load plan for the second leg of that aircraft coming in 'cause he thought he could switch some around so they would be able to take the five and five, five containers first flight, five containers second flight and after I had gone to the edge of the aircraft and told my lead at that time W26, he ran back to the office and got the second load plan and brought it out, and Senior Airman ML2 looked at it and said it wouldn't make any difference if we had you know switched anything else out like that. So after a couple of minutes it seems that they got approvals and everything was ok with the upload, so at that time we began the upload. 5 containers total weight was 39,386 lbs, ok.

- SIB/ LM : Did any of the loadmasters tell you who they were gonna get approval for, from?
- W5 : No. They were saying they were calling to get approval.
- SIB/ LM : And then, did they change like any of the pallet positions of any of the original load plan?
- W5 : Yes.
- SIB/ LM : Yes
- W5 : I'm referencing the load plan right now if you wanted me to say that. This was the original load plan right here, ok? Everything was fine with it all he did was move the first back. That's all he did. Nothing else and pax in right here. As you can see he moved that back.
- AFSEC REP : So he moved from position number two to position three?
- W5 : Correct. Nothing else was switched or anything like that. So everything else stayed the same, all he did was move from position two to position three with the five pax on there.
- SIB/ LM : Alright, um. I just wanted just to clarify 'cause I don't have your statement in front of me, were you still outside when the plane took off?
- W5 : When the plane took off?
- SIB/ LM : Yeah.
- W5 : Yes. I was outside
- SIB/ LM : Did you hear things that weren't normal to a C-130 taking off?
- W5 : I can say hearsay, but only thing I heard was the thud. It didn't sound like the normal cause you, where we're located, I don't know if you been on our alpha ramp?
- SIB/ LM : Yeah

W5 : You can... it's a distinct sound when those things land and take off and it just it didn't sound the same. All we hear, actually when it when it hit it just sounded like somebody had dropped a pallet outside. That's what it sounded like.

SIB/
LM : So I have no further questions for you, so thank you very much.

I'd like to remind you again that you were you were not offered a promise of confidentiality, and that your statement is NOT protected and will be released to any of the following investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. And thank you for your time.

R4. SSGT WITNESS 21 (JOINT INSPECTOR)
R4.1. ISB NON-PRIVILEGED WITNESS STATEMENT

Non-Privileged Witness Statement (Reference AF191-204, attachment 3)

WITNESS 21

Date

I, I. (Name of Witness) _____, (Grade) ES (Organization) 4855 ERCS have been advised by (Name of Investigator) Maw ISB/I _____ of the following:

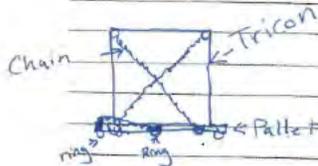
- a. This investigation is being conducted under the provisions of AF191-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
- b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
- c. The chain of command will review the final mishap report.

SIGNED

Witness Signature Block

We arrived on September 27 to conduct a joint inspection with Customs for the redeploying unit. Myself and SSgt W22 watched the unit place the items in the tricon. Everything was loaded in the tricon properly in my opinion. After everything was loaded we watched the Customs personnel seal the tricon. After all the tricon were completed we waited till the next day to inspect the pallets. The following day SSgt W22 led the joint inspection with the unit. I looked over the Hazdec's. We finished the inspection and left for the day. The cargo sat at MCT over night and we waited to fly out with the cargo the next day.

I was told by my leadership to receive a copy of the loadplan and cargo manifest for records. I was able to receive the copies from the MCT Cargo office next to the passenger terminal.



R5. SSGT WITNESS 22 (JOINT INSPECTOR)

R5.1. ISB NON-PRIVILEGED WITNESS STATEMENT

Non-Privileged Witness Statement (Reference AF191-204, attachment 3)

I, (Name of Witness) WITNESS 22 Date _____
 (Grade) ES (Organization) 955 ELRS have
 been advised by (Name of Investigator) Major ISB/I _____ of the following:
 a. This investigation is being conducted under the provisions of AF191-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
 b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
 c. The chain of command will review the final mishap report.

SIGNED

Witness Signature Block

Myself and SSGT W21 conducted Joint
inspection of cargo in the presence of customs
agents and the deploying unit. Containers had
nothing out of the ordinary. All Hazmat was
cleared IAW AFMAN 24-204. Cargo inside
the containers were packed, blocked, and braced to
ensure safety of flight. The containers were
palletized and secured by MCT personnel at
Alpha yard. All tiedown of the containers
met the required G forces. MCT personnel
then load planned pallets for aircraft
and up loaded the cargo. These were not
done in our presence.

McGuire AFB, NJ

Each container was placed on a 463L pallet on top of shoring. Container was then tied down using MB-1 chains and devices. All four sides of the container had a chain from each corner of the container to the opposite corner of the 463L pallet. Additionally there were chains on the bottom front of containers providing additional tiedown for forward restraint.

R6. 1LT WITNESS 23 (JTAC)

R6.1. ISB NON-PRIVILEGED WITNESS STATEMENT

Non-Privileged Witness Statement (Reference AF191-204, attachment 3)

Date 30 OCT 15

I, (Name of Witness) 1LT WITNESS 23 (Grade) 1LT (Organization) B17EASOS have been advised by (Name of Investigator) MAS ISB/I of the following:

- a. This investigation is being conducted under the provisions of AF191-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a mishap investigation and I acknowledge that a promise of confidentiality has not been extended to me.
- b. This witness statement may be released to the public pursuant to a Freedom of Information Act request.
- c. The chain of command will review the final mishap report.

SIGNED

Witness signature block

I Am THE STATE FOR 3-89, 10 AMM DIV (O) OB FENTY. AFTER THE INCIDENT, SSGT W21 APPROACHED ME IN THE 3-89 TOC AND INFORMED ME THAT HE WAS PART OF THE SI TEAM FOR THE CARLO LOAD ON THE C-130. HE ASKED IF I COULD SCAN THE LOAD PLAN AND CARGO MANIFEST AND FORWARD IT TO HIS LEADERSHIP, SMSGT AT BAGRAM. DUE I COMPLETED THAT, I HELD ONTO THE COPY AND TOLD HIM + SSGT W22 TO HOLD ONT UNTIL WE COULD GET IN TOUCH WITH THE INVESTIGATION TEAM TO GIVE STATEMENTS. ON 03 OCT 15 I WAS ABLE TO REACH MAS ISB/I IN PERSON AND HAND OFF THE LOAD PLAN/CARGO MANIFEST AND SSGT W21 + W22 TO THE TEAM FOR STATEMENTS + FOR TRAVEL PLANS DATA TO BAGRAM.

EMAIL:

R7. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND

24 October 2015

MEMORANDUM FOR RECORD

FROM: Medical Member, Safety Investigation Board

SUBJECT: Missing 72 hour/14 Day Medical Histories

1. In the aftermath of the mishap occurring 2 Oct 15, there were no 72-hour/7-day medical histories obtained from the crew of Torque 62, as they all expired as a result of the mishap. The medical member conducted multiple interviews with 774 EAS/CC, DO, first sergeant, superintendent, and several fellow aircrew members in multiple attempts to find additional medical histories.
2. Due to the deployment setting, maintaining hard crews, flight crew schedules, and frequent forward deploying to Afghanistan, interactions between aircrews is very inconsistent. While many members had interactions with the mishap crew, they were not able to provide any significant medical histories.

SIGNED

SIB/MM

Capt, USAF

Medical Member, Safety Board Investigation

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TAB S

RELEASABLE PHOTOGRAPHS, VIDEOS, DIAGRAMS, AND ANIMATIONS

S1. RELEASABLE PHOTOS.....	2
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S1.2. DESTROYED CARGO, AIRCRAFT TAIL, GUARD TOWER.....	3
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S1. RELEASABLE PHOTOS

S1.1. AERIAL VIEW OF CRASH SITE



S1.2. DESTROYED CARGO, AIRCRAFT TAIL, GUARD TOWER



S1.3. TREE DAMAGE & WRECKAGE



S1.4. C-130J CARGO RAMP



S1.5. C-130J ENGINE



S1 6 AIRCRAFT WRECKAGE

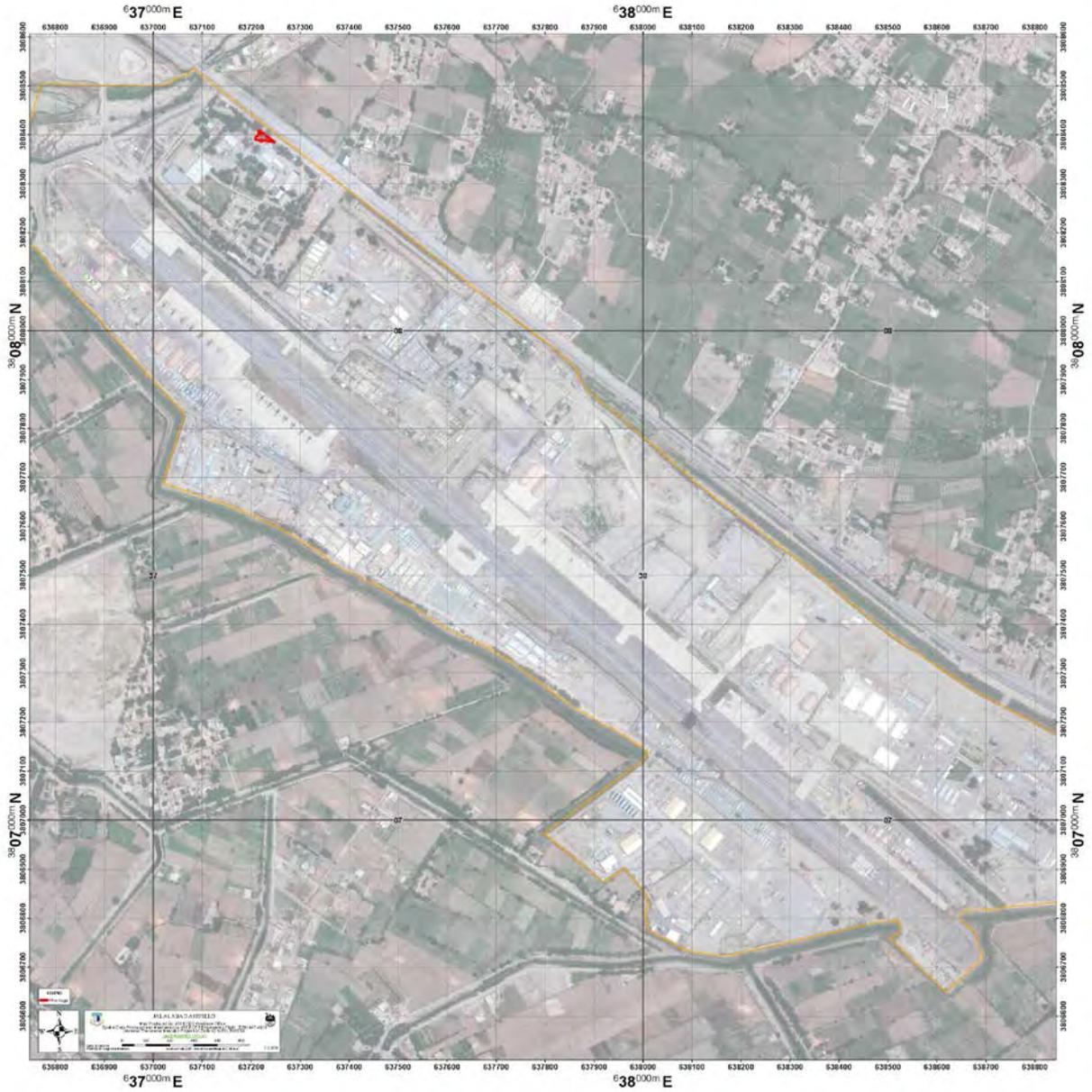
S1 7 WALL DAMAGE WITH AIRCRAFT PARTS

S2. RELEASABLE VIDEOS

[Redacted in accordance with AFI 51-503, paragraph 8.3.2. Reference Tab CC-3 to CC-4 for description of video.]

S3. RELEASABLE DIAGRAMS

S3.1. CRASH SITE SURVEY PAGE 1



S3.2. CRASH SITE SURVEY PAGE 2



S4. RELEASABLE ANIMATION

[Redacted in accordance with AFI 51-503, paragraph 8.3.2. Reference Tab CC-27 to CC-53 for description and relevant screenshots.]

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TAB U

MAINTENANCE REPORTS, RECORDS, AND DATA (Not Included in Tab D)

U1. FUEL ANALYSIS, BAGRAM AIRFIELD, 2 OCTOBER 2015	U-3
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U1. FUEL ANALYSIS, BAGRAM AIRFIELD, 2 OCTOBER 2015

As set: 07L00028
Test Date: 10 / 2 / 2015 03 : 36 : 24 AM
Supervisor: 1501196

Equipment: Full Specs BAF
Test Set: Full Specs BAF
Operator:
Sample Size: 8
Quantity Represented: 0
Is Retest:

Memo:
Status: Passed

Test Results:

Edit	Test	Result	Status	Passing Range	Test Date	Performed By	Supervisor
↕	Adjusted DP	2	Passed	0.20	10/2/2015 03:36:24 AM		
↕	CU/Use	200	Passed	50.700	10/2/2015 03:36:24 AM		
↕	DP	1	Passed	1.15	10/2/2015 03:36:24 AM		
↕	Filtration Solids	0.2	Passed	0.00..0.50	10/2/2015 03:36:24 AM		
↕	Filtration Temp	76	Passed	64..86	10/2/2015 03:36:24 AM		
↕	FSI Use	0.11	Passed	0.04..0.15	10/2/2015 03:36:24 AM		
↕	GallonsPerMin	300	Passed	0.900	10/2/2015 03:36:24 AM		
↕	Vacuum	21	Passed	20..100	10/2/2015 03:36:24 AM		

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U2. MAINTENANCE DISCREPANCY REPORT, 9 JULY 2015

AIACC 15191 S 0413C 10808 MAFBSJM 01 1 .3
 CA: PLUGS REM
 TO REF: 1C-130J-6WC-10 1-001 IT6

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 151901234 FNWZ/15190/0208 FNWZ/15190/0659 QA1AM H 10808 X
 AIACC-RH FWD MLG TIRE W/B/L

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 AIACC 15190 H 13721 R 786 67231 MAFBRDD 01 5 2.0
 CA: R2 RH FWD MLG TIRE IPI C/W 317AG OI 21-04

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15183 TO 15223 01OCT15/1537CDB PG 24

TO REF: 1C-130J-2-32JG-40-01 32-43-10

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 151901235 FNWZ/15190/0642 FNWZ/15190/0654 QA1AM H 10808 X
 AIACC-RH NAV LIGHT INOP 2 EA CB PULLED ECB 445 S/O 2EA W/T INSTALLED

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 AIACC 15190 H 44KAO R 080 84958 MAFBRDD 01 2 .6
 CA: NAV LIGHT R2 OPS CHECK GOOD W/T REMOVED CB'S RESET ECB 445 RESET
 TO REF: 1C-130J-2-33JG-00-1 33-40-10

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 151901236 FNWZ/15190/0644 FNWZ/15190/0701 QA1AM F 10808 X
 AIACC-MLG DOWNLOCKS INSTALLED

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 AIACC 15190 01000 67231 MAFBRDD **NOT REQUIRED**

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15183 TO 15223 01OCT15/1537CDB PG 25

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 151901237 FNWZ/15190/0645 FNWZ/15190/0657 QA1AM H 10808 X
 AIACC-RH FWD MLG WHEEL REM FOR R2

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 AIACC 15190 B 13721 R 786 76226 MAFBRDD 01 5 2.5
 CA: R2 RH FWD MLG TIRE IPI C/W 317AG OI 21-04
 TO REF: 1C-130J-2-32JG-40-1 32-43-10

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 151902501 FNWZ/15190/0152 FNWZ/15190/0418 QA1AG D /
 AIASG-AUTOPILOT INOP

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 AIASG 15190 B 52A00 X 799 40929 MAFBLRL 01 3 3.0
 CA: COULD NOT DUPLICATE, RECYCLED ACFT PWR, PERFORMED OPS CKS 2 TIMES, NO DEFEC
 TO REF: 00-20-1 PARA 5.7.3.19.6

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U3. MAINTENANCE DISCREPANCY REPORT, 31 JULY 2015

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15183 TO 15223 01OCT15/1537CDB PG 56

ALACC 15215 S 0413C 10808 MAFBLAL 01 1 .3
 CA: ALL PLUGS AND COVERS REMOVED, F.O. INSP C/W IAW
 TO REF: 1C-130J-6WC-10 CD 1-001 IT 6

 JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152122501 FNWZ/15212/1638 FNWZ/15212/2157 QALAP D /
 ALASP-#4 OIL COOLER FLAP INOP IN AUTO WORKED MOST OF THE FLT IN MANUAL FAILED C
 COMPLETELY AND STUCK AT 32%

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

ALASP 15212 B 22XBUR R 070 83786 MAFBDLS 01 2 .2
 CA: #4 OIL COOLER FLAP ACTUATOR R2'D

 JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152123174 FNWZ/15212/0440 FNWZ/15212/0442 QALAM F 58688 X
 ALACC-2EA ECBS 485&870 S/O FOR PR INSP

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

ALACC 15212 B 42DLA L 450 76338 MAFBJMC 01 1 .1

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15183 TO 15223 01OCT15/1537CDB PG 57

CA: 2EA ECBS 485&870 RESET IAW
 TO REF: 1C-130J-6WC-10 1-045 1&2

 JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152123175 FNWZ/15212/1551 FNWZ/15212/1556 QALAM F 69402 X
 ALACC-2 EA ECBS 870+485 PULLED AND STRAPPED FOR INSP

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

ALACC 15212 B 42DLA L 450 67064 MAFBABL 01 2 1.0
 CA: 2 EA ECBS RESET IAW
 TO REF: 1C-130J-6WC-10 CARD 1-045IT1+2

 JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152125310 FNWZ/15212/0404 FNWZ/15212/0634 QALAP F 95135 X
 ALASP-#1 ENG ACOC REQUIRES CLEANING

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

ALASP 15212 B 22XBM V 230 83400 MAFBKEJ 01 4 .8

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15183 TO 15223 01OCT15/1537CDB PG 58

CA: CLEANED AND LUBRICATED
 TO REF: 1C-130J-2-79JG-00-1 79-00-15

 JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152125311 FNWZ/15212/0404 FNWZ/15212/0635 QALAP F 95135 X
 ALASP-#2 ENG ACOC REQUIRES CLEANING

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

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U4. MAINTENANCE DISCREPANY REPORT, 21 SEPTEMBER 2015

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8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15244 TO 15284 16OCT15/1026CDB PG 30

TO REF: 1-1A-8 CH 10.2

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
152638702 FNWZ/15263/0518 FNWZ/15263/1049 QA1BG F 84783 -
A1BSG-DFDR DL DUE FOR BPO

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
A1BSG 15263 D 56BB0 X 799 84783 MAFBSG1 01 1 .5
CA: DFDR DL CW IAW
TO REF: 1C130J231JG301 SEC 313104

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
152638705 FNWZ/15263/1125 FNWZ/15263/1131 QA1AM J 57562 X
A1ACC-LH LANDING LIGHT BURNT OUT

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
A1ACC 15263 B 44KB0 R 080 70216 MAFBTBS 01 2 1.4
CA: LH LANDING LIGHT R2

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15244 TO 15284 16OCT15/1026CDB PG 31

TO REF: 1C-130J-2-35JG-00-1 33-40-03

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
152638706 FNWZ/15263/0952 FNWZ/15263/1816 QA1AM B 76338 -
A1ACC-LH INBOARD FORMATION LIGHT ASSY DUE CURE CK @ 0430 ON 20150921

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
A1ACC 15263 S 44KG0 X 799 76338 MAFBJMC 01 1 .3
CA: CURE CK GOOD

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
152641201 FNWZ/15264/1001 FNWZ/15264/1457 QA1AM F 10832 X
A1ACC-ALL ACFT INTAKE/EXHAUST PLUGS & DUST EXCLUDER COVERS REQ REM & AREAS RE
Q F.O. INSP PRIOR TO NEXT FLIGHT IAW 1C-130J-6WC-10 CARD 1-001 IT 6

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
A1ACC 15264 S 0413C 10832 MAFBIBF 01 1 .3
CA: ALL PLUGS REMOVED IAW
TO REF: 1C-130J-6WC-10 CARD 1-001 IT 6

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15244 TO 15284 16OCT15/1026CDB PG 32

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
152648741 FNWZ/15264/1005 FNWZ/15264/1246 QA1AP F 57449 X
A1ASP-#4 ENG OIL COOLER FLAP ACTUATOR REQUIRES REPLACEMENT

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

10/16/2015

ALASP 15264 B 22XBUR 255 80813 MAFBRLW 01 3 .9
 CA: R2 #4 ENG OIL COOLER FLAP ACTUATOR OPS CHECK GOOD IAW
 TO REF: 1C-130J-2-79JG-00-1 79-20-43

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152648746 FNWZ/15264/1235 FNWZ/15264/1248 QALAP F 57449 X
 ALASP-#4 ENG LOWER RH & LH PANELS OPENED TO FOM

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 ALASP 15264 B 11550 S 800 80813 MAFBRLW 01 3 .9
 CA: #4 ENG LOWER RH & LH PANEL CLOSED AND SECURED IAW
 TO REF: 1-1A-8 CH 10.2

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15244 TO 15284 16OCT15/1026CDB PG 33

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152648801 FNWZ/15264/0901 FNWZ/15264/0921 QALAP D /
 ALASP-#4 OIL TEMP HIGH

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 ALASP 15264 S 24DAM X 799 80813 MAFBRLW 01 3 .3
 CA: NO MX ACTION REQUIRED IAW
 TO REF: 1C-130J-79FI-00-1 2-12 BLK

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152651201 FNWZ/15265/0020 FNWZ/15266/2356 QALAM F 69894 X
 ALACC-ALL ACFT INTAKE/EXHAUST PLUGS & DUST EXCLUDER COVERS REQ REM & AREAS RE
 Q F.O. INSP PRIOR TO NEXT FLIGHT IAW 1C-130J-6WC-10 CARD 1-001 IT 6

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 ALACC 15266 S 0413C 69894 MAFBJA0 01 1 .5
 CA: ALL PLUGS AND COVERS REM IAW
 TO REF: 1C-130J-6WC-10 CARD1-001 IT 6

8070 CLSD ALL JOBS JOBS A/C 08003174 FROM 15244 TO 15284 16OCT15/1026CDB PG 34

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152651630 FNWZ/15265/1156 FNWZ/15274/0540 QALAM Q 85565 -
 ALACC-WHILE OPERATING IN CONDITIONS DESCRIBED IN SECTION VI OF T.O. 1C-130J-6;
 EVERY 15 DAYS CLEAN AND LUBRICATE FLAP JACKSCREWS IAW 1C-130J-2-12JG-20-1,

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 ALACC 15274 S 14412 V 230 85565 MAFBTBS 01 2 .6
 CA: 15 DAY FLAP JACKSCREWS LUBRICATION C/W
 TO REF: 1C-130J-2-12JG-20-1 12-20-08

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152651631 FNWZ/15265/1200 FNWZ/15270/1010 QALAP Q 80813 -
 ALASP-PERFORM PROPELLER UNFEATHER CHECK IAW 1C-130J-2-61JG-00-1,
 61-00-05 LO

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

10/16/2015

U5. MAINTENANCE DISCREPANCY REPORT, 24 SEPTEMBER 2015

152678714 FNWZ/15267/1544 FNWZ/15267/1731 QA1AP F 83333 -
 A1ASP-OPS CHK OF #4 OIL COOLER FLAP ACTUATOR

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 A1ASP 15267 B 22VEA X 799 83333 MAFBJJ2 01 2 2.0
 CA: OPS CK GOOD NDN

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152678715 FNWZ/15267/1544 FNWZ/15267/1732 QA1AP F 83333 -
 A1ASP-PERFORM OPS CHK OF #4 ENG ANTI-ICING SYS

8070 CLSD WUC-22 JOBS A/C 08003174 FROM 15183 TO 15275 01OCT15/1534CDB PG 59

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 A1ASP 15267 B 22VEA X 799 83333 MAFBJJ2 01 2 1.0
 CA: OPS CHK GOOD NDN

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152678716 FNWZ/15267/1545 FNWZ/15267/1733 QA1AP F 95135 -
 A1ASP-PERFORM OPS CHK OF #4 ENG AIR OIL COOLER AUGMENTATION VALVE

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 A1ASP 15267 B 22VEA X 799 95135 MAFBJJ2 01 2 1.0
 CA: OPS CHK GOOD NDN

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152678717 FNWZ/15267/1546 FNWZ/15267/1734 QA1AP F 83333 -
 A1ASP-PERFORM OPS CHECK OF #4 EENG INDICATON SYSTEM

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS

8070 CLSD WUC-22 JOBS A/C 08003174 FROM 15183 TO 15275 01OCT15/1534CDB PG 60

A1ASP 15267 B 22VEA X 799 83333 MAFBJJ2 01 2 .6
 CA: OPS CHK GOOD NDN

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152678800 FNWZ/15267/1119 FNWZ/15268/0954 QA1AM D /
 A1ACC-ON LND AT KANDAHAR GOT OIL TEMP 4 HI ADV SAW PEAK AT 90 REALIZED OIL COOL
 ER FLAP WAS STUCK AT 14 WOULD NOT WORK IN MAN RESET ECBS & REGAINED CONTROL

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 A1ACC 15268 B 22XBU R 070 10832 MAFBTBS 01 3 6.0
 CA: NIU #4 REPLACED, OPS CHECK GOOD

JCN OPN BASE/DATE /TIME CLS BASE/DATE /TIME W/C W/D S-R INSP ZONE SYM
 152679751 FNWZ/15267/1122 FNWZ/15267/1602 QA1AP E /
 A1ASP-ENG #4 OIL TEMP GREATER THAN OR EQUAL TO 86 DEG C BUT LESS THAN 93 DEG C
 FOR 2 SECS OR MORE

*** W/C DATE TM WUC/REFDES A/T HM MAN NR USERID UNITS CREW SIZE HOURS
 A1ASP 15267 B 22XBU X 799 57449 MAFBBJL 01 4 .4
 CA: OIL TEMP WITHIN LIMITS (BLK 5.1)

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